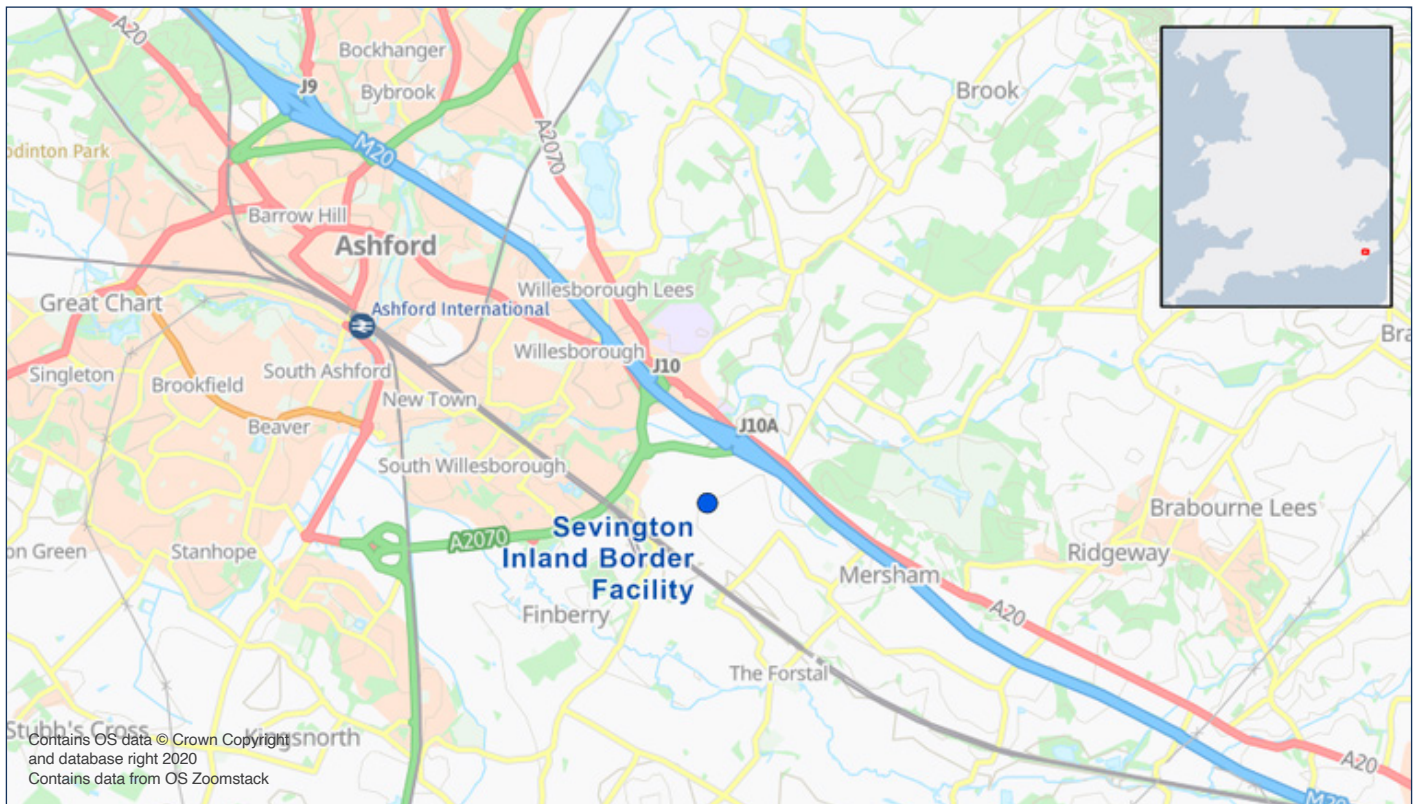


# Sevington Inland Border Facility, Ashford

## Information Booklet



Department  
for Transport



## Sevington Inland Border Facility

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

### Background

The Department for Transport (DfT) is progressing plans for use of the Sevington site as an inland border facility.

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

Some enabling works are already taking place on site, in line with the existing planning approval which was granted by Ashford Borough Council in 2017 following a public consultation.

