

OFFICER REPORT

Application Ref: EPF/2478/23
Application Type: Full planning permission

Applicant: Mr James Warwick
Case Officer: Muhammad Rahman
Site Address: North Weald Airfield, Epping Road, North Weald Bassett, Epping
Proposal: Construction and Operation of an Operations Hub comprising commercial vehicle fleet parking (including offices, storage, and vehicle maintenance hangers) and associated infrastructure including fuel island, vehicular access, internal roads and paths, parking, cycle/bin store, security fencing/gates/barriers, lighting, and landscaping.
Ward: North Weald Bassett
Parish: North Weald Bassett
View Plans: <https://eppingforestdcp.force.com/pr/s/planning-application/a0hTv00000006Wr>
Recommendation: Approve with Conditions



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REPORT TO DISTRICT DEVELOPMENT MANAGEMENT COMMITTEE

Date of Meeting: 13th February 2024

Democratic Services Officer: Gary Woodhall | 01992 564470

This application is before this Committee since it is a “major” application as defined in Article 10 of the Constitution (The provision of a commercial building or buildings where the floor space to be created by the development is 1,000 square metres or more up to 9,999 square metres), and the District Council is an owner of the application site (Pursuant to Article 10 of The Constitution).

Site and Surroundings

The site comprises of a parcel of land to the northeastern section within the North Weald Airfield, and the North Weald Airfield Strategic Masterplan Area as identified under Policy P6 of the adopted Local Plan.

It was formally used by HMRC as the North Weald Inland Border Facility used to process imports and exports to the UK, which ceased operations from the 11th September 2022. This previous development included the creation of 53 HGV spaces and 66 staff parking spaces.

The site is to be accessed from Merlin way with egress out to Rayley Lane.

It is not within the Green Belt, a conservation area, or an EA flood zone. There are heritage assets within the wider site.

The site is allocated for development (Aviation & Business Uses) within the adopted Local Plan as detailed under Policy P6 of the LP and the recently endorsed Masterplan.

Proposal

The proposal is for the construction of an Operations Hub comprising commercial vehicle fleet parking (including offices, storage, and vehicle maintenance hangers) and associated infrastructure including fuel island, vehicular access, internal roads and paths, parking, cycle/bin store, security fencing/gates/barriers, lighting, and landscaping.

The proposed Operations Hub will be a purpose-built facility that will allow EFDC to operate its fleet of vehicles used in the provision of waste collection services in the District. The proposed Operations Hub is intended to provide the following key elements of built development;

1. A single storey office block with space to provide:
 - Office space for approximately 30 people along with meeting rooms and other ancillary facilities (including a training room)
 - A storeroom for office and clothing supplies as well as a medical room
 - A canteen
 - Lockers and changing facilities.
2. A maintenance building / hangar (Transport Hangar) to allow day to day routine maintenance of the vehicle fleet.
3. A contract & storage hangar for storage of key items of equipment for use in delivery of the service inclusive of
 - a supply of new/replacement wheeled bins for use in the district
 - personal protective equipment (PPE)
 - recycling sacks
 - brooms & shovels
 - consumables
4. Fuel Island incorporating diesel tank(s), fueling pump(s) and AdBlue tank with dedicated dispensing point.
5. Parking provision for:
 - up to 36no. Refuse collection vehicles and 32no. other vehicles (e.g., Street Sweepers and Caged Tippers) used to deliver the service.

- 90 vehicles spaces for office staff and operatives – with the scope for a further 29 spaces if required (this will be subject to a separate planning application).

Proposed Access to and Egress from the Operations Hub Facility for commercial vehicles (05.00 – 18.00 Monday to Saturday).

Access and Egress outside these hours would only occur during emergency operations, or alternative times agreed with the Planning Authority. Office and maintenance activities (private vehicles and office attendance) would not be time limited but would generally be within the hours set out above.

Proposed number of employees are approx. 120 FTE - The facility will host an office facility for up to 30 staff as well as provide facilities for waste collection crews to pick up and drop off their specialist vehicles at the start and end of each day. The waste collection and street cleansing service currently operate with around 90 people operating a range of vehicles including street sweepers and refuse collection vehicles.

For clarity, there will be no storage or treatment of loose waste materials at the site as these materials are deposited at waste transfer stations elsewhere.

Relevant Planning History

PRE/0167/23 - Construction and subsequent operation of a new purpose-built Operations Hub for EFDC - Contract Services on land at North Weald Aerodrome, North Weald Bassett, Epping, Essex, CM16 6HR - Advice Given

Development Plan Context

Epping Forest Local Plan 2011-2033 (2023)

On 9 February 2023, the council received the Inspector's Report on the Examination of the Epping Forest District Local Plan 2011 to 2033. The Inspector's Report concludes that subject to the Main Modifications set out in the appendix to the report, the Epping Forest District Local Plan 2011 to 2033 satisfies the requirements of Section 20(5) of the Planning and Compulsory Purchase Act 2004 and meets the criteria for soundness as set out in the National Planning Policy Framework and is capable of adoption. The proposed adoption of the Epping Forest District Local Plan 2011 to 2033 was considered at an Extraordinary Meeting of the Council held on 6 March 2023 and formally adopted by the Council.

