



Engagement Report

Sevington Inland Border Facility

November 2020

Confidential

Mott MacDonald



Department for Transport



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Executive summary

The United Kingdom (UK) has left the European Union (EU) and a transition period is in place until 31 December 2020. 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 as of 1 January 2021. The new rules will require additional customs and transit checks. Where there is no space at ports for new customs infrastructure, the Government plans to build new inland border facilities where these checks and other activities will take place.

Approval for new inland border facilities is being sought under the Article 4 of the Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 (“the 2020 SDO”). As part of the approval process, Department for Transport (DFT) has undertaken a process of engagement with Schedule 3 engagement parties in accordance with Article 4(2)(j) for a minimum of 14 calendar days.

This Engagement Report has been produced to meet the requirement of Article 4(2)(j) of the 2020 SDO to include a report which:

(i) summarises:

- aa. the methods used to engage with the engagement parties regarding the development;*
- bb. the information provided to the engagement parties and when it was provided to them; and*
- cc. the outcomes of engagement with each engagement party; and*

(ii) includes:

- aa. a statement of the period given to each engagement party to make representations about the development, being not less than 14 calendar days and beginning with the date on which they were invited to make such representations; and*
- bb. copies of the representations received from engagement parties.*

Chapter 1 of this report summarises the methods used to engage with engagement parties regarding to the Sevington Inland Border Facility, in accordance with Article 4(2)(j) sub–section (i) aa; and the information provided to engagement parties, and when it was provided to them, in accordance with Article 4(2)(j) sub–section (i) bb. Example engagement materials are provided in **Appendix C**.

Chapter 2 of this report provides a record of engagement and includes a statement of the period given to each engagement party to make representations about the proposed Sevington Inland Border Facility and when it was provided to them, in accordance with Article 4(2)(j) sub–section (ii) aa and Article 4(2)(j) sub–section (i) bb.

Chapter 3 of this report summaries the outcomes of engagement with each engagement party, in accordance with Article 4(2)(j) sub–section (i) cc.

Appendix A of this report lists the Schedule 3 engagement parties identified and engaged with for a minimum of 14 calendar days regarding the Sevington Inland Border Facility.

Appendix B of this report shows copies of representations received from Schedule 3 engagement parties.

Appendix C of this report shows copies of representations received from non–Schedule 3 engagement parties

Appendix D of this report shows copies of responses received from Blue Line Boundary owners & occupiers

Appendix E of this report shows example engagement materials provided to Schedule 3 engagement parties

1 Methods of Engagement

The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 came into force on 24 September 2020 and grants temporary planning permission for new inland border facilities.

This chapter summarises the methods used to engage with engagement parties regarding the proposed Sevington Inland Border Facility, in accordance with Article 4(2)(j) sub-section (i) aa and Article 4(2)(j) sub-section (i) bb of the 2020 SDO.

1.1 Identification of Schedule 3 Engagement Parties

An extensive mapping exercise was conducted prior to the beginning of the engagement process to ensure that all relevant engagement parties as defined in Article 2(1) of the 2020 SDO and specified in Schedule 3 had been identified.

A full list of identified engagement parties can be found in **Appendix A**.

An engagement zone was selected to ensure that relevant owners and occupiers as defined at Article 2 (1) of the 2020 SDO were included within the engagement process. This includes:

- a) *those owners of land adjacent to the site; and*
- b) *those occupiers of land adjacent to the site, or to roads that will be used by vehicles travelling to and from the site, that are likely to be affected by the development.*

Figure 1.1: Blue Line Boundary engagement zone for the community engagement letter drops



The area within the Blue Line Boundary shown in the image above illustrates the extent of the local engagement area for the Sevington Inland Border Facility proposal. The Blue Line Boundary was selected in collaboration with Kent County Council and Ashford Borough Council. The Blue Line Boundary was based on whether properties were located within the vicinity of the site and could thus be potentially exposed to additional traffic on the surrounding road network or local environmental impacts. The Blue Line Boundary also includes the distribution area of correspondence relating to the previous planning applications for the Sevington Inland Border Facility site. Where possible, boundaries have been drawn along existing roads and landmark boundaries.

The Blue Line Boundary includes:

- properties immediately adjacent to the site which are likely receptors of environmental effects such as noise, air quality, visual or traffic effects along Church Road, the A2070, the M20, Highfield Lane, Kingsford Street and Blind Lane
- properties in close proximity to the site which may be receptors of environmental effects such as noise, air quality, visual or traffic effects including those in parts of Mersham on The Street, Bower Road, Church Road and Flood Street, Chestleman's Green Lane, Waterbrook Avenue, parts of Willesborough and South Willesborough close to the A2070 and properties situated close to the junction 10 of the M20 and the A20;
- those in the local community which may have an interest in the proposals, as defined by Ashford Borough Council and agreed by Kent County Council

Schedule 3 stakeholders have been contacted in line with Article 2 (1) of the *Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020*.