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

The inland border facility proposals are temporary and are designed to ensure no significant or long-term environmental effects. DfT, alongside other Government

departments, has reviewed the options for use of the site and, based on current planning, expect the site to be needed for up to five years.

DfT is engaging with community and technical stakeholders. You can view copies of letters which were sent to residents on our website at [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk)

### Inland border facility location

The inland border facility is located just outside Ashford, Kent on the A2070, in close proximity to the M20 between Junction 10 and the recently constructed junction 10a.

The Sevington site is approximately 93 hectares in size and is made up of two parcels of land divided by Highfield Lane running from north to south. Only the western parcel will be developed as an inland border facility and there is no intention to build on the eastern parcel of land. The eastern parcel is being used to store topsoil temporarily.

## How to comment on the proposals

This booklet provides information about the Government's proposals for the Sevington Inland Border Facility.

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

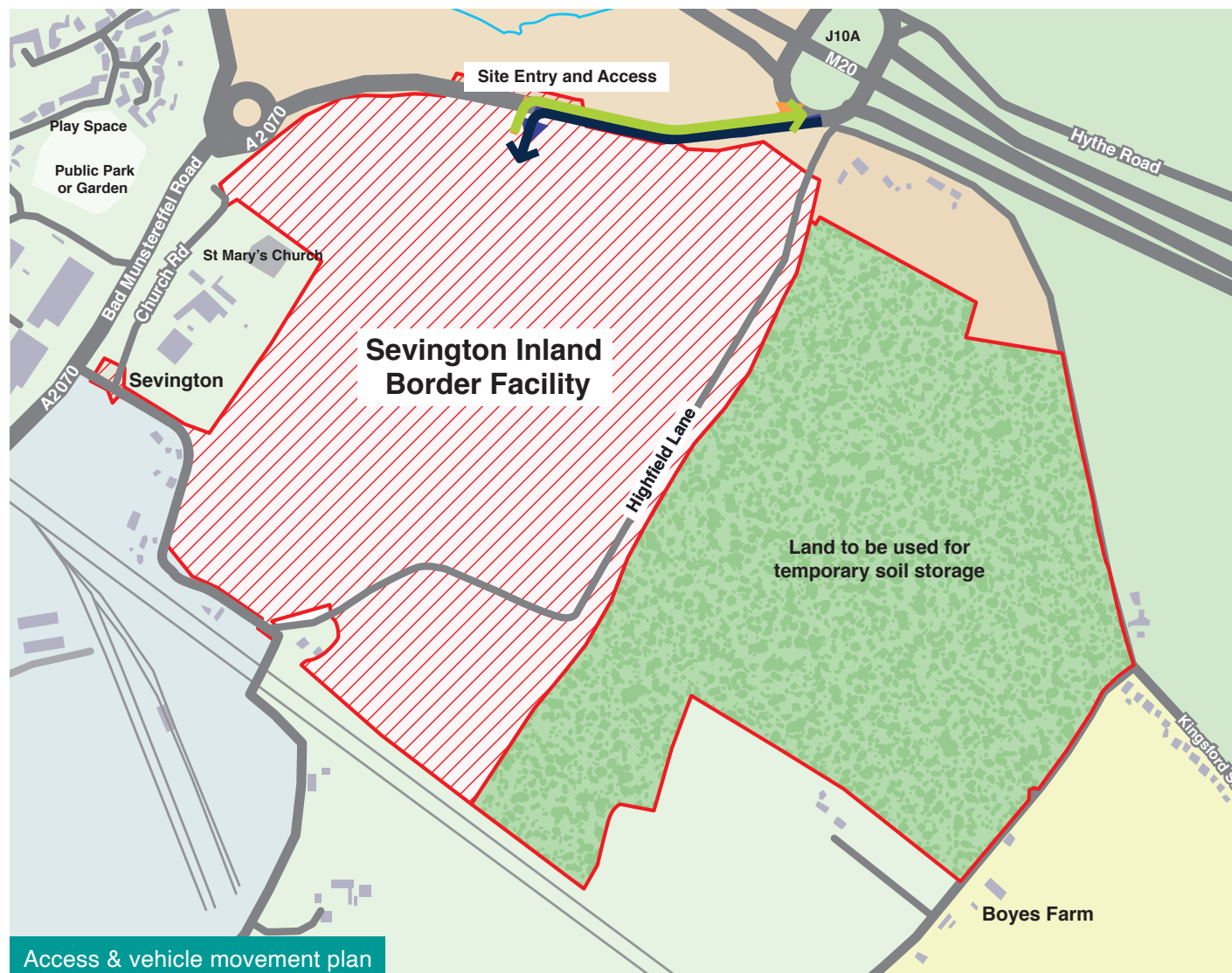
Details about how the inland border facility will operate can also be viewed on our website at [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk) where you can also provide your comments on the proposals online.

