

North Weald Inland Border Facility Reinstatement Plan

Town and Country Planning (Border Facilities and Infrastructure)
(EU Exit) (England) Special Development Order 2020

Her Majesty's Revenue and Customs
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1

Introduction

1.0 Introduction

Gl Leeds Building Surveying Limited have been appointed by His Majesty's Revenue and Customs (HMRC) to produce a Reinstatement Plan for the North Weald Inland Border Facility (IBF). The Reinstatement Plan is a requirement of the Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Orders of 2019 and 2020 (SDO) and this must be approved by the Secretary of State for the Department for Levelling Up, Housing and Communities (formally the Ministry of Housing, Communities and Local Government (MHCLG)) prior to any reinstatement work on this site. The definition of 'reinstatement works' in the SDO means 'the cessation of the use, and removal of all buildings, for which planning permission is granted by article 3(1)(a) and (b) on a site and the restoration of the site to its condition before such development commenced, except as specified in a reinstatement plan approved by the Secretary of State'.

This report has been produced for the benefit of The Department for Levelling Up, Housing and Communities (DLUHC) to determine the state of the North Weald Inland Border Facility (IBF) following cessation of IBF operation, reinstatement, and handover.

Approval was granted via a Special Development order on 24 November 2020 by the then MHCLG and is known as Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) Special Development Order 2020 which includes the site known as North Weald Airfield, North Weald Bassett, Epping, Essex, CM16 6HR. The approval provided consent for a temporary development comprising the change of use of the site from existing hardstanding to provide HGV and staff car parking, creation of temporary structures, installation of lighting columns and other minor alterations to suit site operations.

This report relates to the area occupied by HMRC and as shown on the red line plan contained within Appendix A. This Reinstatement Plan defines the planned reinstatement work at NorthWeald IBF with commentary and drawings identifying where and what work is required to reinstate the site to its former condition prior to the 2020 SDO.

A general summary of those items to be removed are:

- Temporary modular accommodation
- Temporary inspections shed
- Temporary gatehouses
- Vehicle access barriers and turnstiles
- Concrete barriers
- Signage (fixed, temporary and adhesive)
- Generators

- Site wide lighting
- Site wide CCTV
- Feeder pillars
- Electrical distribution
- Foul water holding tanks
- Cycle and smoking shelters
- Water storage containers (bulk)
- Any concrete base, foundation or slab to accommodation or fitting

A general summary of those items to be reinstated are:

- Formal repairs to the runway taxiway where excavated to allow below ground service installations
- White lining to parking bays
- Reinstatement of grass verge adjacent to HGV parking formed to create a safe walkway to the site entrance
- Reinstatement of unmade gravel area where built up with tarmac or modular paving system to support IBF operation
- Metal field gate adjacent to gate D

A general summary of those items to be retained are:

- Adaptions to HGV entrance to site from Rayley Lane (Gate E)
- Penstock valve to surface water drainage
- Additional tarmac hardstanding below the temporary inspection shed

2

Description of Reinstatement Work

2.0 Description of Reinstatement Work

2.1 Introduction

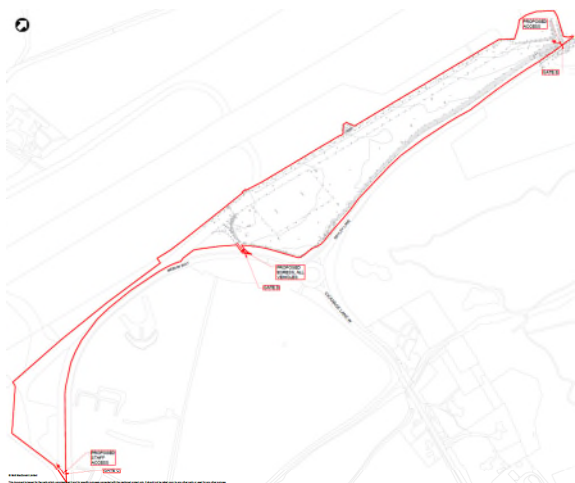
The purpose of this section of the report is to provide a clear description of the site prior to occupation, the proposed reinstatement work and the target condition of the site following the reinstatement.

2.2 Site Description Prior to Occupation

Prior to occupation, the site consisted of a large gravelled area and a former runway running north to south, as well as a grassed area to the west of Rayley Lane, on the eastern boundary of North Weald Airfield. The gravelled area was previously used as a parking area for coach companies, and the former runway was previously used for emergency service response training by various emergency services on an infrequent basis.

The site extends to approximately 6.157 hectares and is bounded by Rayley Lane/Merlin Way to the east, North Weald runway and airfield to the West and South, and agricultural fields to the North. The site predominantly comprises of concrete hardstanding that forms the former runway with a section of unmade gravel hardstanding. A large section of tarmac surfacing is located to the southernmost part of the site, and the remainder of the site is made up of grassland and vegetation. The site is predominantly bound by weldmesh and palisade fencing combined with established hedgerows and vegetation. The site has three existing access points (known as Gate C, D and E)

The site is located within the Green Belt in accordance with Epping Forest District Councils adopted Local Plan (Metropolitan Green Belt). The site also sits within the designated North Weald Airfield boundary and directly adjacent to the working airfield boundary.



Site Red Line Boundary

2.3 Description of Reinstatement Work

The purpose of this section of the report is to provide a clear description of the site prior to occupation, the proposed reinstatement work and the target condition of the site following the reinstatement. It is noted that this is site prior to occupation and before any development approved under both the 2019 and 2020 SDO.

2.3.0 Features approved under the 2019 SDO

The following table lists the proposed reinstatement works to the features approved under Article 3 of the 2019 SDO:

Article 3 Reference	Feature	Comment
3(a)	Use of the land for the stationing and processing of vehicles	n/a
3(b)	Use of the land for repairs to goods vehicles	n/a
3(c)	Re-alignment of the egress point and increasing the road width of the egress point	No re-alignment or increase in road width was undertaken to the egress point at Gate D, as a result no reinstatement works are required.
3(d)	Provision on the land of new temporary structures, works, plant or machinery and lighting	All items under subsection (d) to be removed and is detailed further under section 2.3.1 to 2.3.3.
3(e)	Resurfacing and repair of hardstanding and rough gravelled area adjacent to the pre-existing hard standing	The resurfacing of the hardstanding area will be removed as detailed in section 2.3.3. Repairs will be undertaken following removal of temporary structures and the like covered under reference 3(d).
3(f)	Repair of the foul water and surface water drainage systems on the land	The repairs will remain in-situ as part of the reinstatement works.

2.3.1 Temporary Accommodation

The temporary accommodation installed to enable the site to operate is all to be removed and surfaces disturbed as a result of installation will be made good. These units are listed below:

Item	Reason for removal
Examination Facilities	Temporary Accommodation
HMRC Office	Temporary Accommodation
Marshalls Office	Temporary Accommodation
Marshalls Building	Temporary Accommodation
Control Building	Temporary Accommodation
Marshalls Facilities	Temporary Accommodation
Welfare Facility	Temporary Accommodation
Security Cabins	Temporary Accommodation
Gate Booths	Temporary Accommodation
Shipping Containers	Temporary Accommodation
Smoking Shelters	Temporary Accommodation
Cycle Shelters	Temporary Accommodation
Generators & Associated Equipment	Installed for IBF site operation, no longer required
Access Ramps & Stairs	Installed for IBF site operation, no longer required
Water and Waste Tanks	Installed for IBF site operation, no longer required
Concrete Barriers	Installed for IBF site operation, no longer required

2.3.2 Services

Site facilities are a combination of connections to the existing power supply with generator provision, and it is proposed that these will be removed and electrical cabling taken back to the site source located centrally to the eastern boundary of the site.

New lighting columns that were installed in accordance with the SDO will be removed. All lighting columns were installed with concrete bases so will provide minimum disturbance to the existing site as part of their removal.

The CCTV network including columns and equipment will be removed from site and disturbed areas reinstated.

All buildings are serviced by above ground holding tanks located below or adjacent to the serviced buildings. All holding tanks will be removed from site and existing surfaces made good where appropriate.

The reinstatement of the services can be summarised as follows:

Item	Reason for removal
Electrical connections to existing power supply and generators	Installed for IBF site operation, no longer required.
External Lighting Columns	Installed for IBF site operation, no longer required. Existing car park lighting to be retained.
CCTV Columns	Installed for IBF site operation, no longer required.
Foul Water Holding Tanks	Installed for IBF site operation, no longer required.

2.3.3 Construction and Civils

Enhancement works were carried out to the centrally located hardstanding area that was previously used for coach parking. This included the installation of a modular paving system to support HGV movements, as well as tarmac surfacing works to support the installation of the inspection facility and various pedestrian walkways around the site. These features and hardstanding levels reduced back to its existing arrangement in order to facilitate its ongoing use as coach parking and emergency service response training following the IBF decommissioning.

A bulk timber sleeper and gravel hardstanding was installed to the rear of the HGV spaces on the former runway to provide a safe walkway around the site for staff and drivers between Gates D and E . The timber sleepers will be removed, and the hardstanding reinstated back to a grass verge.

The perimeter boundary security fencing around the site has remained in-situ. A secondary heras fence was installed to the perimeter of the site in order to maintain a secure boundary, and this will be removed as part of the reinstatement works.

A timber fenced enclosure to accommodate bin and hazardous waste store was installed centrally on the site and this will also be removed, and the surfacing reinstated to its original construction.

A low level metal agricultural gate located on the airfield adjacent to the access road leading to Gate D was removed to facilitate access around the site for HGV movements. This gate and associated fencing will be reinstated.

Line markings to the existing concrete and tarmac hardstanding surfaces will be removed throughout the site.

