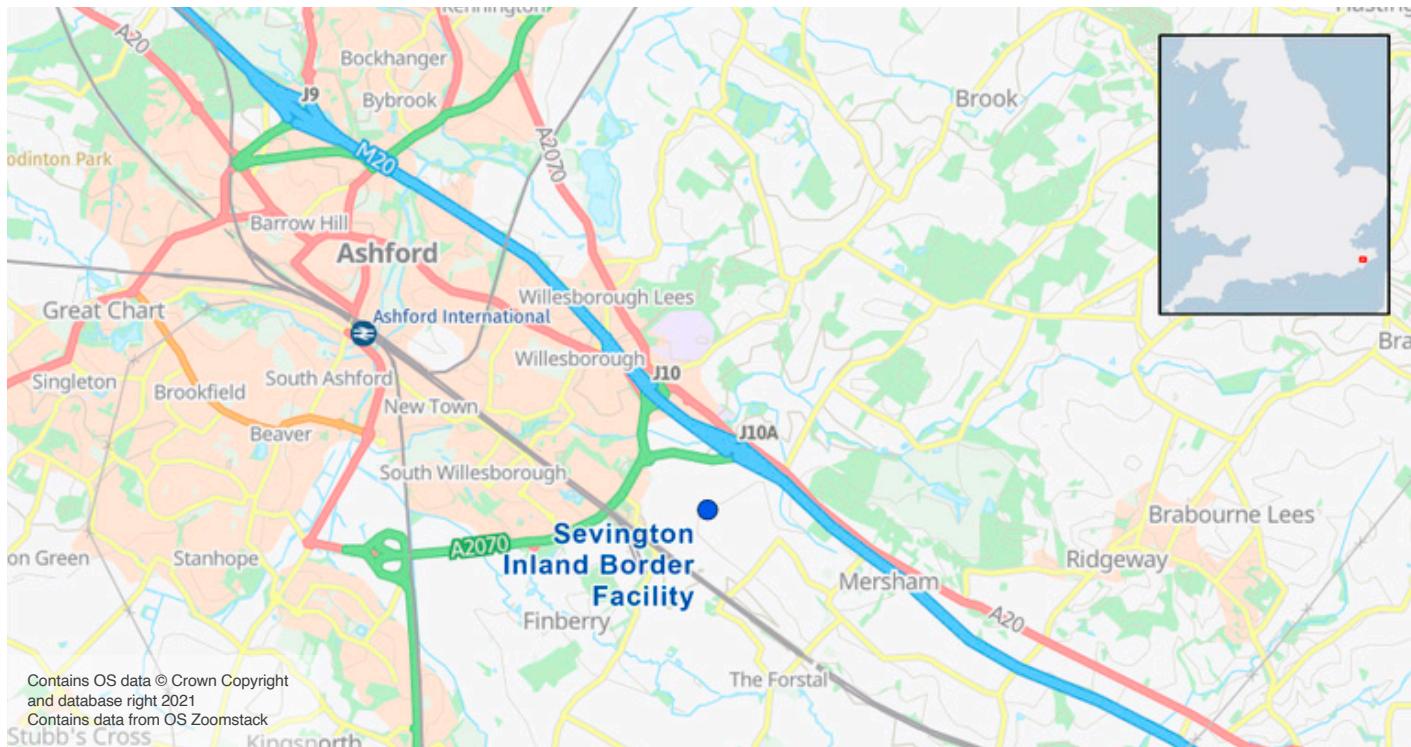


# Sevington Inland Border Facility, Ashford

Public engagement on site operations from July 2021



Department  
for Transport



## Sevington Inland Border Facility

The United Kingdom (UK) has left the European Union (EU) and the transition period ended on 31 December 2020. On 4 January 2021 operations began at the inland border facility at Sevington to provide the new customs and transit checks required for hauliers.

This booklet outlines proposed changes to the inland border facility at Sevington and the rationale behind those amendments. As a result, a submission under article 4 of the SDO is required for the revised development. The booklet details how interested individuals and organisations can submit comments on the proposed changes. The booklet also provides an update about site activities.

## What's happening now

The Department for Transport (DfT) began operation of an inland border facility at Sevington, Ashford on 4 January 2021 after gaining Relevant Approval for the inland border facility from the Secretary of State for Housing, Communities and Local Government ('the Secretary of State) under Article 4 of The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 ('the 2020 SDO').