The following policies within the current Development Plan are considered to be of relevance to this application:

SP1	Spatial Development Strategy 2011-2033
SP2	Place Shaping
T1	Sustainable Transport Choices
E1	Employment Sites
DM1	Habitat protection and improving biodiversity
DM2	Epping Forest SAC and the Lee Valley SPA
DM3	Landscape Character, Ancient Landscapes and Geodiversity
DM5	Green and Blue Infrastructure
DM9	High Quality Design
DM11	Waste Recycling Facilities on New Development
DM16	Sustainable Drainage Systems
DM19	Sustainable Water Use
DM20	Low Carbon and Renewable Energy
DM21	Local Environmental Impacts, Pollution and Land Contamination
DM22	Air Quality

P6 North Weald Bassett
D1 Delivery of Infrastructure

National Planning Policy Framework 2023 (Framework)

Paragraph 11
Paragraph 186

National Planning Policy Waste 2014

Essex and Southend-on-Sea Waste Local Plan 2017

Waste Management Plan for England 2021

Emerging North Weald Neighbourhood Plan

Summary of Representations

Number of neighbours Consulted: 35. No Responses Received.
Site notice posted: Yes, including a Press advert

NORTH WEALD PARISH COUNCIL – The Parish Council currently OBJECTS to this Application, due to the fact that there is no infrastructure in place to satisfy the increase in traffic on the roads that this proposal will bring when you add this to all the new developments currently planned for the Parish of North Weald Bassett.

If EDFC grant this application then there should be adequate signage in place to ensure that no Vehicles leaving the site go via Church Lane.

No Waste should be left in vehicles overnight, details of what happens to the food waste should be detailed within the application as currently it just states TBC, there should be no parking allowed off site, all HGVs should be routed by way of conditions attached to the planning application, the Parish Council would like to have sight of the traffic statistics relating to traffic movements to and from the site and also within the immediate area.

Concern that when the vehicles are being washed out what happens to the residual water.

Members of the Parish Council had serious concerns at traffic congestions, they were also worried about the effect it would have on the Parish Council Cemetery which is adjacent to the site.

The Parish Council would like to speak at a Plans East Committee

EPPING HERITAGE TRUST – Concerns re Impact on EFSAC.

Planning Considerations

The main issues for consideration under this application relate to;

- a) Principle
- b) The impact on the character and appearance of the locality;
- c) Highway safety and parking provision;
- d) Trees and landscaping;
- e) Flood risk;
- f) The impact to the living conditions of neighbouring properties;
- g) The impact on the Epping Forest Special Area of Conservation (SAC); and

h) Planning Obligations.

Background

The Planning Statement sets out the following;

EFDC does not currently operate its waste collection and street cleansing contract from its own vehicle depot, relying instead on a contractors' facility located beyond the Authority Boundary. This not only results in functional constraints, but also limits the options open to EFDC when it comes to re-procuring the waste and street cleansing services.

EFDC is currently subject to a contract with Biffa Municipal Ltd. (Biffa) for the delivery of waste management, street cleansing and processing of dry recycling services. The current EFDC waste collection and street cleansing contract is due to expire in November 2024, and consequently it is considered beneficial for the Authority to secure its own depot facility as soon as practically possible.

The application site is located centrally within the District, and consequently replacing the current out-of-District site (Biffa's compound located in Waltham Cross, Hertfordshire) with an alternative site located close to the majority of waste collection points (households) and final points of disposal, all of which provide operational efficiency benefits, cost savings, and reduce the Councils overall carbon footprint.

Principle

Policy P6 of the adopted LP requires development at North Weald Airfield to come forward in accordance with a Masterplan that is endorsed by the Council. On this note, the [North Weald Airfield Masterplan](#) (endorsed March 2023) is considered as the Masterplan for the Airfield as required by Policy P6 of the Local Plan. The endorsed Masterplan focuses on providing guidance in relation to future development proposals for the employment site allocation NWB.E4A (North Weald Airfield) and, to ensure a joined-up approach to development, includes the employment site designation NWB.E4B (Bassett Business Park and Merlin Way Industrial Estate). Discussion at the Examination Hearings for the Local Plan clarified that the "white land" to the West of the runway is included within the Masterplan Area to ensure a proactive and holistic approach to the planning and delivery of this key strategic site and that this area is intended to remain in its current aviation-related uses.

The endorsed Masterplan has therefore been developed having had regard to the wider Airfield site and its operation as defined in the Local Plan.