The reinstatement of construction and civils work can be summarised as follows:

Item	Reason for removal
Enhancements to hardstanding	Installed for IBF site operation, no longer required.
Walkway to Airfield	Installed for IBF site operation, no longer required.
Secondary fencing	Installed for IBF site operation, no longer required.
Timber fence enclosures	Installed for IBF site operation, no longer required.
Agricultural Gate	Removed to facilitate site logistics, to be reinstated.
Line Marking	Installed for IBF site operation, no longer required.

2.4 Condition of Site at Conclusion of Reinstatement Work

The intended condition of the site following the reinstatement work will be as it was when HMRC first leased it. The exceptions to this are as detailed in Section 3 of this report and are namely:

1. Adaptions to HGV entrance to site from Rayley Lane (Gate E)
2. Penstock valve to surface water drainage system
3. Additional tarmac hardstanding below the temporary inspection shed

3

Temporary Development to be
Retained

3.0 Temporary Development to be Retained

3.1 Introduction

The purpose of this section of the report is to explain and justify which elements of the temporary development are to be retained. This section of the report covers items that were approved under article 4(1) of the SDO.

3.2 Features to be Retained

3.2.1 Site Entrance from Rawley Lane (Gate E)

A number of modifications were carried out to the site access known as Gate E in order to facilitate access for HGV vehicles. This included removal of a section of the existing bund, relocation of the existing palisade gates, additional surfacing works and associated white lining.

Following discussions with the landlord Epping Forest District Council (EFDC), it is proposed to retain the adaptations made to Gate E in order to provide future ease of access to this area of the airfield to support previous ad hoc uses of the site as coach parking, emergency service response training and any future beneficial use.

3.2.2 Penstock Valve

A penstock valve was installed to the northern end of the existing surface water drainage system for the site to support the IBF operation. Following discussions with EFDC, it is proposed to retain this adaptation to the surface water system in order to provide future beneficial use of the site as ad hoc coach parking, emergency response vehicle training and other associated activities. The retention of the penstock valve will also provide ongoing support to draft local plan policy DM 21 – Local Environmental Impacts, Pollution and Land Contamination to reduce potential impact of surface water pollution.

3.2.3 Hardstanding Adaptions

Enhancement works were carried out to the centrally located hardstanding area that was previously used for coach parking. This included the installation of a modular paving system to support HGV movements, as well as tarmac surfacing works to support the installation of the inspection facility and various pedestrian walkways around the site. Section 2.3.3 identifies some of this hardstanding scheduled to be reinstated.

Following discussions with the landlord EFDC, it is proposed to retain the area of tarmac surfacing below the temporary inspection shed once this is removed in order to support the previous ad hoc uses of the site as coach parking and emergency service response training. In addition, retaining this feature will also reduce the amount of Material Asset and Waste being taken away from the site as part of reinstatement.

3.3 Planning Authority Engagement

In addition to engagement with EFDC as landlord, HMRC have also carried out an engagement exercise with EFDC acting in capacity as the local planning authority for the site. A copy of the response can be found within Appendix D of this report, however the key points are as follows:

- Early consideration was given to retaining the gravel walkway from Gate E to gate D, however the local planning authority (LPA) objected to this proposal and this was subsequently removed from the final reinstatement proposals.
- No objection was given to the retention of the hardstanding proposed to be retained below the inspection shed due to the significant expanse of hardstanding already present on site.
- No objection to the retention of the adaptations to Gate E to support HGV access, as well as the retention of the Penstock Valve.

3.3 Relevant Planning Policies – Green Belt

In terms of relevant planning policies associated with the items scheduled for retention, in relation to the current Local Plan (Epping Forest Adopted Local Plan 1998), the site is directly subject to Policy RST28, which states that the Council will protect the existing open character and historic interest of the Airfield. The site is also located in the Metropolitan Green Belt, which is defined by Policy GB1 of the Epping Forest District Local Plan (1998) (and subject to national policy within the NPPF and Policy DM4 regarding Green Belt of the emergency local plan 2016 which is subject to an examination shortly).

In terms of Policy RST28, the retention of the features described above will not result in any adverse impacts on the open character and historic interest of North Weald Airfield. The retention of the Gate E adaptations does not materially alter the open character or the historic interest of the nearby Airfield. The penstock valve is situated below ground level, so again no impact is anticipated from this retained element. The additional hardstanding only makes up a small proportion of the overall hardstanding on the site, and due to the already significant expanse of hardstanding present this additional area is not anticipated to have a negative impact on RST28.

In terms of the sites location in the Green Belt, Paragraph 148 of the NPPF states that the determining body should ensure that substantial weight is given to any harm to the Green Belt. Inappropriate development is, by

definition, harmful to the Green Belt and should not be approved except in very special circumstances. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

It is considered that the retention of the small hardstanding area could be considered as appropriate development by virtue of constituting limited infilling upon a previously developed site. For completeness, if it would not constitute appropriate development in the Green Belt because it does not meet the description of the exceptions identified in Paragraphs 149 and 150 of the NPPF (and emerging Policy DM4) the retention of the hardstanding would therefore be inappropriate development in the Green Belt that should not be approved except in very special circumstances.

Consideration must then be given to the five purposes of Green Belts, which are:

- a) To check the unrestricted sprawl of large built-up areas;
- b) To prevent neighbourhood towns merging into one another;
- c) To assist in safeguarding the countryside from encroachment;
- d) To preserve the setting and special character of historic towns; and
- e) To assist in urgent regeneration, by encouraging the recycling of derelict and other urban land.

Reviewing each of these in turn, the retained features will not result in the spawl of large built up areas and also not result in neighbouring town merging into one another. In terms of safeguarding the countryside from development, the site is located on previously developed land covered in substantial hardstanding which is in turn immediately adjacent to an airfield covered in substantial hardstanding that has been operational for a number of years. It is therefore considered that the retained hardstanding of circa 1100m² (or 1.6% of the total site area of 6.57 hectares) in an area surrounded by existing hardstanding will not impact on the safeguarding of the countryside. The retained features will not harm the setting and special character of historic towns in the area, due to their distance away from the site. Although the retained features will not result in the regeneration of an urban area, it is located on previously developed land so it accords with the same purpose of recycling such land.

It is considered that the retained features would accord with Policy GB2A of the Local Plan and be acceptable in terms of the Green Belt, as the site would continue to be used which would preserve the openness of the Green Belt and which do not conflict with the purposes of including in the Green Belt.

In relation to the Draft Local Plan (2016), the key draft Policies is SP 5 – Green Belt and District Open Land. This policy identifies that the site will be removed from the Green Belt as part of an alteration to the Metropolitan Green Belt Boundary. In view of this, the retained features on the site would not need to demonstrate accordance with local or National Green Belt Policies. This Policy has progressed a significant way along the development

plan process (about to be formally examined), and should therefore be accorded weight in considering the planning balance on Green Belt issued arising from the retained features.

Overall, it is considered that the retained features on site will not conflict with the Policies of the current Local Plan or the Draft Local Plan in so far as they relate to Green Belt issues.

4

Long Term SDO Approved Elements

4.0 Long Term SDO Approved Elements

4.1 Introduction

The purpose of this section of the report is to outline which, if any, of the physical elements of the Inland Border Facility (IBF) scheme approved by the SDO are intended for retention at the cessation of the IBF operation. This section of the report sets out the detail of these elements and provides justification for doing so, such as prior planning consents or where beneficial use outweighs removal.

4.2 Elements with SDO Approval for Retention

Not applicable

5

Article 4 Compliance

5.0 Article 4 Compliance

5.1 Introduction

The purpose of this section of the report is to outline where reinstatement follows that described in the Article 4 submission for the original SDO approval. In particular it identifies where reinstatement or retained features could give rise to significant environmental effects that were originally anticipated to be avoided. Where effects are envisaged they are assessed and justified.

5.2 Statement Detailing Article 4 Compliance

The following is based on the original Article 4 Analysis of Likely Environmental Effects of the Development (ALEED) submission which in each case predicted that there would be no likely significant effect. This is also the case with the planned reinstatement work.

Environmental Effect	Assessment and Justification
Air Quality	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. There is the potential for the creation of dust particularly when reinstating or removing hardstanding areas. The implementation of best practice construction methods will be adopted to control dust such as</p> <ul style="list-style-type: none"> • ensuring that all vehicles with open loads of duty materials are securely sheeted or enclosed. • Minimising stockpile heights and locate out of the wind • Enforcement of speed limits on surfaced/unsurfaced roads • Damp down in dry conditions • Vehicle engines and plant motors switched off when not in use
Cultural Heritage	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. No new excavations are proposed that would potentially impact on any unknown archaeological remains. Temporary impacts to the setting of nearby heritage assets from reinstatement activities would be minor and the effects would not be significant. No permanent impacts on heritage assets are anticipated and as a result no additional mitigation measures are required.</p>

Landscape and Visual Effects	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed.
Geology and Soils	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. All excavations will be in areas previously disturbed during the construction so no significant effects are anticipated during reinstatement. However, best practice measures will be adopted during reinstatement including the provision of spill kits with reinstatement staff trained in their correct application.
Biodiversity	<p>The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. There may be a potential adverse effect on bats on the reinstatement works as a result of noise, lighting and visual disturbance however these are not anticipated to be significant. The removal of the inspection shed also has the potential to effect the root protection area of the nearby trees. Best practice measures will be followed including:</p> <ul style="list-style-type: none"> • Any construction lighting required to be low or high pressure sodium lamps fitted as low as possible and use directional luminaries to direct light only where required. Keep construction lighting away from dark corridor along eastern boundary of site • Installation of protective barriers to protect root protection areas based on advice from a Arboriculturalist. • Vehicular movements on hardstanding only, as well as compound areas for reinstatement works
Material Assets and Waste	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. There will be waste produced as part of the reinstatement works so in order to reduce any non-significant effects best practice measures such as the principles of the waste hierarchy are adhered to including the prevention, reuse and preparation for re-use, recycling, recover and disposal of waste. Opportunities will be explored for the temporary structures (offices and inspection sheds) to be sold and re-used elsewhere where they are not leased.
Noise and Vibration	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. There is the potential for a temporary adverse effect on nearby sensitive receptors as a result of noise arising from the works associated with the reinstatement such as the dismantling of the temporary structures. As this is small scale in nature and of a temporary duration no significant effects are anticipated, however best practice measures to minimise noise and noise limits as set out in BS5228-1 will be followed by the reinstatement contractor.