Each of the following authorities has a function in respect of the site or part of it:

- Kent Fire and Rescue Service – a fire and rescue authority (as defined in section 1 of the Fire and Rescue Services Act 2004)(a))
- Kent County Council – a lead local flood authority (as defined in section 6(7) of the Flood and Water Management Act 2010 (b)) and
- Ashford Borough Council – a local authority
- Kent County Council – local highway authority
- Ashford Borough Council – a local planning authority; and
- Mersham Parish Council and Sevington with Finberry Parish Council – a parish council

The following organisations were also included in the Schedule 3 stakeholders for this SDO:

- Kent Police – The chief officer of police for the police area in which the site, or any part of it, is located.
- The Health and Safety Executive – the COMAH competent authority as defined in regulation 2(1) of the Planning (Hazardous Substances) Regulations 2015(c) (if the site or any part of it is in, or includes, a safety hazardous area).
- The Crown Premises Fire Safety Inspectorate
- The Environment Agency
- The Health and Safety Executive
- Highways England
- Historic England
- Natural England
- The Office for Nuclear Regulation where any part of the site is shown as safeguarded on a safeguarding map issued for the purposes of the Town and Country Planning

(Safeguarded Aerodromes, Technical Sites and Military Explosives Storage Area) Direction 2002.

- Her Majesty's Government – The owners of the site

1.2 Information Provided to Schedule 3 Engagement Parties

All identified Article 2(1) and Schedule 3 engagement parties listed in Appendix A of this report were provided with information regarding the proposed Inland Border Facility. As a minimum this included information about the site's location, its proposed use, potential traffic and environmental impacts and summary information about the approval and engagement process.

More detailed information including plans showing the proposed site layout for the Inland Border Facility and the technical assessments undertaken to support the planning submission was provided to specific engagement parties to ensure that meaningful engagement was undertaken with them. Chapter 2 details what information was provided to specific engagement parties and when.

Informal engagement with engagement parties in preparation of the planning submission has also been undertaken prior to the formal engagement period. This has taken the form of email correspondence, telephone conversations and meetings.

Example engagement materials used to provide information to engagement parties can be found in **Appendix E**. This includes examples of the materials provided within the Information Pack and screenshots of the webpage for the proposed Inland Border Facility.

1.3 Methods of Engagement with Schedule 3 Engagement Parties

A range of communications channels were used to publicise the proposals, raise awareness and engage with Schedule 3 Engagement Parties, as listed in the table below:

Table 1.1: Methods of engagement

Communication channel	Aim	Details
Postal Information Packs	Raise awareness of the proposals, the engagement period, how to access further information and respond to the engagement process	Information Packs posted to relevant owners and occupiers within the engagement zone including: <ul style="list-style-type: none">● 2 x engagement notification letter● Site information booklet● Link to website● Feedback form● Freepost envelope● GDPR privacy statement
Electronic Information Packs	Raise awareness of the proposals, the engagement period, how to access further information and respond to the engagement process. Provide more detailed information about the Inland Border Facility relevant to the engagement party's role and remit.	Electronic Information Packs emailed to Schedule 3 engagement parties other than relevant owners and occupiers, including: <ul style="list-style-type: none">● Notice of formal engagement period● Proposed site layout (General Arrangement Drawings)● Link to SDO legislation● Contact details for any queries raised regarding the proposals and instructions for providing formal representations
Website	Provide a hub for accurate information about the site proposals and a facility for interested parties to make representations	Website platform with summary details of the site proposals, relevant documentation and online feedback facility hosted at http://www.inlandborderfacilities.uk
Meetings with individuals or multiple persons	Raise awareness of the proposals, discuss issues or concerns, provide technical information with relevant engagement parties to inform the submission	Meetings held with Schedule 3 engagement parties, residents and community groups, during both the formal and informal engagement periods as required.
Emails & Telephone Calls	To deepen engagement with relevant engagement parties, particularly with technical and statutory engagement parties	Email and telephone calls used as required to deepen engagement and further understanding about the proposals, potential impacts and mitigation measures. All correspondence recorded and responded to promptly.