As communicated last year, the Department for Environment, Food and Rural Affairs (Defra) will be initiating operations on the Sevington Inland Border Facility site from July 2021, which we previously referred to as 'Day 200' operations.

Since the previous round of engagement, Defra's operational requirements have changed. As a result, a submission under article 4 of the SDO is required for the revised development to increase the footprint of the Defra buildings and provide supplementary containers to enable sanitary & phytosanitary (SPS) checks to be undertaken on food, live animals and plant consignments inbound to the UK. As previously planned, Defra will occupy an area at the centre of the site and will share responsibility for the site with HMRC from July 2021.

DfT is engaging now with the local community and technical stakeholders about the proposed changes. The proposed changes are detailed on page 2 and can also be viewed online at [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk).

## How to comment on the proposed change

This booklet provides information about the Government's proposed changes 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. Responses to this round of engagement will be considered in preparing the submission to MHCLG.

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

## Why do we need inland border facilities?

Her Majesty's Revenue and Customs (HMRC), DfT and Defra are engaging with interested individuals and organisations to explain the need for inland border facilities across the country.

The previous rules on trade, travel, and businesses for the EU and UK ceased with the end of the transition period on 1 January 2021.

New rules have since been brought into place, which require additional customs and transit checks. Where there is no space at ports for new border infrastructure, the Government has opened new inland border facilities where these checks and other activities will take place.

Our dedicated website [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk) sets out further details of the inland border facilities that have been providing customs checks required for hauliers from 1 January 2021.



## Proposed changes

### Addition of a Border Control Post

Many inbound food, live animal and plant consignments to the UK require sanitary & phytosanitary (SPS) checks to be carried out. These are measures to protect humans, animals, and plants from diseases, pests or contaminants.

Legislation states that the checks must be at a designated Border Control Post (BCP). The Government is constructing BCPs where a port is unable to build within its own boundary. The BCP at Sevington will support the Port of Eurotunnel to carry out inspections on live animals, plants and products from animal and plant origin.

The BCP will be biosecure to prevent cross contamination, be temperature controlled and will operate under strict procedures to inspect, store and transfer imported consignments. A range of checks will be carried out by specialist inspectors from the Food Standards Agency, Animal and Plant Health Agency and the Port Health Authority to ensure good animal welfare and minimum delays for perishable goods.



Currently planned	Proposed changes	Details
Seven Defra BCP buildings of up to 10m in height (to arrive on site from July 2021)	Nine Defra BCP buildings of up to 8m in height (to arrive on site from July 2021)	The increase in BCP facilities will support new space requirements for checks of inbound food, live animal and plant consignments to the UK. The maximum height requirements would be less than what is currently approved. The finish of the building will use a muted colour palette
From January 2021: Approximately 1600 HGV parking bays (from January 2021)  From July 2021: Approximately 950 HGV parking bays	From July 2021: This will decrease to approximately 880 HGV parking bays	The reduced HGV parking capacity will provide the additional space required for Defra BCP facilities. The removal of HGV space will not impact operational requirements
Wi-Fi mast installed as an emergency operational requirement	Wi-Fi mast in the centre of the inland border facility	To give consistent wireless internet connection throughout the site to support all operations.
Temporary Covid-19 testing facility for drivers	The temporary Covid-19 testing facility for drivers will remain, however the need for the facility will be reviewed on an ongoing basis	The Covid-19 testing facility may not be necessary for the entire operational period of the inland border facility and will therefore be subject to ongoing reviews as new information emerges
No plans for Defra containers	Provision of up to 24 refrigerated containers within the Defra facility	Provision of refrigerated containers to support Defra BCP operations
No plans for HMRC containers	Provision of approximately five containers within the HMRC facility	Provision of containers for storage to support HMRC operations



## Highways and transport

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.

Traffic impacts on the local and strategic road network continue to be monitored and managed in conjunction with local and national stakeholders. Regular monitoring and reporting of vehicles travelling on neighbouring roads to and from the Sevington Inland Border Facility is taking place.