Population and Human Health	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. No road or public rights of way closures are proposed and there would be no restrictions on local businesses as part of the reinstatement. There will be some slight disturbance from construction machinery and noise as part of reinstatement however it is proposed that the local community will be informed of the proposals for reinstatement including approximate timescales, as well as controlling HGV movements on site by appropriate site marshals.
Road Drainage and Water Environment	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. There are potential effects to the water environment during reinstatement due to existing pollution pathways, however it is proposed that the existing penstock valve would be retained as part of reinstatement to reduce any potential. In addition, best practice guidance will be followed in line with guidance CIARA (2001).
Climate	The reinstatement of the scheme is not anticipated to result in any new or materially different effects than the construction of the scheme as the site will be restored to its original state with all temporary structures removed. Opportunities will be explored for the temporary structures (offices and inspection sheds) to be sold and re-used elsewhere where they are not leased.

For specific references to the relevant lines of the REAC see Section 22 of this document.

6

Plans and Drawing References

6.0 Plans and Drawing References

6.1 Introduction

The purpose of this section of the plan is to detail the documentation describing the planned reinstatement work across the site.

6.2 Plans and Drawing References and Descriptions

Drawings can be found in Appendix A of this report.

7

Programme

7.0 Programme

7.1 Introduction

The purpose of this section of the report is to detail the programme for the reinstatement work which demonstrates that it will be completed prior to the expiration of the SDO permission period.

7.2 Programme

A programme can be found in Appendix B of this report.

8

Contractor Details

8.0 Contractor Details

8.1 Introduction

The purpose of this section of the report is to provide details of the appointed contractor carrying out the reinstatement works on behalf of the Site Operator, HMRC.

8.2 Contractor Details

The contractors to undertake the reinstatement work are yet to be appointed by HMRC. This will be subject to a competitive tendering exercise in accordance with The Public Contracts Regulations 2015 and OJEU (depending on the final financial threshold of the reinstatement works).

9

Site Monitoring

9.0 Site Monitoring

9.1 Introduction

The purpose of this section of the document is to provide details of any monitoring of the site and reinstatement work to ensure that the target condition of the site is achieved.

9.2 Site Monitoring

HMRC and their appointed project manager, will be undertaking regular site visits to ensure quality and compliance is maintained. The appointed contractor will also be requested to provide regular progress reports and attend site meetings.

10

Post Reinstatement Maintenance

10.0 Post Reinstatement Maintenance

10.1 Introduction

The purpose of this section of the document is to provide a report detailing how the site will be maintained post reinstatement, and by whom.

10.2 Post Reinstatement Maintenance

The site will be handed back to the Landlord, Epping Forest District Council, who will have ongoing responsibility for the site.

11

**Operational Management Plan &
Construction Management Plan**

11.0 Operational Management Plan and Construction Management Plan

11.1 Introduction

The purpose of this section of the plan is to describe where there are overlaps how the proposals align with commitments made in the Operational Management Plan (OMP) and Construction Management Plan (CMP) which were submitted as part of Article 4 of the SDO application.

11.2 Construction Management Plan

The approved Construction Management plan referenced below, dated 9th December 2020 was submitted as part of the Article 4 requirements of the SDO 2020. This plan includes the relevant methodologies for mitigating impacts on noise and air quality etc that could arise from the original construction of the North Weald IBF site. The same mitigations apply to any reinstatement work. The approved Construction Management Plan is available for review upon request from HMRC.

The requirements of the Construction Management Plan relate to the SDO approved construction work to create the Inland Border Facility Site. The Reinstatement Work will be in accordance with this plan to ensure that those requirements, which were approved for the SDO, are maintained during the subsequent construction work required to reinstate. The SDO requirements of the Construction Management Plan (CMP) are outlined below:

No works of construction may commence until a construction management plan for the development has been submitted to and approved by the Secretary of State. The plan must comprise details of policies and procedures to be complied with in connection with the construction of the development in relation to:

- a) engagement with relevant owners and occupiers, including complaints handling.*
- b) application of best practicable means to minimise noise, vibration and emissions to air.*
- c) application of best practicable means to minimise the adverse effects of lighting on the amenity of relevant owners and occupiers, ecological receptors and road users.*
- d) sourcing, placing, managing and storing of construction materials, including, where appropriate, the stripping, storage and re-spreading of soil.*
- e) management of waste in accordance with the waste hierarchy.*
- f) pollution prevention and control*
- g) preventing damage to trees to be retained on the site, or trees immediately adjacent to any works on the site.*

h) management of construction traffic, including measures to prevent the deposit of mud and construction materials on the highway.

i) the management of invasive species. and

j) where appropriate, the appointment and retention of a suitably qualified archaeologist, arboriculturist, ecologist or ordnance specialist to oversee works

The work involved to reinstate the North Weald IBF site, as described elsewhere in this plan, is relatively small scale so as a result those items detailed in the Construction Management Plan above will be minimal.

A response to each item:

- a) See Section 12 of this document.
- b) See Section 16 of this document.
- c) The lighting specific to the IBF will be removed as described elsewhere in this report.
- d) Few materials will be required for the reinstatement plan and where they are they will be delivered and stored on the site. Storage of these materials will be in accordance with the provision of the CMP:
 - Storage of any oil-based materials, including petrol, diesel, waste and vegetable and plant oil, and above ground fuel and oil storage tanks, the Principal Contractor will comply with the Control of Pollution (Oil Storage) (England) Regulations 2001, as amended, and the Environment Agency's PPG: Above ground oil storage tanks
 - Chemical storage, handling and use will comply with PPG 26: Drums and intermediate bulk containers
 - Stationary plant will be used with secondary containment measures such as plant nappies to retain any leakage of oil or fuel, which will be emptied at regular intervals to prevent overflow
 - As per CIRIA guidance, fuel will be stored in dedicated bunded, impervious storage areas at least 10m away from any water body including drains and watercourses.
 - Fuel tanks will be stored within a bund capable of holding 110% of their capacity
 - Stockpiles and mounds will be kept away from sensitive receptors (including natural and historic features), watercourses and surface drains where reasonably practicable, and sites to take into account the predominant wind direction relative to sensitive receptors
 - Stockpiles and mounds will be maintained to avoid materials slippage
 - Materials stockpiles likely to generate dust will be enclosed or securely sheeted, kept watered or stabilised as appropriate
 - Fine dry material will be stored inside buildings or enclosures with measures in place to ensure no escape of material and of overfilling during delivery
 - Maintain a clean and tidy site, ensuring all material is stored in the correct areas

- e) See Section 14 of this document.
- f) Due to the small-scale nature of the reinstatement work the levels of pollution will be far lower for this work than previously anticipated for the use of the IBF site.
- g) Where works are to be carried out within close proximity of existing trees on or near the site i.e. adjacent to inspection shed, protective barriers will be installed in accordance with BS5837:2012, at the distances dictated by the root protection area and assistance from a suitably qualified Arboriculturalist
- h) See Section 15 of this document.
- i) Due to the small-scale nature of the reinstatement work and disruption to natural habitats this is not anticipated to be a factor.
 - Should any protected species be found during the works, works will stop immediately, and an ecologist contacted immediately via the Project Manager on-site.
 - Should invasive species such as Japanese Knotweed be encountered on-site, works will stop immediately, and the area fenced off. An ecologist will be notified via the Project Manager on-site for further action.
- j) See Sections 19 and 20 of this document.

11.3 Operational Management Plan

The requirements of the Operational Management Plan relate to the SDO approved operation of the Inland Border Facility Site. The Reinstatement Work will generally be in accordance with this plan to ensure that those requirements, which were approved for the SDO, are maintained during the subsequent construction work required to reinstate. The SDO requirements of the Operational Management Plan (OMP) are outlined below:

No use other than works of construction and tests of the operation of the development may commence until an operational management plan for the development has been submitted to and approved by the Secretary of State. The plan must comprise details of policies and procedures to be complied with in connection with the use and operation of the development...

- a. *Engagement with relevant owners and occupiers, including complaints handling*
- b. *Dealing with adverse weather, incidents and protestors*
- c. *Emergency response*
- d. *Inspection, maintenance and repair of hard surfacing, surface and foul water drainage systems, fire hydrants and emergency water supplies*
- e. *Managing traffic associated with the operation of the development, including:*
 - i. *the management of vehicles moving between the site and the SRN (being the highways for which Highways England is the highway authority, by virtue of article 2 of the Appointment of a Strategic Highways Company Order 2015(b)), and the provision of signage for their drivers and*
 - ii. *preventing vehicles carrying goods specified in paragraph A.4 of Part 1 from having access to, or being stationed on, the site*
- f. *Pollution prevention and control*
- g. *Prescribing limits on levels of noise and emissions to air that will be adhered to during the operation of the development, and monitoring and management measures to secure adherence to those levels*
- h. *Managing waste and waste disposal in accordance with the waste hierarchy*
- i. *A local employment strategy for staff*
- j. *Managing and enhancing biodiversity*

As per section 11.2, the work involved to reinstate the North Weald IBF site, as described elsewhere in this plan, is small scale and so impact to the items outlined in the Operational Management Plan above will be minimal.