Furthermore, Policy P6 Part O ii) requires the "retention and expansion of aviation uses to the West of the main runway". As the proposal is located to the east of the main runway where there is flexibility in terms of permitting non-aviation uses, plus the site is outside of the allocated employment sites, there would be no conflict with Policy P6 including the endorsed Masterplan coming forward.

Character and Appearance

A main office would be erected centrally within the southern part of the site and would have a footprint of approximately 963 sq. m. It would be a single storey structure with a shallow pitched roof measuring a ridge height of 3.8m and eaves height of 5.5m. The office would provide open-plan working spaces, meeting rooms, storage, toilet, welfare and kitchen facilities, and other management rooms.

The office building proposes photovoltaic panels on the southern pitch of the roof that would assist in powering the operational requirements of the building, and where appropriate feed power back into the local electricity distribution network. The use of double glazed, cavity and thermal insulated etc. would also be used to ensure energy efficiency of the building.

Two single storey hangars would be erected to the north of the office building, which would be constructed from a mixture of colour coated metal cladding and facing brickwork. These would utilise design characteristics from nearby hangar structures characteristic of the wider airfield.

The Transport Maintenance Hangar would be 470 sq. m. and used as a covered area to allow for the maintenance of the EFDC commercial vehicle fleet. Repair equipment, vehicle parts and spares would be housed within the building. This would have a double ridged roof to a maximum height of 9.85m and eaves height of 8.8m.

The Storage Hangar would be 500 sq. m. and would primarily be used for the storage of spare wheeled bins, as well as other plant and equipment used by the street sweeping / gully cleaning service. The Storage Hangar would have a shallow pitched roof to a ridge height of 4.8m and eaves height of 3.3m.

Three International Organization for Standardization (ISO) Containers would be located between the Storage Hangar and Transport Maintenance Hangar. These containers would be used for storage of other equipment required as part of the roles and responsibilities of the EFDC Business Services Directorate.

The proposed buildings are all of a functional appearance reminiscent of the aviation buildings present within the wider site. As such, it is considered that the proposed development would successfully integrate with the wider site and would not cause any harm to the overall character and appearance of the area.

Highway Safety and Parking Provision

A one-way access arrangement (separate in and out access points) would be utilised. At the northeastern corner of the Site ingress would be taken directly from Rayley Lane. The access point is off-set from the main road and will be secured by new fencing, gates and barriers which will replace some elements of the existing palisade fencing and gates.

Vehicles would leave the Site from the existing egress point at the southern end of the Site. Egress would be out onto Merlin Way via a short link to the east. The egress point is clearly marked with no entry signs. The existing entrance and exit points will both benefit from rearranged gate lines and fencing, retaining existing fencing, barriers, and security controls as appropriate.

One of the main purposes of the development is to accommodate parking for up to 36 RCVs and up to thirty-two other LGV commercial vehicles. The commercial fleet parking area is approximately 290m by 25m. Additional flexibility is provided within the main yard (i.e. in front of the hangars) for further parking as necessary.

The commercial fleet parking bays have been designed to provide space to support fully electric vehicles incrementally at a date over the forthcoming ten years. From the start of operations in November 2024, a minimum of 2 RCV bays and eight other commercial vehicle bays would be made available with EV charging capability. Three wash bays would also be provided where vehicles can be cleaned using an on-site jet wash system.

Designated staff parking areas would be provided to the south and west of the main office building comprising 90 main spaces plus 29 expansion spaces. The size, layout, footprint, construction specification and arrangement of the parking areas have been designed in accordance with the Essex Parking Standards.

Provision has been made for electric vehicle charging bays and associated necessary charging points, accessible bays, motorcycle bays, and cycle provision. A cycle shelter has been included as part of the development. Parking expansion/overflow areas are also included free from built development to facilitate future growth in the number of staff

on site, if necessary.

ECC Highways has provided the following comments & Informatives below;

The Highway Authority has visited the site and assessed the submitted information supplied by the applicant and has concluded that in highway terms it is not contrary to National and Local highway and transportation policy and current safety criteria.

The Transport Statement (TS) has analysed the impact of the traffic generation, to the satisfaction of the Highway Authority, and is not considered to have a significant or severe impact at this location, or on the wider highway network.

Consequently, the Highway Authority has concluded that the proposal will not be detrimental to highway safety, capacity, or efficiency.

Informative

i. It is noted that the applicant wishes to seek a change in the speed of Merlin Way, from the current derestricted limit to a 40mph limit. Whilst the applicant is perfectly entitled to pursue this, the Highway Authority does not consider that this is necessary for the planning application to succeed in safety terms. Any costs associated with this process, and its implementation, if successful, will be fully borne by the applicant.

ii. It is noted that Church Lane has a Weight Restriction on it, which legally prevents HGVs from passing through it unless engaged in official operations. Consequently, all HGV movement will be northwards onto the A414 and will distribute through the local highway network on appropriate classified roads.