Where necessary, mitigation will be implemented through measures outlined in the Traffic Management Plan, which was developed as part of the inland border facility Operational Management Plan. The following additional measures have been introduced to mitigate the impact of traffic on the local road network in Sevington:

- A programme of work has been implemented with Kent Police and the Driver Vehicle Standards Agency (DVSA) to enforce the law on errant HGVs which stray from agreed routes.
- Kent County Council has assigned a dedicated person who is posted on specific local roads in Sevington to stop HGVs taking incorrect routes from the A20.
- Kent County Council has engaged with Eurotunnel to ensure that all vehicles which are directed to Sevington Inland Border Facility use the agreed routes.

### Prominent road signage

Prominent road signage has been installed to direct HGV drivers from the surrounding strategic road network to the inland border facility by means of the M20 and A2070.

Signs are in place to advise hauliers about the use of site facilities and to provide site contact details for any driver enquiries.

Permanent signs have also been placed on the A20 at Stanford directing HGVs to the M20. Further signage has been installed to guide HGVs from the M20 to the site.

The Operational Management Plan includes contingency measures to protect the M20 motorway and local roads in the event of accidents and delays. As part of the existing Traffic Management Plan, HGVs heading to Eurotunnel are held on the M20 between junctions 8 & 9 should there be traffic congestion issues.

### Traffic modelling

Traffic modelling assessments have taken place which show no significant impacts as a result of inland border facility operations. Modelling has been completed for the entire operational period as part of the 2020 SDO and no further modelling is required. The effects on highways and transport will not differ from the 2020 SDO.

## Environment and landscaping

**The inland border facility proposals are temporary and are designed to ensure no significant long-term environmental effects.**

Given the temporary nature of the inland border facilities, reinstatement plans will be prepared for implementation when activities at the inland border facility cease. Opportunities for longer term environmental enhancements will be included in the reinstatement plans.

A phased landscape strategy is being implemented at the site which will help reduce any potential adverse environmental effects. The landscaping is also reducing the visual impact of the inland border facility on local residents and the installation of noise barriers is reducing noise impacts.

Only the western land parcel of the entire Sevington site has been developed as an inland border facility.

The eastern land parcel is being used to store topsoil temporarily. There are no plans for any built development to take place on the eastern land parcel.

As part of the existing approval, a study of the likely environmental effects report was produced. This study considered air quality, cultural heritage, landscape and visual effects, biodiversity, road drainage and water, and noise. The study also considered geology and soils, material assets and waste, population and health, and climate. The results indicated that there would be no significant environmental effects resulting from the inland border facility site. This same technical information will be submitted for the purposes of the new planning submission and will be supplemented by additional assessment where required to consider the minor design changes to the inland border facility site.

## Biodiversity

Potential scheme impacts on local biodiversity were assessed through a number of ecological studies. The assessment deemed there were no significant adverse effects on local biodiversity following the implementation of a range of mitigation measures, for example relocation of protected species such as reptiles and the creation of new habitats on site through the landscaping for the inland border facility site.

The ecological studies included an analysis of the habitats on site, including the hedgerow along Highfield Lane which is being retained, and studies of protected species. The effects on biodiversity will not differ from the 2020 SDO. Through the landscaping on site, a biodiversity net gain will continue to be delivered.

## Archaeology and heritage

A series of archaeological studies took place in conjunction with Kent County Council as part of the 2020 SDO planning submission and no further surveys or investigation will be required. The investigations 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. There was a range of evidence of previous activity including Roman settlement and industrial activity as well as medieval water management.

A small number of human skeletons were excavated and will be analysed prior to reinternment at a suitable site.

St. Mary's church is a key heritage asset for the community. We continue to work with Historic England and Ashford Borough Council to ensure that such local assets are conserved and protected. As agreed as part of the 2020 SDO, the green corridor in the centre of the site aligning with the view from St. Mary's Church will be reinstated and subject to soft landscaping as part of the July 2021 construction. The effects on archaeology and heritage will not differ from the 2020 SDO.

## Drainage

We continue to work with a range of stakeholders to develop additional drainage requirements to support the BCP. These include the Environment Agency, Natural England, Southern Water and Kent County Council to implement a design that protects local watercourses from pollution, as well as managing water runoff from the site.

Drainage infrastructure, including ponds and channels that manage surface water, is now in place. The surface water drainage infrastructure will be integrated within the landscaping strategy as it is implemented and completed as part of the July 2021 operation.