A response to each item:

- a) See Section 12 of this document.
- b) Not applicable.
- c) Not applicable.
- d) Not applicable.
- e) Not applicable but for construction traffic management see Section 15 of this document.
- f) Due to the small-scale nature of the reinstatement work the levels of pollution will be far lower for this work than previously anticipated for the use of the IBF site.
- g) See Section 16 of this document.
- h) See Section 14 of this document.
- i) Not applicable.
- j) Due to the small-scale nature of the reinstatement work and disruption to natural habitats this is not anticipated to be a factor.
 - a. Should any protected species be found during the works, works will stop immediately, and an ecologist contacted immediately via the Project Manager on-site and the appropriate action as advised by the ecologist will be taken.
 - b. Should invasive species such as Japanese Knotweed be encountered on-site, works will stop immediately, and the area fenced off. An ecologist will be notified via the Project Manager on-site for further action and the appropriate action as advised by the ecologist will be taken.

12

Engagement with Relevant Owners and Occupiers

12.0 Engagement with Relevant Owners and Occupiers

12.1 Introduction

The purpose of this section of the document is to outline where community engagement for the proposals of the Reinstatement Plan has been necessary and undertaken. This section outlines who the relevant owners and occupiers are and how they could potentially be impacted by the planned reinstatement work.

Additionally, relevant statutory bodies (e.g. Environment Agency, Natural England) will be consulted where appropriate to do so.

Finally, a complaints handling procedure is set out to detail how issues can be resolved if this isn't possible at a site level.

12.2 Engagement with Relevant Owners and Occupiers

The scale of the reinstatement work identified in this plan are minimal and time on site is to undertake this work has been estimated at 12 weeks, and those neighbouring stakeholders are likely to only experience minimal traffic for the work and large plant will only be required for the reinstatement to the existing hardstanding areas to bring the site back into its existing use.

The owner and landlord of the site is Epping Forest District Council who will be informed of the plans and timing for the proposed reinstatement works. Given the small scale nature of the reinstatement it is proposed that only the immediate surrounding properties are notified of the works.

Considering the extent of reinstatement work planned and it has not been deemed necessary to involve any statutory bodies, however HMRC will engage with the local authority Epping Forest District Council (not in the capacity as landlord) in relation to the scope and timing of the reinstatement.

The complaints handling procedure will be as agreed in the Article 4 submission of the SDO and as detailed below:

1. A sign will be placed in a prominent location close to the entrance of the IBF which will clearly provide details of how to make contact with the site and the contractors undertaking the reinstatement work on behalf of HMRC.

2. The email address will be monitored while the site is occupied.
3. Complaints which are related to the reinstatement of the site will be received formally, either in writing, such as by email or letter, or verbally by phone or in person, and acknowledged upon receipt where possible (by email auto response, or an automated voicemail) or within a maximum of two business days (to manually issue a complaint reference number).
4. Details of all complaints received at the site and by whom will be noted by the member of staff who the complaint is made to, who will notify their line manager immediately, to ensure all required details have been captured.
5. Messages of complaint received at the site will always be recorded on an incident log. Verbal or in person complaints will be initially handled by the stakeholder's line manager who will endeavour to resolve the complaint at site level, at the time at which it is received. If a complaint cannot be easily resolved, then the complaint will be logged into the Complaints Database and a Complaints number issued to the person making the complaint. The issuing of a complaints number is intended to be taken as formal acknowledgement of the complaint.
6. Complaints received in writing or by email will be addressed by HMRC and it is their responsibility upon receipt to ensure all complaints are recorded.
7. HMRC will be responsible for assessing the complaint as to its urgency, implications, and relevance to the site or to a Government Agency. If HMRC are unable to resolve the complaint at the time it is received, then they will advise the complainant of the eight business day timescale for a final response to be reached and provide them with a complaint reference number (if the complainant does not already have one)– which is intended to be taken as formal acknowledgement of the complaint.
8. Complaint responses will be handled by HMRC, who will triage, identify owners, and seek feedback from relevant stakeholder before sending a response to the complainant.
9. HMRC aim to have a final resolution to all complaints received within eight business days. Should a final response not be possible within the target period, such as an extended investigation or awaiting statements, the complainant will be contacted by HMRC within eight days to advise a revised timescale for resolution.
10. Each complaint will be handled fairly, confidentially and the issues will be investigated thoroughly before issuing the final response.
11. If a final response to a complaint been issued by HMRC but the complainant does not agree with the resolution determined by the outcome of the internal investigation, the complainant is able to raise an appeal. A senior leader from HMRC will review the complaint for a second time and respond within three working days. The complaint will again be handled fairly, confidentially and the issues will be investigated thoroughly before issuing another final response.
12. If the complainant remains unsatisfied with the resolution offered by the internal appeal process, then the final avenue for escalation is to write to the local MP and ask for the matter to be referred to the Parliamentary Ombudsman. The complainant will be signposted to the local MP and the central database will capture actions taken.

13. It is possible that a complaint will be made verbally to any member of staff on-site (e.g. to a member of security staff at the entrance/exit to the site or by phone/email), therefore the following standards are required to be followed by staff when a complaint is being made to them:
- a. The recipient of the complaint will calmly listen to what is being said and remain objective. After hearing the complainant's full account of events, the recipient will reiterate the main points of the complaint back to the complainant to ensure all relevant details have been captured.
 - b. The complainant will not be challenged on the facts of what they are saying, listening and acknowledging what is being said is a key requirement, and the complainant must be thanked for getting in touch. The complainant must be asked what their expectations are in terms of what they feel would be an acceptable resolution, and this will be recorded by the recipient. However, to manage the complainant's expectations it must be made clear that while all effort will be made to resolve the complaint to the complainant's satisfaction, the resolution put forward by them may not necessarily be the one determined by the complaint investigation outcome.
 - c. Recipients are to take every complaint made seriously, they will record the complainant's details (name and preferred method of contact) and advise the complainant that the matter will be investigated in full.
 - d. The recipient will notify their line manager immediately that a complaint has been made to them and pass on all details they captured regarding the complaint.

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13

Site Safeguards

13.0 Site Safeguards

13.1 Introduction

The purpose of this section of the document is to detail any measures that will be used to protect any existing biodiversity on the site, and / or any biodiversity enhancement measures that have been agreed as part of the Biodiversity Enhancement Plan for the IBF (if any). This section will also outline the measures that will be put in place, if required, to ensure that during site reinstatement, biodiversity enhancements created alongside the provision of IBF sites will be protected.

13.2 Site Safeguards

As detailed in the original Article 4 submission, no significant effects are anticipated upon biodiversity from the decommissioning of the scheme. As the vegetation that was removed during construction is no longer present, no specific mitigation measures are required during the reinstatement. There may be a potential adverse effect on bats on the reinstatement works as a result of noise, lighting and visual disturbance however these are not anticipated to be significant. The removal of the inspection shed also has the potential to effect the root protection area of the nearby trees. Best practice measures will be followed including:

- Any construction lighting required to be low or high pressure sodium lamps fitted as low as possible and use directional luminaries to direct light only where required. Keep construction lighting away from dark corridor along eastern boundary of site
- Installation of protective barriers to protect root protection areas based on advice from a Arboriculturalist.
Vehicular movements on hardstanding only, as well as compound areas for reinstatement works

14

Waste & Reuse of Materials

14.0 Waste & Reuse of Materials

14.1 Introduction

The purpose of this section of the document is to demonstrate the extent to which materials will be re-used and recycled off site. Where material is not being recycled details are provided for how they are being disposed of and how doing so meets the relevant industry standards such as the Waste and Resource Action Programme (WRAP).

14.2 Waste & Reuse of Materials

Any hardstanding or tarmac surfacing that is proposed to be planed off as part of any repair or reinstatement works will be reused. This material will be removed from site by the appointed contractor's specialist subcontractor. Road chippings and hard core have value and so will be taken away from site to be recycled/reused elsewhere.

All temporary accommodation, fixtures and fittings will be removed and used elsewhere as these are generally leased or rented. Where feasible HMRC are exploring using these items on other IBF sites, if this is not possible the units are generally leased/on hire and will be used by the supplier on other sites.

Skips and other storage receptacles used for the containment of construction, demolitions and excavation waste will be colour-coded in line with generic scheme developed by the Institution of Civil Engineers.

Hazardous waste and non-hazardous waste must be stored separately. The mixing of hazardous and non-hazardous waste, either whilst stored on-site or upon collection will not be permitted.

All skips and other storage receptacles will have appropriate signage to facilitate separation of waste for re-use, recycling, or disposal. Plastic sheeting will be used to prevent leaching from waste soils and aggregates where these are not contained within skips or other storage receptacles.

All skips and storage receptacles will be sheeted, or otherwise remain lidded or closed, when waste is not being deposited into them. They will also be covered to prevent the escape of waste whilst in transit and loaded for maximum payload efficiency.

All skips and storage receptacles will be inspected on arrival to ensure they are fit for purpose. Any not fit for purpose will be taken out of use immediately with appropriate signage to signify it will not be used

Liquid waste will be stored on hard-surfaced areas with secondary containment systems to prevent spillages.

Waste will not be stored within 10m of any controlled watercourse, borehole, well, spring, surface water drainage system or foul water drainage system.