Based on the above and subject to recommended conditions, officers are satisfied there is no harm in this regard. The weight restriction on Church Lane would also satisfy the concerns raised by the Parish.

Too add, officers have recommended condition 4 requiring further details of a phased routing management strategy for the refuse collection vehicles operating from this facility to be submitted within 24 months of first use (i.e. once the depot is fully operational). This would enable the Council to review the existing routes and phase some of them out once new efficient routes have been identified.

Living Conditions of Neighbouring Properties

The site is sited a significant distance from neighbouring properties to ensure that this would not cause any material harm to their living conditions as a direct result of the development itself.

A noise assessment has been submitted that concludes that noise rating levels calculated at the nearest receptors to the proposal should fall below background noise assessment levels. This has been checked by the Councils Noise team who do not raise any objections.

Trees, Landscape and Ecology

The submission recognises that a number of assets exist within the site in landscape and ecological terms. This includes a range of existing trees and extended natural environments which may include nesting sites for bats and birds etc., and the likelihood that other ground foraging fauna exist.

Opportunities for biodiversity enhancement evidently exist and will form a key component of the wider site, likely to include new habitats.

The broad principles established in the Ecological Assessment and Supporting surveys are accepted by Officers and further details can be progressed at the discharge of conditions stage.

Flood Risk

Whilst the Lead Local Flood Authority (Essex County Council) have raised an objection regarding some of the finer details, the Council Drainage Team are satisfied with the principle of the FRA & Drainage Strategy and officers consider that further details can be agreed at the discharge of conditions stage.

Epping Forest Special Area of Conservation (EFSAC)

A large part of the Epping Forest is designated as a Special Area of Conservation (EFSAC) primarily for its value in respect of beech trees and wet and dry heaths and for its population of stag beetle. As an internationally important site it is afforded the highest level of protection due to it containing habitats and species that are vulnerable or rare.

The Council, as a 'competent authority' under the Conservation of Habitats and Species Regulations 2017 (as amended) (Habitats Regulations), and in accordance with Policy DM2 of the Epping Forest District Local Plan 2011 – 2033, has a duty to ensure that plans and projects for whose consent it is responsible will not have an adverse effect on the integrity of such designated sites either alone or in combination with other plans and projects.

The Council, through the Local Plan Habitats Regulations Assessment 2022, (the HRA 2022) has identified two main issues (known as 'Pathways of Impact') that are currently adversely affecting the health of the Epping Forest.

The first relates to recreational pressure. Surveys have demonstrated that the 75th percentile of visitors live within 6.2km (Zone of Influence) of the Epping Forest. As such new residential development within this 6.2km 'Zone of Influence' is likely to result in more people visiting the Epping Forest on a regular basis which will add to that recreational pressure.

The second issue is atmospheric pollution which is caused primarily by vehicles travelling on roads within 200m of the EFSAC which emit pollutants harmful to the EFSAC's interest features (Nitrogen Dioxide and Ammonia). Development proposals (regardless of their type, size, and location within the District) which would result in even an increase in just one additional vehicle using roads within 200m of the EFSAC has the potential to contribute to increases in atmospheric pollution within the EFSAC when taken in combination with other plans and projects.

Stage 1: Screening Assessment

This application has been screened in relation to the recreational pressures and atmospheric pollution 'Pathways of Impact' and concludes as follows:

1. The application is for non-residential development. Consequently, the development would not result in a likely significant effect on the integrity of the EFSAC as a result of recreational pressures.
1. Based on the information provided by the applicant the development would not result in a net increase in Annual Average Daily Traffic (AADT) using roads within 200m of the EFSAC. Consequently, the application proposal would not result in a likely significant effect on the integrity of the EFSAC in relation to atmospheric pollution Pathway of Impact.

The information provided by the applicant has considered the change in the distribution of operational traffic that would arise from the relocation of the refuse and street cleansing site. This information

demonstrates that there would be a material decrease in the level of operational traffic using roads through the EFSAC. This is as a result of there no longer being a need for such vehicles to use roads through the EFSAC to reach some parts of the District to undertake refuse collection and street cleansing operations. The information provided has been provided using 'vehicle miles' rather than on the basis of 'Annual Average Daily Traffic'. Because of the specific nature of the operational activities the resultant trips generated do not occur on a daily basis. Taking this into account the Council is satisfied that the information provided is sufficiently robust to demonstrate that there would be a net reduction in operational vehicles. As such the proposal would have a positive benefit in terms of the integrity of the EFSAC.

Having undertaken this first stage screening assessment and reached this conclusion there is therefore no requirement for the Council to undertake an 'Appropriate Assessment' of the application proposal in relation to the atmospheric pollution Pathway of Impact.