## Why do we need inland border facilities?

The Department for Transport (DfT), Her Majesty's Revenue and Customs (HMRC) and the Department for Environment, Food and Rural Affairs (Defra) are engaging with interested individuals and organisations to explain the need for inland border facilities are engaging across the country. Our dedicated website [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk) sets out further details of the inland border facilities that will provide customs checks required for hauliers from 1 January 2021.

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

The new rules will require additional customs and transit checks. Where there is no space at ports for new border infrastructure, the Government proposes to build new inland border facilities where these checks and other activities will take place. At Sevington, lorries importing plants, animal products, certain food and live animals will be checked as part of biosecurity border checks after the transition period ends.



Access & vehicle movement plan



## Highways and transport

### Traffic management

By providing additional customs clearance capacity, the Sevington Inland Border Facility will help facilitate the flow of trade and support strategic traffic management in Kent. The number of HGVs that can be stationed at Sevington at any one time will be limited to 1,700 for 6 months, reducing to 950 HGVs after July 2021. Traffic impacts on the local and strategic road network are being assessed and managed in conjunction with local and national stakeholders. When the site is operational, there will be regular monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Sevington Inland Border Facility. Where necessary, mitigation will be implemented through a Traffic Management Plan (TMP).

### Traffic modelling

Initial strategic traffic modelling assessments have taken place which show no significant impacts as a result of the scheme.

Further traffic modelling is ongoing and will be reported in detail in the Transport Statement. Modelling is being undertaken for multiple junctions including J10 and J10a of the M20, and accounts for traffic movements to and from key locations such as the William Harvey Hospital. DfT will be working closely with Highways England to manage the Strategic Road Network when the site is in operation.

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

### Traffic flow & access

**Directing vehicles to the inland border facility**  
HGV traffic will access the site via junction 10a of the M20 motorway.

**From London, the Midlands, the East of England and the North of England**  
HGVs travelling eastbound on the M20 to the inland border facility will exit the M20 at junction 10a, via the southbound off-slip onto the A2070.

**From Folkestone, Dover and Dover Straits ports**  
HGVs travelling westbound on the M20 inbound from the Dover Straits ports will follow road signage to exit the M20 at junction 10a via the northbound off-slip onto the A2070.

### Prominent road signage

Prominent road signage will direct HGV drivers from the surrounding strategic road network to the inland border facility by means of the M20 and A2070. There will be signs outside the site entrance to advise hauliers about the use of site facilities and providing site contact details.

### Operation Brock

Operation Brock is a Kent traffic management system that can be deployed to manage the flow of HGVs and reduce traffic congestion in the event of cross-Channel disruption. It was developed by Highways England, the Kent Resilience Forum (KRF) and DfT in 2018 as an alternative to Operation Stack in preparation for the UK's departure from the European Union. It is currently being revised in preparation for the end of the transition period on 31 December 2020.

Operation Brock has multiple phases that can be activated depending on the scale of the disruption. Unlike Operation Stack, it allows the M20 to remain open for general, though reduced, use by passenger vehicles through the use of a 'contraflow' in which HGVs can be queued. This contraflow is deployed using a moveable barrier between junctions 8 and 9 of the M20.