15

**Site Traffic and Considerate
Construction Protocols**

15.0 Site Traffic and Considerate Construction Protocols

15.1 Introduction

The purpose of this section of the report is to demonstrate how site traffic and other construction protocols will meet the requirements of the approved Construction Management Plan (CMP) advice note.

15.2 Site Traffic and Considerate Construction Protocols

Site traffic for reinstatement will be considerably reduced in comparison to the approved SDO use for HGV movement. Plant required on site will include those typically used for resurfacing works and HGVs to cart away waste from the disposal of road planings as part of any resurfacing and repair work. Other anticipated vehicles include cranes and hiab vehicles to remove the temporary structures from site, and vans for operatives to travel to site in with their tools and materials for disconnecting services and making good surfaces.

16

Noise and Air Quality

16.0 Noise and Air Quality

16.1 Introduction

The purpose of this section of the report is to demonstrate that the relevant noise and air quality objectives, as detailed in the Construction Management Plan (CMP) and Operational Management Plan (OMP), are not breached during the reinstatement work.

16.2 Noise and Air Quality

Any noise and air pollution during the reinstatement of this site will be drastically reduced from what was approved for the use of the site as a temporary Inland Border Facility.

For the limited number of vehicles that will be required the following will be adhered to:

- The use of mains electrical power, hybrid generator systems and battery powered equipment where reasonably practical
- All plant on-site will be in good operating condition. Exhaust emission from all plant will be reduced as much as possible through effective and regular maintenance
- All construction vehicles will conform to the current EU emissions standards (NRMM Stage V compliance for all plant with an engine capacity of between 37-560kW and all generators above 560kW)
- All plant to be switched off when not in use
- No idling of vehicles
- Low sulphur diesel fuel will be used in all plant (non-road mobile machinery)
- The contractor will maintain a register of all plant on-site to record inspection and set up a system of regular inspection of all plant
- Vehicle and construction plant exhausts will be directed away from the ground and position them at a height to facilitate appropriate dispersal of exhaust emissions

17

Soil Handling for Site Reinstatement

17.0 Soil Handling for Site Reinstatement

17.1 Introduction

The purpose of this section of the report is to detail, where required, how conserved soils will be used for the restoration of land to its previous use, or subsequently agreed use. This includes setting out how soils will be handled, stored and used during site reinstatement.

17.2 Soil Handling for Site Reinstatement

Not applicable.



18

Standards

18.0 Standards

18.1 Introduction

This section of the report addressed the relevant British Standards that any reinstatement work should adhere to, in particular those related to planting and trees.

18.2 Standards

Not Applicable.



19

Monitoring

19.0 Monitoring

19.1 Introduction

The purpose of this section of the document is to set out the proportionate measures and arrangements to monitor and manage the reinstatement work at this site. If relevant details are included detailing arrangements for additional work as may be required that are outside of the current scope to ensure the site achieve the target condition.

If required this section also provides detail for any post-handover monitoring, the party responsible, the extent of any liabilities and timescale for ongoing monitoring.

19.2 Monitoring

Have been appointed to project manage the reinstatement of this site. The process will be monitored by them and HMRC to ensure that timely progress is made by the appointed contractor so that they meet the programme.

Time has been allowed in the programme for any unforeseen work that may be required on this site to reinstate it.



20

Supervision

20.0 Supervision

20.1 Introduction

The purpose of this section of the document is to provide details of the suitably qualified and experienced personnel who will be responsible for supervising the reinstatement work, outside of the principal contractor role.

20.2 Supervision

Gleeds Building Surveying Ltd have been appointed to project manage this process and senior chartered surveyors will be responsible for supervising the reinstatement of this site.



21

Handover

21.0 Handover

21.1 Introduction

The purpose of this section of the document is to provide details of who the reinstated site will be transferred to upon completion of the reinstatement works. If required, this section will also detail the period of time for which the contractor is responsible for replacing any landscape planting (e.g. trees and shrubs) which may fail after initial planting.

21.2 Handover

The site will be handed back to the Landlord, Epping Forest District Council, upon completion of the reinstatement work and termination of the lease. EPDC will be responsible for ongoing maintenance of the site.

22

Other Site Specific Requirements as
Detailed in Advice Note

22.0 Other Site Specific Requirements as Detailed in Advice Note

22.1 Introduction

This section of the document outlines the measures detailed in the REAC which are required to be addressed as part of the Reinstatement Plan. Full details can be found within Appendix C.

22.2 Other Site Specific Requirements

The requirements from the REAC for the items relevant to the Reinstatement Plan are as follows:

Condition	Response
G1	<p>Any additional temporary lighting required by the contractors as part of the reinstatement work will follow the appropriate measures to reduce light disturbance for sensitive receptors including:</p> <ul style="list-style-type: none"> • The main beam angle of any artificial lighting to be directed downwards • Lighting installed at the minimum luminosity necessary using low energy fittings and motion sensors where appropriate.
AQ1	<p>It is not anticipated that the removal of the temporary structures will create significant dust emissions during reinstatement, however the following best practice measures will be adopted by the contractor:</p> <ul style="list-style-type: none"> • Minimising stockpile heights and profiles to limit wind-blown dust emissions • Vehicle with open loads to be securely sheeted or enclosed • Maximum speed limit on site to prevent the generation of dust by fast moving vehicles • Damp down surfaces in dry conditions • Vehicle engines and plant motors to be switched off when not in use
L1	<p>The following measures will be adopted in order to protect the RPA of the trees located within close proximity of the inspection shed:</p> <ul style="list-style-type: none"> • Protective barriers installed in accordance with BS5837:2012 with guidance from a qualified Arboriculturalist • Vehicle movements to remain on hardstanding at all times • Contractor compound and set down areas to be positioned on hardstanding • Any roots discovered during reinstatement works to be pruned/retained in accordance with good practice

L2	During reinstatement the contractor is to ensure that the site is well managed and tidy at all times, governed by an appropriate construction phase plan for the reinstatement works.
L4	Any vegetation removed as part of the reinstatement works is to be reinstated on a like for like basis supported by an appropriate planting specified from a suitably qualified landscape architect.
GS1	Best practice measures will be adopted by the contractor during reinstatement including the provision of spill kits with reinstatement staff trained in their correct application.
B1	No vegetation removal is proposed as part of the reinstatement works so this is not anticipated to have a negative impact on nesting birds. Any excavations carried out as part of the reinstatement work that are left overnight will be covered or ramps installed so that mammals do not become trapped.
B2	To ensure there is no significant effect on bats during the reinstatement works, any construction lighting required to be low or high pressure sodium lamps fitted as low as possible and use directional luminaries to direct light only where required. Construction lighting will be kept away from dark corridor along eastern boundary of site – no reinstatement work required to this area so no likely impact.
B3	Any vegetation removed as part of the reinstatement works is to be reinstated on a like for like basis supported by an appropriate planting specified from a suitably qualified landscape architect.
M1	The reinstatement contractor is to ensure that the principals of the waste hierarchy is followed when dealing with was on site including prevention, reuse and preparation for reusing, recycling, recover and disposal.
NV1	The reinstatement contractor is to ensure all noisy operations required as part of the reinstatement would be completed between 0800 and 1800 on weekdays and 0800 to 1300 on Saturdays. All noise emitting equipment will be switched off when not in use.
NV2	The following noise mitigation measures will be implemented as part of the reinstatement works: <ul style="list-style-type: none"> • Equipment to be maintained and in good working order • Fitting equipment with silencers or muddlers where appropriate • Management of deliveries to prevent unnecessary queuing traffic into site • Lowering of materials instead of being dropped from a height • Use of adjustable or directional audible vehicle reversing alarms
PH1	HMRC are to ensure that the local community are informed of the reinstatement proposals through their existing communication channels such as providing details on a website, site notices and letter drops where appropriate.
RDWE1	As part of the reinstatement works the contractor will manage the works in accordance with the CIRIA guidelines on best practice in relation to water management such as: <ul style="list-style-type: none"> • Reinstatement workers to be briefed on the use of spill kits as part of their site induction • All plant and machinery to be maintained in a good condition • Pollution prevention and spill response procedures to be developed by the contractor

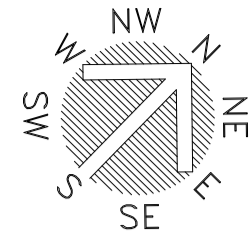
	<ul style="list-style-type: none"> • Dust suppression in accordance with AQ1 of the REAC as above • Retention of penstock valve until the latter stages of the reinstatement
C1	<p>The contractor is to reduce carbon emissions as part of the reinstatement works by including the following within their working practices:</p> <ul style="list-style-type: none"> • Transportation of materials to site using low-carbon modes where possible • Use of low carbon construction materials required for the reinstatement • Provision to effectively segregate waste during the reinstatement works
C3	<p>As part of the reinstatement opportunities will be explored for the temporary structures (offices and inspection sheds) to be sold and re-used elsewhere where they are not leased or rented.</p>