It should be noted that the site to be vacated is located within the Borough of Broxbourne administrative area. As such any uses that may operate from that site in the future could result in a proportion of additional traffic using roads through the EFSAC. However, potential increases arising from housing and employment development outside of EFDC were taken into account (as part of the 'in-combination assessment) in the modelling undertaken to inform the Habitats Regulations Assessment that was prepared to support both the Epping Forest District Local Plan and the IAPMS.

The application proposal would also provide for further benefits in relation to the EFSAC. When considering the refuse and street cleansing requirements that will arise from new development allocated through the adopted Local Plan, and the geographic location of much of that development, the location of this site would be beneficial in limiting the need for future trips over the course of the Plan period to occur on roads through the EFSAC. In addition, the applicant has also indicated that:

- A new fleet of commercial vehicles is to be provided. These will meet the latest Euro 6(d) standards introduced in 2021 (the purpose of which was to strengthen the testing requirements for new vehicles to ensure compliance with emission standards including for NOx). In addition, the applicant proposes that a proportion of the new fleet (two Refuse Collection Vehicles (RCVs) and up to eight Light Goods Vehicles/Vans) will be electric vehicles.
- That a staff Travel Plan will be submitted (to be secured by condition);
- A Refuse Collection Vehicles Phased Routing Management Strategy will be submitted (to be secured by way of a planning condition); and
- That the level of provision of Electric Vehicle Charging Points will be at a level above those required through the Building Regulations.

Notwithstanding the fact that the Council is satisfied that the proposal would not result in a likely significant effect on the EFSAC, the above will provide further benefits from an air quality perspective.

Planning Obligations

It is recognised that larger scale developments have potentially greater impacts on the wider environs beyond the site-specific matters considered above.

Policy D1, Part A of the LP sets out that:

- a. New development must be served and supported by appropriate on and off-site infrastructure and services as identified through the Infrastructure Delivery Plan Schedules.

The Infrastructure Delivery Plan ("IDP") forms part of the evidence base that underpins the Local Plan. The entirety of the report is published online, but part B sets out the necessary contributions for each settlement in the District and an indicative cost for their delivery.

Members will be aware that IDPs are, by their very nature, a 'snapshot in time' and as different infrastructure providers respond to their own unique challenges, the information that they provide will naturally date and alter over time. It therefore needs to be recognised from the outset, that the IDP should be viewed as a 'live document' that is subject to change.

Therefore, if any stakeholders/providers (e.g., Essex County Council) etc. recently consulted, provide confirmation of the contributions/obligation they require, we should work with their advice, as they are best placed to know their up-to-date needs.

Some of the costs may be high in relation to the size of the development and there may be provision made on site that needs to be. Contributions will therefore be subject to negotiations with the developer.

The IDP sets out the infrastructure priorities based on evidence but the level of contribution secured must be considered on a site-by-site basis and the infrastructure priorities that are required for each site.

On this note, whilst there are infrastructure properties identified for North Weald Bassett as a whole, much of this would stem from new residential developments, in particular the North Weald Bassett Masterplan which covers the following allocated residential sites NWB.R1, NWB.R2, NWB.R3, NWB.R4, NWB.R5 and NWB.T1.

Therefore, no contributions would be required from this proposal.

Planning Balance & Conclusion

In summary, the Planning Statement succinctly states;

EFDC are currently reliant upon an out-of-authority located site operated and run by a third-party supplier for the storage, parking, and maintenance of Refuse Collection Vehicles (RCVs). Under the current provisions, any prospective new operators looking in the future to tender for the Council's maintenance contract, and consequently increase competition and drive down cost to the Council, would need to either secure use of Biffa controlled facility in Waltham Cross, or identify, secure, and deliver an alternative site solution. If EFDC can secure their own facility with the appropriate planning permission in place, it opens up the opportunity for alternative service operators to tender for the contract, and consequently provide value for money to the Council.

Benefits of a Council Owned Site:

The Application Site is located within North Weald Airfield. In the past, the Site has been used for coach parking and as an Inland Border site for HGVs by HMRC post the Brexit negotiations. These previous uses help to demonstrate the sites suitability and appropriateness for the parking and holding of large vehicles such as RCVs and other commercial plant and machinery. The North Weald Airfield benefits from good accessibility to the local highway network, negating the need for access improvement or major redesign, and minimal construction or ground improvement works would be necessary in order to turn the Site over to a council Operations Hub.

The availability of a suitable council-owned site, absent of purchasing costs, is fundamental to the viability of the proposal. This presents an ideal opportunity for EFDC to build a platform for a more efficient, sustainable, and cost-effective business management service by capitalizing on a suitable, affordable, and available site.

A council-owned site offers EFDC full control over the services offered and as such, they are able to include office accommodation and bespoke structures for storage and maintenance. The Site not only offers EFDC an opportunity to better control their waste collection and cleansing services contracts, but also an opportunity to support their broader Business Service functions.