## How the site operates

The site became operational on 4 January 2021 with DfT responsible for site activities. The site is managed by an appointed contractor. Defra and HMRC will be responsible for the site from July 2021.

Approximately 225 staff are working on site in shift patterns and there are parking and welfare facilities provided for them.

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.

## Covid-19 readiness

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

Site operations comply with social distancing measures and the latest Government Covid-19 guidelines are being followed in all circumstances.

## Planning and next steps

### Approval for the proposed changes to the site will be sought under the requirements of a Special Development Order (SDO) from the Secretary of State for the Ministry of Housing Communities and Local Government

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 2020.

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 includes four sections and can be viewed at: [www.legislation.gov.uk/ukssi/2020/928/schedule/2/made](http://www.legislation.gov.uk/ukssi/2020/928/schedule/2/made)

A site-specific approval was granted for the Sevington Inland Border Facility under Article 4 of the 2020 SDO in December 2020. A new submission will be made under Article 4 (1) to MHCLG for the proposed changes at the inland border facility site.

### Next steps

**A number of separate documents are required as part of the submission (to comply with Article 4 (2) which sets out all the requirements) regarding the proposed changes. The documents will supplement and update information already provided under the approved Article 4, this includes:**

- Updated General Arrangement Plan
- An Addendum to the Analysis of the Likely Environmental Effects of the Development Report considering the likely environmental effects and any appropriate mitigation proposals in relation to the changes
- Updated Habitat Regulations Assessment Report
- Updated Engagement Report
- A Planning Report (including a description of the changes, planning context, application of any relevant planning policy and any other material considerations, along with compliance with Human Rights and Equalities Legislation).

Further subsequent details will also need to be submitted, following approval including:

- A Construction Management Plan
- An Operational Management Plan
- Scheme of Restoration (Reinstatement Plan)

### Stakeholder Engagement

DfT is engaging with range of national and local stakeholders regarding the proposed changes for Sevington Inland Border Facility. You can view more information about the proposals on our website at: [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk)



## Questions and answers

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

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

### **How do vehicles access the inland border facility?**

HGV traffic accesses 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 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 follow road signage to exit the M20 at junction 10A via the northbound off-slip onto the A2070.

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

HGVs that access the site do not pass by residential properties. Landscaping is being established to provide mitigation from visual impacts and the installation of noise barriers will mitigate against noise impacts. Engagement with community neighbours adjacent to the site will be ongoing throughout the process.

### **What type of vehicles are using the inland border facility?**

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

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

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

### **Are vehicles be inspected at the inland border facility?**

The Driver and Vehicle Standards Agency (DVSA) will be onsite to undertake vehicle and driver checks, together with any prohibition of vehicles as a result of these checks.

There are 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.

### **Is this site needed in addition to the Waterbrook site?**

The Sevington and Waterbrook sites are in use as inland border facilities sites at the same time on a limited basis for a temporary period of two months from 1 January 2021 until the end of February 2021.

Following the end of the dual operation, Waterbrook will remain as a contingency measure in the event that the Sevington site is not available until the 31 December 2022.

### **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.

HMRC operations will be relocated to Sevington by the end of Feb 2021 as originally intended.

### **Will this site be needed in addition to the Dover White Cliffs site?**

Legislation states that inbound consignments requiring SPS checks (e.g. food, plants, live animals) must be carried out at a BCP as close to the port of entry as possible. Sevington BCP will support the port of Eurotunnel while White Cliffs would host the BCP required for the Port of Dover. White Cliffs is close to the strategic road network of the M2/A2 corridor while Sevington is located in Ashford close to the M20.

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

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

### **What is 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.

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.

# Privacy statement

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

## 1. Data controllers and processors

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

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

## 2. Why we are collecting the data

Your personal data is being collected to support the inland border facilities Special Development Order (SDO) planning submissions.

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

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

## 3. Legal basis for processing the data

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

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

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

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

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

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

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

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

## 7. Sending data overseas

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

## 8. Automated decision making

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

## 9. Storage, security and data management

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

## 10. Complaints and more information

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

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

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

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

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

Telephone: 0303 123 1113 or 01625 545 745

<https://ico.org.uk>