## Environment and landscaping

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

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

Given the temporary nature of the inland border facilities, reinstatement plans will be prepared for implementation when activities on the site cease. Opportunities for longer term environmental enhancements are being explored as part of the reinstatement plans.

A phased landscape strategy will be implemented on the site which will provide measures to reduce the potential for adverse environmental effects. The landscaping will also reduce the visual and noise impacts for local residents.

Only the western parcel will be developed as an inland border facility. The eastern parcel is being used to store topsoil temporarily. The soil will be two metres high, the same height as the existing hedges of adjacent properties and will be seeded to prevent windblown dust.

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

### Biodiversity

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

The ecological studies being undertaken include an analysis of the habitats on site, including the hedgerow along Highfield Lane which is being retained, and studies of protected species.

## How the site will operate

The site will become operational from 1 January 2021 with DfT responsible for site activities. The site will be managed by an appointed contractor. Defra and HMRC will be responsible for the site from July 2021.

Staff will be working on site in shift patterns and there will be parking provisions and welfare facilities provided for them. The site will operate 24/7. An Operational Management Plan will explain how the site will be managed and operated safely with minimal disruption to residents.

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

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

Once the checks have been completed, the HGVs will leave the site to continue on their journeys.

From July 2021 it is expected that the DfT operation at Sevington will significantly reduce as lorry drivers become familiar with the new border process at ports.

Defra will conduct checks on EU imports as part of the UK biosecurity border inspections necessary after leaving the end of the transition period.

### Covid-19 readiness

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

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

### Archaeology and heritage

A series of archaeological studies have also been taking place since August in conjunction with Kent County Council. The investigations have provided a range of results with some areas lacking in archaeological remains and other areas providing findings dating from the prehistoric to post-medieval periods. Investigations are ongoing in tandem with construction works on the site, and further analysis is currently being undertaken on the artifacts that have been recovered.

St. Mary's church is a key heritage asset for the community. We are working with Historic England to ensure that such local assets are conserved and protected.

### Drainage

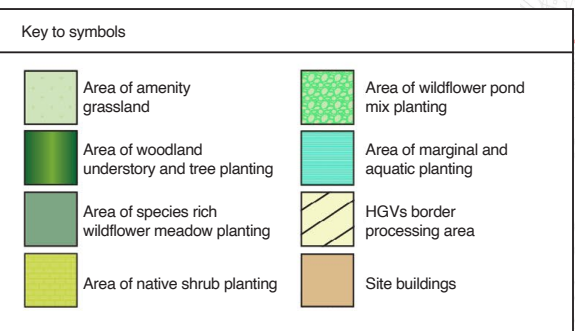
We are working with a range of stakeholders including the Environment Agency, Kent County Council and the River Stour Internal Drainage Board to implement a design that protects local watercourses from pollution, as well as managing water runoff from the site.

The drainage infrastructure will include ponds and channels to manage surface water effectively. The drainage infrastructure will be integrated within the landscaping strategy.

### Proposals for the site

The general arrangement plans to the right show the boundary of the site and the internal configuration and layout. The 'Day 1' plan shows the site under DfT and HM Revenue and Customs use from January 2021.

The 'Day 200' plan shows the changes to the site at the time when Defra intends to begin operations on site from July 2021. At this time, the anticipated capacity requirements for the site will be reduced substantially, and the green corridor in the centre of the site aligning with the view from St. Mary's Church will be reinstated.



The site on Day 1

The site on Day 200 with a green corridor



## Planning and next steps

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

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

The legislation provides for the granting of temporary

planning permission to government departments, to provide facilities in specified local authority areas for the stationing and processing of HGVs entering or leaving the UK. It also allows for the provision of associated temporary facilities and infrastructure. The legislation specifies that the facilities will cease operation prior to 31 December 2025.