To summarise, the proposal provides the following benefits;

- 1) It would create opportunity for EFDC to introduce a more efficient and flexible waste collection and street cleansing service, thereby reducing costs to the taxpayers of EFDC;
- 2) It would enable the development of a council-owned site, ensuring autonomy over the service, and flexibility over future contract options;
- 3) It would provide the opportunity to develop a modern, efficient EFDC Business Service Function, which would include the provision of bespoke office accommodation and convenient storage and onsite maintenance of the Council vehicles, plant, and machinery;
- 4) It would result in a centrally located Operations Hub that would help bring down both direct and indirect operational costs;
- 5) It would generate direct local employment opportunities within a centralised location;
- 6) It would help EFDC lower their carbon footprint by traveling less distance from point of service (collection, street sweeping etc) to point of storage / parking and consequently ensuring a reduction in carbon miles. This would be in accordance with the authority's net-zero commitments.
- 7) It would reduce any impacts on the EFSAC.

For the reasons set out above, having regard to all the matters raised, it is recommended that conditional planning permission be granted.

If you wish to discuss the contents of this report item, please contact the case officer by 2pm on the day of the meeting at the latest. If no direct contact can be made, please email: contactplanning@eppingforestdc.gov.uk

Conditions: (20)

- 1 The development hereby permitted shall begin not later than three years from the date of this decision.

Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans: 23010-FSA-XX-XX-DR-A-0007-P01_LOCATION PLAN, 23010-FSA-XX-XX-DR-A-0010-P07_PROPOSED SITE PLAN, 23010-FSA-01-XX-DR-A-1100-P03_PROPOSED OFFICE PLANS, 23010-FSA-01-XX-DR-A-2100-P04_PROPOSED OFFICE ELEVATIONS, 23010-FSA-01-XX-DR-A-3100-P02_PROPOSED OFFICE SECTIONS, 23010-FSA-02-XX-DR-A-1200-P03_PROPOSED TRANSPORT HANGAR PLANS, 23010-FSA-02-XX-DR-A-2200-P04_PROPOSED TRANSPORT HANGAR ELEVATIONS, 23010-FSA-02-XX-DR-A-3200-P02_PROPOSED TRANSPORT HANGAR SECTIONS, 23010-FSA-03-XX-DR-A-1300-P03_PROPOSED STORAGE HANGAR PLANS, 23010-FSA-03-XX-DR-A-2300-P04_PROPOSED STORAGE HANGAR ELEVATIONS, 23010-FSA-03-XX-DR-A-3300-P02_PROPOSED STORAGE HANGAR SECTIONS, and 3971_Concept 3 Consulting_North Weald_Epping_Topo_Rev A.

Reason: For the avoidance of doubt and to ensure the proposal is built in accordance with the approved plans.

- 3 Within 12 months of first use of the development hereby approved or such other period as agreed in writing with the Local Planning Authority, the refuse vehicles using this facility must comply with a minimum euro 6 emission standards.

Reason: To help support improvements to air quality in accordance with Policies T1 & DM22 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 4 Within 24 months of first use of the development hereby approved, a routing management strategy for the refuse collection vehicles operating from this facility shall have been submitted to and approved, in writing, by the Local Planning Authority.

Reason: To help support improvements to air quality in accordance with Policies T1 & DM22 of the Epping Forest District Local Plan 2011-2033 (2023), and the NPPF.

- 5 Tree protection shall be installed as shown on RPS Consulting Services Ltd 'Tree Protection Plan' drawing number '710 Rev A' (dated September 2023) prior to the commencement of development activities (including any demolition). The methodology for development (including Arboricultural supervision) shall be undertaken in accordance with the submitted Tree Survey/ Arboricultural Method Statement reports.

Reason: To comply with requirements of Section 197 of the Town and Country Planning Act 1990 as well as to safeguard the amenity of the existing trees, shrubs or hedges and to ensure a satisfactory appearance to the development, in accordance with Policies DM3 & DM5 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 6 A) No work on any phase of the development (with the exception of demolition works where this is for the reason of making areas of the site available for site investigation), shall commence until an assessment of the risks posed by any contamination within that phase shall have been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of Potentially Contaminated Sites - Code of Practice and the Environment Agency's Guidelines for the Land Contamination: Risk Management (LCRM 2020) (or equivalent if replaced), and shall assess any contamination on the site, whether or not it originates on the site. The development shall only be carried out in accordance with the approved details unless the Local Planning Authority gives its written consent to any variation. The assessment shall include: (1) A survey of the extent, scale and nature of contamination and (2) An assessment of the potential risks to: human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland, service lines and pipes; adjoining land; groundwater and surface waters; ecological systems; and archaeological sites and ancient monuments.