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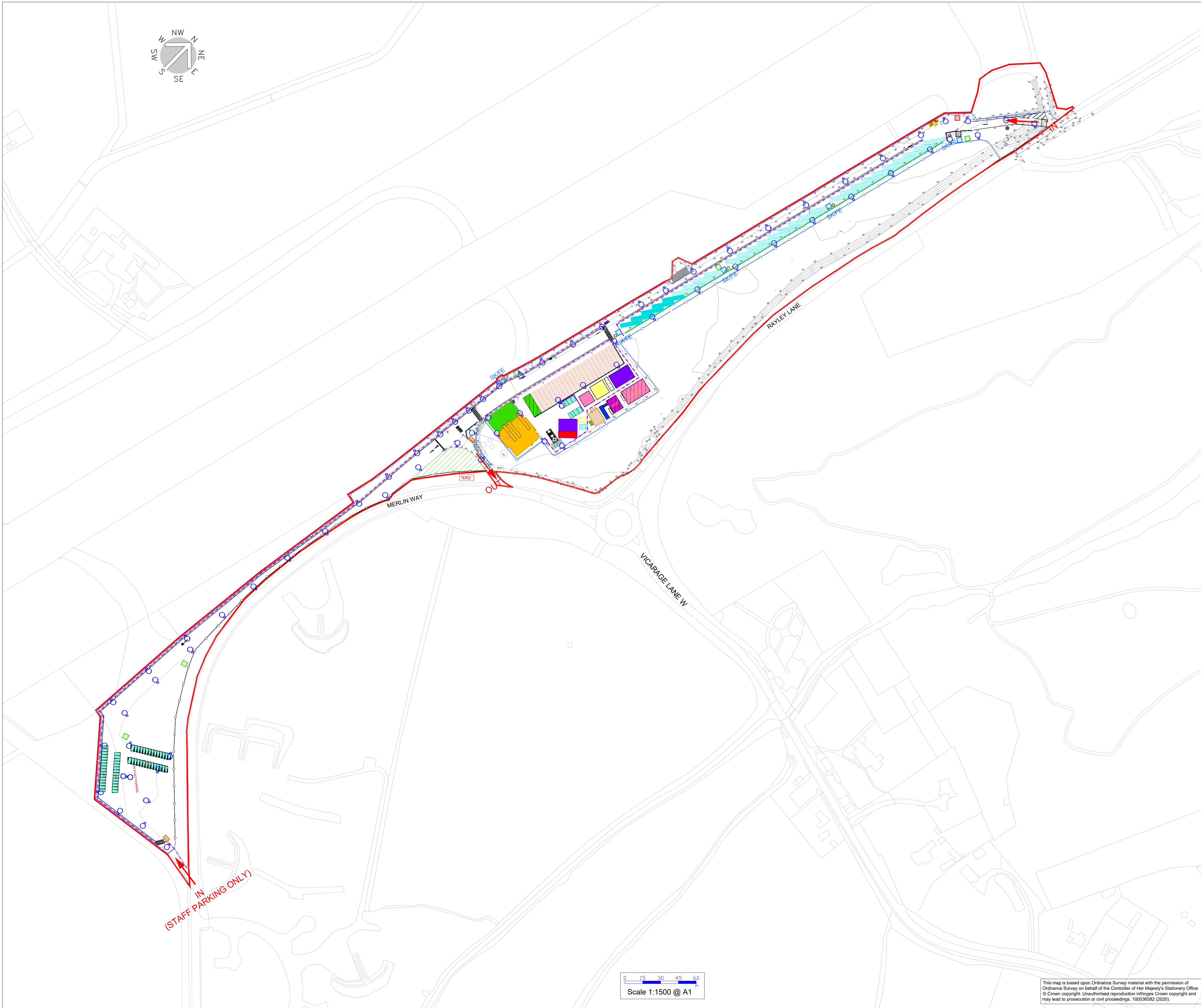
Appendix A

Drawings

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Legend			
	Red Line Boundary		Examination Office
	Staff Parking		Refuse Vehicle Bay
	New Examination Facility		Delivery Vehicle Bay
	Existing HMRC Office		Control Centre
	Existing Marshalls Office		Existing ANPR Camera
	Preliminary Inspection Bay		Existing Gate Cabin
	Sealed Area of Hardstanding for Inspection Building		Gate Cabin
	Emergency Rendezvous Point		New Raised Gate Booth
	Additional Marshalls Building		Bin Storage
	Control Centre		Hazardous Waste Compound
	Wincanton Office		Spill Kit/Fire Extinguisher/Marshal Shelter location
	10 x 10m Insulated Breakout Tent		Grit Bin
	2m High "Heras" Type Security Fencing (Existing)		Smokers Shelter
	2m High "Heras" Type Security Fencing (Proposed)		Luton Budget Cycle Shelter with Sheffield Toast Racks for 10 cycles
	Articulated Vehicle Parking Bay		1.2m High Crowd Barrier
	16.5m Articulated Vehicle Parking Bay		Concrete barrier (0.8m x 0.45m x 3.0L)
	16.5m Articulated Vehicle Parking Bay With Electrical Hookups		Concrete barrier (0.8m x 0.45m x 3.0L) Plus 1.2m Mesh Panels
	Self Contained Welfare Facility		Bulk Timber Sleeper
	Existing Area of Memorial Trees Retained		Lighting Column Locations
	Fire Water System Fire Alarm Unit - Manual call point, sounder and flashing beacon		
	Safe Walking Routes		



Scale 1:1500 @ A1

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Rev.	Description	By	Date



Project
North Weald IBF Reinstatement Plan

Drawing Title
Existing Plan


Drawing No. NTBS3728 01

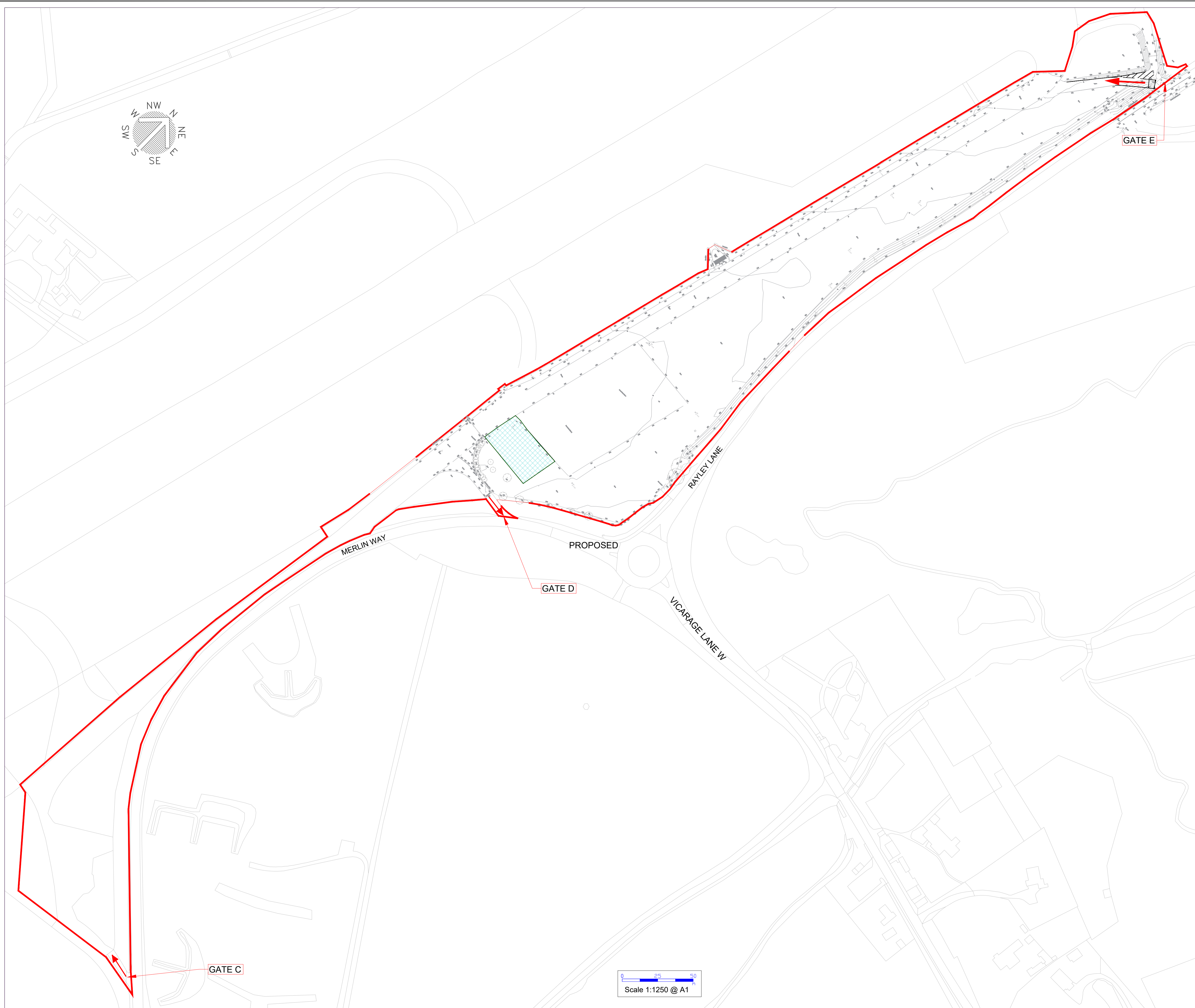
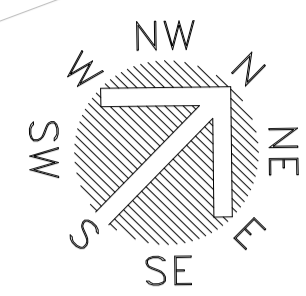
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Drawing Status	
Drawn	Checked
Date	Rev.
05 / 2022	



Legend

 Additional hardstanding area to be retained



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Rev.	Description	By	Date
Client			
Project			