The 2020 SDO statutory instrument includes four sections and can be viewed at: [www.legislation.gov.uk/ukSI/2020/928/schedule/2/made](https://www.legislation.gov.uk/ukSI/2020/928/schedule/2/made)

### Next steps

The submission of a site-specific proposal is required under Article 4 (Relevant Approvals) of the 2020 SDO. A number of separate documents are required as part of the submission:

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

Further subsequent details will also need to be submitted, following the Article 4 Submission, including:

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



### Stakeholder engagement

DfT has been engaging with range of national and local stakeholders regarding the proposals for Sevington Inland Border Facility, including a range with the local community. You can view copies of letters sent to residents regarding the proposals at our website at: [www.inlandborderfacilities.uk](https://www.inlandborderfacilities.uk)

## Questions and answers

### What is the role of the inland border facility?

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

### Why this location?

With its location on the M20, approximately 80km (50 miles) south east of London and 30km (19 miles) west of Dover, the site provides direct connectivity to the Port of Dover and Eurotunnel.

### Will construction and operation of the site impact local communities?

The site is not located directly alongside residential properties. HGVs that access the site will also not pass by residential properties. Landscaping will be established to provide further mitigation from visual and noise impacts. The site manager will be contactable by local residents should there be any adverse impacts.

### What is the capacity of the site?

The proposed capacity of the inland border facility will be up to 1,700 HGVs for the first 6 months of operation. Capacity will reduce to 950 HGVs after July 2021. The figures are indicative and exact numbers will be confirmed within the proposals.

### How many staff will be on site?

Site staff will include fully trained security personnel, traffic management staff and emergency response personnel. The number of staff needed on site will be determined as part of the Operational Management Plan, which will explain how the site will be managed and operated safely. A number of local jobs could be created as a result of the need for staff on the Sevington site.

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

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

### Are refrigerated vehicles expected at the inland border facility?

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

### Will vehicles be inspected at the inland border facility?

20 lorry parking spaces and a parking space for a van will be provided for the Driver and Vehicle Standards Agency (DVSA) to undertake vehicle and driver checks, together with any prohibition of vehicles as a result of their checks.

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

### What is planned for the land east of Highfield Lane?

Topsoil from the western land parcel is being moved to the eastern land parcel to create earth bunds which will mitigate visual and noise impacts from construction and operation.

Storage of soil is temporary for a maximum of 12 months. The bunds will be two metres high, the same height as the existing hedges of adjacent properties. The bunds will be seeded to further enhance the landscaping and prevent windblown dust.

### Will this site be needed in addition to the Waterbrook site?

Whilst approval is also being sought to secure the Waterbrook site as an inland border facility, the current intention is that the Sevington and Waterbrook sites will not be operational at the same time. Both sites are being progressed to ensure that one of them will be available for 1 January 2021.

### Will consignments be unloaded at the inland border facility?

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

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

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

### How will traffic be managed?

The number of HGVs that can be stationed at Sevington at any one time will be limited to 1,700 for 6 months, reducing to 950 HGVs after July 2021.

Traffic impacts on the local and strategic road network are being assessed and managed in conjunction with local and national stakeholders.

When the site is operational, there will be regular monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Sevington Inland Border Facility. Where necessary, mitigation will be implemented through a Traffic Management Plan (TMP).

### When will construction work start?

Some enabling works are already taking place on site, in line with the existing planning approval which was granted by Ashford Borough Council in 2017. These works include securing of the perimeter of the site, clearing the site of grass and vegetation and carrying out site surveys.

The planning approval granted in 2017 underwent a public consultation process, and the current enabling works are compliant with existing planning approval.

## Further information

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

[www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period](https://www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period)

## Privacy statement

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

### 1. Data controllers and processors

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

- DfT: [dataprotectionofficer@dft.gov.uk](mailto:dataprotectionofficer@dft.gov.uk)
- HMRC: [advice.dpa@hmrc.gov.uk](mailto:advice.dpa@hmrc.gov.uk)

### 2. Why we are collecting the data

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

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

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

### 3. Legal basis for processing the data

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

### 4. With whom we will be sharing the data

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

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

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

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

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

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

### 7. Sending data overseas

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

### 8. Automated decision making

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

### 9. Storage, security and data management

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

### 10. Complaints and more information

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

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

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

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

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

Telephone: 0303 123 1113 or 01625 545 745

<https://ico.org.uk>



Department  
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Sevington Inland Border Facility, Ashford