B) If following the risk assessment unacceptable risks are identified from land affected by contamination in that phase, no work on any phase of the development shall take place, until a detailed land remediation scheme has been completed. The scheme will be submitted to and approved in writing by the local planning authority. The scheme shall include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. (The remediation scheme shall be sufficiently detailed

and thorough to ensure that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990). The development shall only be carried out in accordance with the approved scheme. Following the completion of the remediation works and prior to the first occupation of the development, a verification report by a suitably qualified contaminated land practitioner shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with Policy DM21 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

7 Prior to demolition/construction works commencing a Construction Management Statement shall be submitted to and approved in writing by the Local Planning Authority. This should include a risk assessment and a method statement in accordance with relevant guidance such as IAQM's assessment of dust from demolition and construction guidance and the control of dust and emissions from construction and demolition best practice guidance published by the Greater London Authority. The scheme shall set out the secure measures, which can, and will, be put in place. The submitted management statement shall include details of:

1. The parking for vehicles of site operatives and visitors.
2. Loading and unloading of plant and materials.
3. Storage of plant and materials used in constructing the development.
4. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
5. Wheel washing.
6. A scheme for recycling/disposing of waste resulting from demolition and construction works.
7. A scheme to minimise the risk of offsite flooding caused by surface water run-off and groundwater during construction works and prevent pollution.
8. Dust suppression methods and kit to be used.
9. Bonfire policy.
10. Confirmation that all Non-Road Mobile Machinery (NRMM) comply with emission Stage IIIB as a minimum.
11. Confirmation if a mobile crusher will be used on site and if so, a copy of the permit and intended dates of operation.
12. Site plan identifying location of:
 - a. The parking for vehicles of site operatives and visitors
 - b. Loading and unloading of plant and materials
 - c. Storage of plant and materials used in constructing the development
 - d. site entrance and exit
 - e. wheel washing
 - f. hard standing
 - g. hoarding (distinguishing between solid hoarding and other barriers such as heras and monarflex sheeting)
 - h. stockpiles
 - i. dust suppression
 - j. dust monitoring

- k. location of water supplies and
- l. location of nearest neighbouring receptors

The details and measures contained in the approved construction management statement must be fully implemented to the Council's satisfaction throughout the demolition and construction period.

Reason: Noise, General Disturbance, Ground Pollution, Dust and Other Air Pollution from demolition and construction works can impact greatly on the health and quality of life of people working on and living close to these sites if they are badly managed. To limit the impact of the construction work on the living conditions of residents living in close proximity to the site and to help support improvements to air quality in accordance with Policies, T1, DM9, DM21 & DM22 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 8 Prior to the commencement of the development, A construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following;
- a) Risk assessment of potentially damaging construction activities.
 - b) Identification of "biodiversity protection zones".
 - c) Non-licenced method statement for Great Crested Newt and reptiles.
 - d) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - e) The location and timing of sensitive works to avoid harm to biodiversity features.
 - f) The times during construction when specialist ecologists need to be present on site to oversee works.
 - g) Responsible persons and lines of communication.
 - h) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - i) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details.

Reason: To conserve protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species), Policies DM1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 9 Prior to ground works taking place, details of foul & surface water disposal shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be provided on site prior to the first occupation and shall be retained for the lifetime of the development.

Reason: To ensure satisfactory provision and disposal of surface water in the interests of Land Drainage, in accordance with Policies DM16 & DM18 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

10 Prior to any above groundworks, details and location of the parking spaces equipped with active and/or passive Electric Vehicle Charging capability shall have been submitted to and approved in writing with the Local Planning Authority (LPA). The installation of EVCP shall be completed in accordance with the approved details and made operational prior to first use. The details shall include:

- Location of active and passive charging infrastructure;
- Specification of charging equipment; and
- The process and the triggers for identifying when additional passive charging points will become activated.

Reason: To ensure the development contributes to supporting the Council towards a low carbon future and the wider aims and objectives for reducing car-led air pollution, in accordance with Policies T1 & DM22 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

11 Prior to any above ground works, full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of the building or completion of the development, whichever is the sooner. The hard landscaping details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; car parking layouts; other minor artefacts and structures, including signs and lighting and functional services above and below ground. The details of soft landscape works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes and proposed numbers /densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place.