Project
North Weald IBF Reinstatement Plan

Drawing Title
Proposed Plan

Drawing No. **NTBS3728 02**

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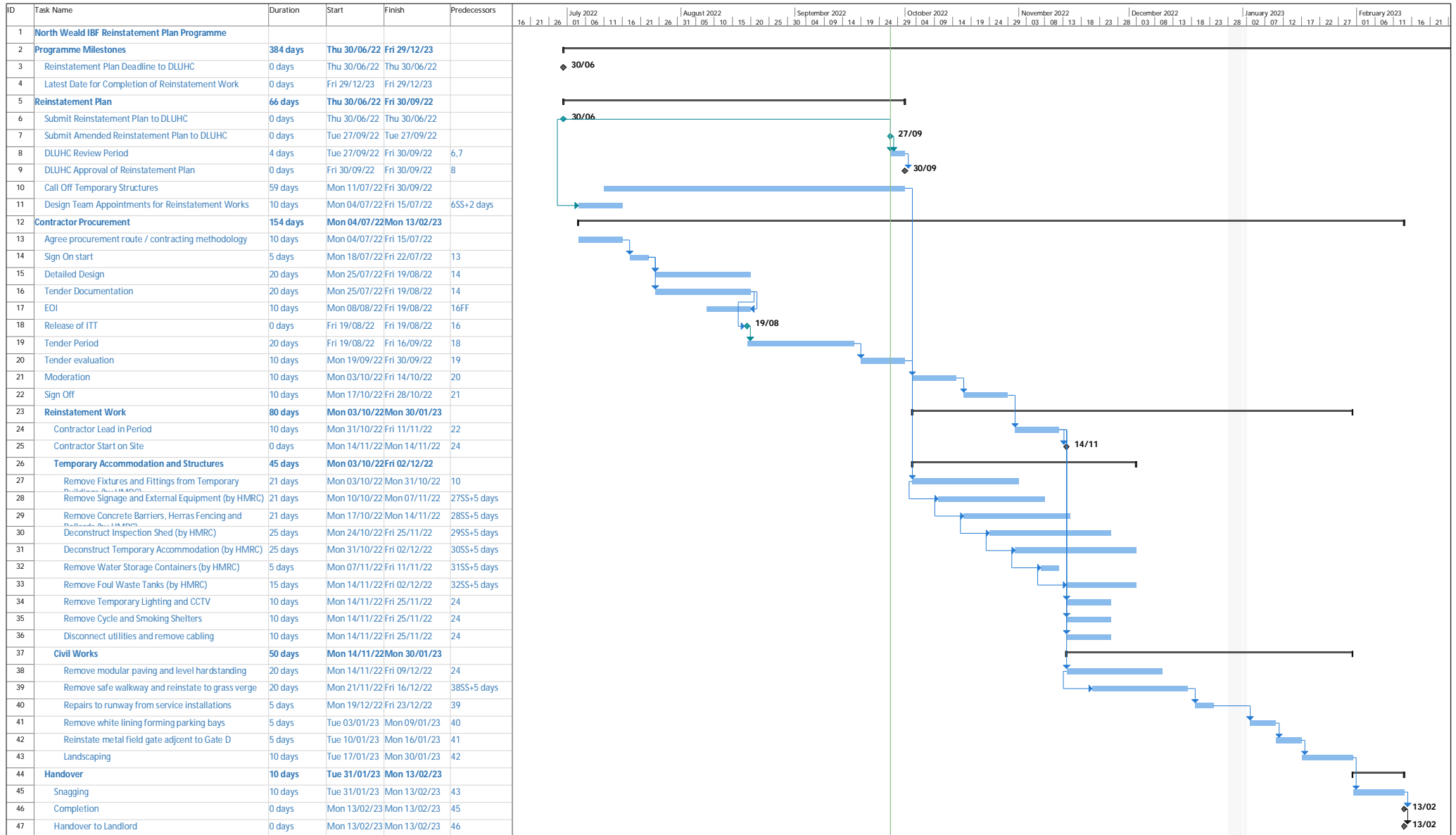
Drawing Status	
Drawn	Checked
Rev.	05 / 2022



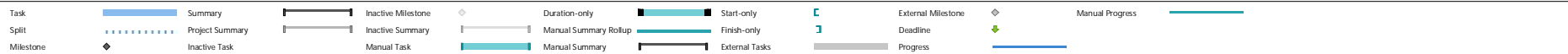
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Appendix B

Programme



Project: North Weald IBF Prog



Appendix C

**Record of Environmental Actions and
Commitments (REAC)**

Table D.1: Record of Environmental Actions and Commitments

Reference	Objective	Phase of development	Action (including specific location and any monitoring required)	Required to mitigate what would otherwise be a significant effect (Y / N)	Achievement criteria and reporting requirements (if applicable)	Responsible person(s)
Traffic and Transport (TT)						
TT1	Support the operation of the site and minimise disruption on the road networks	Operation	The following plans would be produced with relevant mitigation measures implemented to minimise the impacts on traffic in the local area: <ul style="list-style-type: none"> • Traffic Management Plan • Signage Strategy and Staff Travel Plan 	No	Incorporation within the OMP	Principal Operator
General (G)						
G1	Reduce light disturbance for sensitive receptors	Construction and Reinstatement	The following measures would be required during if additional lighting is required on the site: <ul style="list-style-type: none"> • The main beam angle of any artificial lighting must be directed downward so as to minimise light spill. • Lighting would be at the minimum luminosity necessary and use low energy consumption fittings. Where appropriate, lighting would be activated by motion sensors to prevent unnecessary usage. It would comply with the Institute of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01⁹ and the provisions of BS 5489, Code of practice for the design of road lighting¹⁰, where applicable. 	No	Incorporation in CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor
Air Quality (AQ)						

⁹ Institute of Lighting Professionals (2011) Guidance notes for the reduction of obtrusive lights [online] available at: <https://www.theilp.org.uk/documents/obtrusive-light/> (last accessed December 2018).

¹⁰ British Standards Institution (2013) BS 5489, Code of practice for the design of road lighting. Lighting of roads and public amenity areas [online] available at: <https://shop.bsigroup.com/ProductDetail/?pid=00000000030217237> (last accessed December 2018).

AQ1	To limit and control dust emissions	Construction and Reinstatement	<p>Works would be carried out in accordance with Best Practicable Means, as described in Section 79 (9) of the Environmental Protection Act 1990, to reduce the creation of dust on site. This would include:</p> <ul style="list-style-type: none"> • Minimise height of stockpiles and profile to minimise wind-blown dust emissions and risk of pile collapse. • Locate stockpiles out of the wind (or cover, seed or fence) to minimise the potential for dust generation. • Ensure that all vehicles with open loads of potential dusty materials are securely sheeted or enclosed. • Enforce a maximum speed limit of 15mph on surfaced roads and a 10mph speed limit on unsurfaced haul roads and work areas, to prevent the generation of dust by fast moving vehicles. • Damp down surfaces in dry conditions. • All vehicle engines and plant motors shall be switched off when not in use. 	No	Incorporation in CMP.	Principal Contractor and Reinstatement Contractor
Landscape (L)						
L1	Ensure no effects to RPA	Construction and Reinstatement	<p>The following measures would be required:</p> <ul style="list-style-type: none"> • Protective barriers should be installed in accordance with BS5837:2012 around all of the trees in close proximity to the works, at the distances dictated by the RPA measurements. • An Arboriculturalist should attend site to confirm the final positioning of the protective fencing. • Vehicular movement should remain within hard standing at all times. 	No	<p>Incorporation within CMP and Reinstatement Plan</p> <p>Arboricultural Clerk of Works on-site</p>	Principal Contractor and Reinstatement Contractor

			<ul style="list-style-type: none"> Compound areas and set down areas were not confirmed at the time of the site visit; however, it is recommended that they should be positioned on an area of hardstanding within the site. If hardstanding is not available, they should be located outside of the RPAs of any trees on site. Any roots <25mm diameter which are exposed by the excavations are to be pruned properly in accordance with good practice using secateurs or a sharp saw; No roots >25mm are to be pruned or severed without prior agreement from the scheme Arboriculturalist. Exposed roots >25mm should be retained and covered with moist hessian until they are reburied. If roots >25mm are uncovered, the scheme Arboriculturalist should advise on whether the trees stability and integrity have been compromised and decide on appropriate action required. Any works relating to installation of services must be undertaken in accordance with the National Joint Utilities Group Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity to Trees. 			
L2	To limit visual intrusion and impacts upon landscape character	Construction and Reinstatement	<p>The following measures to be undertaken to reduce visual intrusion and impacts upon the landscape:</p> <ul style="list-style-type: none"> Keep a well-managed and tidy site. Use of directional, hooded and low-level lighting, as well as restrictions on night-time lighting during construction 	No	Incorporation in CMP.	Principal Contractor and Reinstatement Contractor
L3	To limit visual intrusion and	Operation	Supplementary proprietary baffle devices could be fitted to luminaires along the perimeter of the	No	Incorporation within OMP	Principal Operator

	impacts upon landscape character		site. The baffles would provide additional shielding of the light source.			
L4	To limit visual intrusion and impacts upon landscape character	Reinstatement	Vegetation removed to facilitate the scheme shall be replanted on expiry of the consent (at the end of the operational phase). This planting should be replaced on a like-for-like basis supported by an appropriate planting specification.	No	Incorporation in Reinstatement Plan.	Principal Operator and Reinstatement Contractor
Geology and Soils (GS)						
GS1	The management of soil and groundwater contamination risks	Construction and Reinstatement	<p>Should any hazardous materials be encountered during construction, all materials would be dealt with.</p> <p>Hazards arising from hazardous cargoes during operation would be mitigated by segregating vehicles with hazardous loads as far as possible from all other vehicles.</p> <p>Any fuels, oils or hazardous materials used during the works would be appropriately stored and kept in bunded areas to prevent pollution of surface and ground waters.</p> <p>Spill kits shall be provided on site for the duration of the works and construction staff trained in their correct application.</p> <p>The Contractor would keep a record of all spillage incidents and inform the nominated undertaker of any spills which cause land contamination or pollution off site.</p> <p>A competent spill response company would be on standby which would be contacted at short notice in the event of a pollution incident for an immediate response to contain and clean up the incident. Contact details for the relevant spill response company would be displayed in all welfare facilities and notice boards.</p>	No	Incorporation within CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor

Biodiversity (B)						
B1	To ensure no effects to protected species	Construction and Reinstatement	<ul style="list-style-type: none"> All vegetation removal should be supervised by a suitably qualified ecologist and be undertaken outside of the main breeding bird season (and therefore, should be undertaken between September to February). Prior to works, a check should be carried out along the bund on the east side to check badgers are still absent. In the event that any excavations are required, ensure that these are covered over night or that ramps are installed so that mammals do not become trapped. 	No	Incorporation in CMP. Ecological Clerk of Works on site	Ecological Clerk of Works
B2	To ensure no significant effect on bats	Construction, Operation, and Reinstatement	<p>The following measures would be required:</p> <ul style="list-style-type: none"> To use low or high-pressure sodium lamps, instead of mercury or metal halide lamps, with the use of glass glazing preferred where possible. The use of Light Emitting Diodes should also be used in preference to mercury or metal halide lamps. To fit lighting at as low a height as is practicable. In the case where lighting is required for security reasons, the use of lights with motion detectors or the use of Intelligent Video Analytics, which uses infra-red to detect movement, should also be considered. This would work to ensure areas are only lit when necessary. To minimise the upward spill of lights with the use of directional luminaires, shields, louvres and baffles. This would direct light to where it is required and prevent unnecessary light spill into the surrounding environment. 	Yes	Incorporation in CMP, lighting design and Reinstatement Plan.	Principal Contractor, Consultant and Principal Operator

			<ul style="list-style-type: none"> A dark corridor is maintained along the vegetated bund which runs along the eastern boundary of the site. This would help maintain the existing bat foraging and commuting habitat. 			
B3	To ensure no net biodiversity loss	Reinstatement	Vegetation removed to facilitate the scheme shall be replanted on expiry of the consent (at the end of the operational phase). This planting should be replaced on a like-for-like basis supported by an appropriate planting specification.	No	Incorporation in Reinstatement Plan.	Principal Operator and Reinstatement Contractor
Material Assets and Waste (M)						
M1	Ensure principals of the waste hierarchy are adhered to	Construction and Reinstatement	Where possible, ensure that the waste hierarchy is followed when dealing with waste on site: prevention, reuse and preparation for re-use, recycle, recovery, and disposal.	No	Incorporation in CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor
M2	Ensure appropriate waste management	Operation	Ensure waste bins are appropriately placed throughout the operational area.	No	Incorporation in OMP.	Principal Operator
Noise and Vibration (NV)						
NV1	Hours of working	Construction and Reinstatement	All noisy operations would be completed between 08:00 and 18:00 on weekdays, and 0800 to 1300 hours on Saturdays, switching off noise-emitting equipment when not in use and the use of temporary noise barriers where appropriate. Where out of hours working is required, prior agreement would be sought with Epping Forest District Council.	No	Incorporation in CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor
NV2	Limit noise emissions	Construction and Reinstatement	<p>Implement the following noise mitigation measures:</p> <ul style="list-style-type: none"> Ensure equipment is maintained, in good working order, and is used in accordance with the manufacturer's instructions. Fit equipment with silencers or mufflers. 	No	Incorporation in CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor

			<ul style="list-style-type: none"> • Manage deliveries to prevent queuing of site traffic. • Do not leave plant running unnecessarily. • Careful orientation of plant with directional features. • Materials to be lowered instead of dropped from height. • Use of adjustable or directional audible vehicle-reversing alarms or use of alternative warning systems (for example, white noise alarms). • Train and advise members of the construction team during toolbox talk briefings on quiet working methods. • Erect temporary barriers to fully obscure the construction works from nearby receptors. 			
NV3	Limit noise emissions	Operation	Limit vehicle idling on site as much as possible during operation.	No	Incorporation in CMP.	Principal Operator
Population and Health (PH)						
PH1	Reduce effects on local community	Construction and Reinstatement	The following measures would reduce effects on the local community: <ul style="list-style-type: none"> • Ensure local community informed of the proposals. 	No	Incorporation in CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor
PH2	Reduce effects on local community	Operation	The following measures would reduce effects on the local community: <ul style="list-style-type: none"> • Ensure that HGV movements are controlled on site by marshalling. • Ensure local community informed of the proposals. 	No	Incorporation in OMP.	Principal Operator
Road Drainage and the Water Environment (RDWE)						
RDWE1	To mitigate potential adverse effects upon RDWE	Construction and Reinstatement	Activities must be managed in accordance with Construction Industry Research and Information Association (CIRIA) Guidelines. Guidance on best practice in relation to pollution prevention	No	Incorporation in CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor

			<p>and water management is set out in the following documents:</p> <ul style="list-style-type: none"> • CIRIA's Environmental good practice on site. • Environment Agency's Protect groundwater and prevent groundwater pollution. <p>Measures to be implemented to limit the impact of activities on the water environment include:</p> <ul style="list-style-type: none"> • All construction workers to be briefed on the use of spill kits as part of the site induction. • Any stockpiled materials to be stored within enclosed areas to enable the run-off to be stored and treated where required. • All plant and machinery to be maintained in a good condition and any maintenance required would be undertaken within safe areas. • Pollution prevention and spill response procedures to be developed by the contractor and a spill kit and clean up equipment maintained on site. • Dust suppression measures as described in AQ1 of this Record of Environmental Actions and Commitments. 			
RDWE2	To mitigate potential adverse effects upon RDWE	Operation	Ensure any damage to the drainage is repaired during operation of the scheme.	No	Incorporation in OMP.	Principal Contractor / Principal Operator
Climate (C)						
C1	To reduce carbon emissions associated with the scheme	Construction and Reinstatement	<p>The carbon reduction principles as detailed within Section 3 of the Carbon Assessment and Reduction Report, Appendix H, would be considered including the following:</p> <ul style="list-style-type: none"> • Transportation of materials to site would prioritise low-carbon modes where possible 	No	Incorporation in CMP and Reinstatement Plan.	Principal Contractor and Reinstatement Contractor

			<ul style="list-style-type: none"> • Where possible, low-carbon construction materials and products would be preferred • Where possible low-carbon construction plant and equipment would be used • Provision should be made to enable waste to be effectively segregated during construction, enabling materials to be effectively managed using the waste hierarchy, prioritising re-used and recycled over disposal. • Circular economy principles, such as Modern Methods of Construction, should be implemented, where possible. 			
C2	To reduce carbon emissions associated with the scheme	Operation	<p>The carbon reduction principles as detailed within Section 3 of the Carbon Assessment and Reduction Report, Appendix H, would be considered including the following:</p> <ul style="list-style-type: none"> • Provision would be made to enable waste to be effectively segregated during operation, enabling materials to be effectively managed using the waste hierarchy, prioritising re-used and recycled over disposal. • Where possible, measures would be put in place to limit profligate energy use by unintended user behaviours e.g. using motion sensors to control lights 	No	Incorporation in OMP.	Principal Operator
C3	To reduce carbon emissions associated with the scheme	Reinstatement	<p>Resource efficiency would be maximised through reinstatement. Opportunities for the reuse of assets following the end of operation would be explored as a priority. If reuse is not possible then recycling would be maximised.</p>	No	Incorporation in Reinstatement Plan.	Principal Operator and Reinstatement Contractor

Appendix D

Local Planning Authority Engagement

From:
Sent: 30 June 2022 12:45
To:
Cc: RE: North Weald Inland Border Facility - reinstatement proposals
Subject:

Thank you

I appreciate the additional information.

My comments are as follows:

- Removal of the items in the general summary is welcomed;
- I have no comments regarding reinstatement of or repairs to operational items as required by the landlord;
- As discussed, the LPA **objects** to the retention of the sleeper barrier and associated gravel walkway from Gate E;
- Whilst the removal of the whole of the hardstanding in front of and underneath the inspection shed would be welcomed, I can confirm that due to the significant expanse of hard standing already present on site, and bearing in mind the intended use of accommodating occasional parking of emergency vehicles the LPA does not object to its retention;
- The Local Planning Authority has no objection to the four exceptions mentioned in the section " Condition of Site at Conclusion of Reinstatement Work".

I trust the above is of assistance.

Regards

From:
Sent: 30 June 2022 08:56
To:
Subject: North Weald Inland Border Facility - reinstatement proposals

Hi

Thanks for your time yesterday. As discussed, in respect of the inspection shed, it is proposed to remove the building. We have had a request from EFDC as landlord to retain the hardstanding created outside and under the building. I understand this is deemed useful for the stationing of emergency vehicles (and for emergency training).

I attach the plan to accompany the reinstatement plan which shows the outline of the hardstanding below the inspection shed which EFDC as landlord wish to retain.

On the point about lighting, the report has been clarified to confirm that it is only any pre-existing car park lighting to be retained.

I hope this assists. I have copied in colleagues as I am out of the office today so if you could include them in any response this morning that would be much appreciated.

Many thanks

OFFICIAL

From:
Sent: 28 June 2022 16:51
To:
Subject: RE: North Weald Inland Border Facility - reinstatement proposals

Thanks

I will send a teams invite for 1pm if that is ok.

Look forward to speaking then.

Kind regards

OFFICIAL

From:
Sent: 28 June 2022 16:49
To:
Subject: RE: North Weald Inland Border Facility - reinstatement proposals

Thanks, yes tomorrow I have availability from 13:00 onwards.

Regards

From:
Sent: 28 June 2022 16:47
To:
Subject: RE: North Weald Inland Border Facility - reinstatement proposals