Reason: To comply with requirements of Section 197 of the Town and Country Planning Act 1990 as well as to safeguard the amenity of the existing trees, shrubs or hedges and to ensure a satisfactory appearance to the development, in accordance with Policies DM3 & DM5 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

12 The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those specified on the approved plans.

Reason: To ensure a satisfactory appearance in the interests of visual amenity of the area, in accordance with Policy DM9 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

13 Prior to first use of the development, A lighting design scheme for biodiversity shall be submitted to and approved in writing by the local planning authority. The scheme shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance along important routes used for foraging; and show how and where external lighting will be

installed so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. All external lighting shall be installed in accordance with the specifications and locations set out in the scheme and maintained thereafter in accordance with the scheme. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species), Policies DM1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 14 Prior to first use of the development hereby approved, A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the local planning authority. The content of the LEMP shall include the following:
- a) Description and evaluation of features to be managed.
 - b) Ecological trends and constraints on site that might influence management.
 - c) Aims and objectives of management.
 - d) Appropriate management options for achieving aims and objectives.
 - e) Prescriptions for management actions.
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
 - g) Details of the body or organisation responsible for implementation of the plan.
 - h) Ongoing monitoring and remedial measures.

The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details for a minimum of 30 years to deliver the required condition of habitats created.

Reason: To allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats & species), Policies DM1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 15 Prior to first use of the development, A Biodiversity Enhancement Strategy for protected and Priority species prepared by a suitably qualified ecologist shall be submitted to and approved in writing by the local planning authority. The content of the Biodiversity Enhancement Strategy shall include the following:
- a) Purpose and conservation objectives for the proposed enhancement measures;
 - b) detailed designs or product descriptions to achieve stated objectives;
 - c) locations, orientations and heights of proposed enhancement measures by appropriate maps and plans (where relevant);
 - d) persons responsible for implementing the enhancement measures; and
 - e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details shall be retained in that manner thereafter.

Reason: To enhance protected and Priority species & habitats and allow the LPA to discharge its duties under the NPPF 2023 and s40 of the NERC Act 2006 (Priority habitats & species), Policies DM1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 16 Prior to the first use of the development the access arrangements, parking and turning areas, as indicated on the approved plans, shall be provided and retained as such for the life of the development.

Reason: To ensure that appropriate access, vehicle parking and turning is provided. The above measures are to ensure that this proposal is not contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 17 Prior to first use of the development, the developer shall submit a Workplace Travel Plan for approval in writing by the Local Planning Authority.

Reason: In the interests of reducing the need to travel by car and promoting sustainable development and transport. The above measures are to ensure that this proposal is not contrary to the Highway Authority's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011, Policy T1 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 18 Prior to first use of the development, a further BS4142 assessment of the M&E design proposal should be undertaken to demonstrate that the local authority's noise criterion can be achieved. This assessment should be completed as a cumulative assessment considering site operations. The assessment shall include details of the physical mitigation elements of buildings and structures, plant specifications and enclosure and performances required to achieve the local authority's noise criterion.

Reason: To maintain reasonable levels of protection for the occupiers of the development from external noise, in accordance with Policies DM9 & DM21 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 19 Prior to the first use of the development hereby permitted, information shall be submitted to and approved in writing by the Local Planning Authority detailing how the development would adhere to the principles of Secure by Design. The development shall be carried out and retained in accordance with the approved details.

Reason: To ensure that the development meets Secured by Design principles as required by the Essex Police, in accordance with Policy DM9 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

- 20 If any tree, shrub or hedge shown to be retained in the submitted Arboricultural reports is removed, uprooted or destroyed, dies, or becomes severely damaged or diseased during development activities or within 3 years of the completion of the development, another tree, shrub or hedge of the same size and species shall be planted within 3 months at the same place. If within a period of five years from the date of planting any replacement tree, shrub or hedge is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree, shrub or hedge of the same species and size as that originally planted shall, within 3 months, be planted at the same place.

Reason: To comply with requirements of Section 197 of the Town and Country Planning Act 1990 as well as to safeguard the amenity of the existing trees, shrubs or hedges and to ensure a satisfactory appearance to the development, in accordance with Policies DM3 & DM5 of the Epping Forest District Local Plan 2011-2033 (2023) and the NPPF.

Informatives: (3)

- 21 The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.
- 22
- i. It is noted that the applicant wishes to seek a change in the speed of Merlin Way, from the current derestricted limit to a 40mph limit. Whilst the applicant is perfectly entitled to pursue this, the Highway Authority does not consider that this is necessary for the planning application to succeed in safety terms. Any costs associated with this process, and its implementation, if successful, will be fully borne by the applicant.
 - ii. It is noted that Church Lane has a Weight Restriction on it, which legally prevents HGVs from passing through it unless engaged in official operations. Consequently, all HGV movement will be northwards onto the A414 and will distribute through the local highway network on appropriate classified roads.
 - iii. All work within or affecting the highway is to be laid out and constructed by prior arrangement with, and to the requirements and satisfaction of, the Highway Authority, details to be agreed before the commencement of works. The applicants should be advised to contact the Development Management Team by email at development.management@essexhighways.org
- 23 Note: Any works to or within eight metres of an open or piped watercourse will require Land Drainage Consent. For further information on the Land Drainage consent process or to find the application forms the applicant should visit the link below.

<https://www.eppingforestdc.gov.uk/environment/land-drainage-consent/>