2 Record of Engagement

In accordance with Article 4(2)(j) sub-sections (i) bb and (ii) aa of the 2020 Special Development Order (SDO), this chapter summarises the period of engagement given to Schedule 3 engagement parties to make representations regarding the Sevington Inland Border Facility (including the date the engagement period started) and the information provided to engagement parties

2.1 Schedule 3 Engagement Parties, Excluding Relevant Owners & Occupiers

A summary of all engagement undertaken with Schedule 3 Engagement Parties is provided as Table 2.1 Schedule 3 Engagement Parties, excluding Relevant Owners & Occupiers below. The feedback provided below demonstrates all engagement including engagement conducted outside of the 14 day formal engagement period.

Table 2.1: Schedule 3 engagement parties, excluding relevant owners & occupiers

Schedule 3 Engagement Party	Organisation	Start & End of Engagement Period	Total period of engagement	Information Provided	Date Information Provided
Fire & Rescue Authority	Kent Fire and Rescue Services	Initial engagement: 28/07/2020	Informal engagement 77 days	Technical document – fire engineering approach and rationale to be adopted for all Inland Border Facilities	28/07/2020
		Start of formal engagement: 13/10/2020	Formal engagement 14 days	Introductory meeting – summary construction and operational plans	10/08/2020
		End of formal engagement: 27/10/2020		Red Line Boundary	10/08/2020
				Technical document – key fire safety features for the site	14/08/2020
				Meeting – fire plans overview	18/08/2020
				Technical document – General Arrangement Drawings	02/09/2020
				Notification of engagement period	13/10/2020
				Site General Arrangement Drawings	13/10/2020
				Engagement period reminder	20/10/2020
				Updated General Arrangement Drawings	20/10/2020

Lead Local Flood Authority	Kent County Council (KCC)	Initial engagement: 24/07/2020	Informal engagement 81 days	Meeting – risk reduction Introductory meeting – summary construction and operational plans	24/07/2020 10/08/2020
		Start of formal engagement: 13/10/2020	Formal engagement 14 days	Red Line Boundary Confirmation of discharge rates to watercourses Engagement party took part in a site visit with project team Technical document – Latest high-level site plans Meeting – discussions regarding SDO process, engagement strategy and Operational Management Plan (OMP) Technical document – draft community mailing list area	10/08/2020 13/08/2020 27/08/2020 09/09/2020 21/09/2020 27/09/2020
		End of formal engagement: 27/10/2020		Meeting – pollution prevention strategy and drainage strategy Workshop – covering operations, planning, transport, environment and design Technical document – amended community mailing list area Notification of engagement period Site General Arrangement Drawings Engagement period reminder Updated General Arrangement Drawings	28/08/2020 01/10/2020 02/20/2020 13/10/2020 13/10/2020 20/10/2020 20/10/2020
Local Authority	Ashford Borough Council	Initial engagement: 10/08/2020	Informal engagement 64 days	Introductory meeting – summary construction and operational plans	10/08/2020
		Start of formal engagement: 13/10/2020	Formal engagement 14 days	Red Line Boundary Meeting – update to proposals, landscaping, engagement, funding and traffic Technical document – high-level landscape phasing strategy note Technical document – draft General Arrangement Drawings Initial masterplan exercise Technical document – Draft plan showing General Arrangement over-laid onto illustrative masterplan Technical document – summary report of completed construction works to date	10/08/2020 20/08/2020 01/09/2020 01/09/2020 01/09/2020 01/09/2020 01/09/2020
		End of formal engagement: 27/10/2020			

Local Highway Authority	Kent County Council	Initial engagement: 22/07/2020 Start of formal engagement: 13/10/2020 End of formal engagement: 27/10/2020	Informal engagement 81 days Formal engagement 14 days	Technical document – timescales report – seven week lookahead on high level construction programme	01/09/2020
				Technical document – draft Information Pack including community letters and information booklet	01/09/2020
				Technical document – final Information Pack – including community letters and information booklet	08/09/2020
				Technical document – Church Road S106 agreement	08/09/2020
				Notification of engagement period	13/10/2020
				Site General Arrangement Drawings	13/10/2020
				Meeting – environmental findings and Section 106	14/10/2020
				Engagement period reminder	20/10/2020
				Updated General Arrangement drawings	20/10/2020
				Meeting – discussion regarding A2070 new junction (access)	22/07/2020
				Meeting – risk reduction	24/07/2020
				Introductory meeting – summary construction and operational plans	10/08/2020
				Red Line Boundary	10/08/2020
				Engagement party took part in a site visit with project team	27/08/2020
				Meeting – discussion regarding permanent site access	13/08/2020
				Meeting – discussion regarding permanent site access	19/08/2020
				Meeting – discussion regarding permanent site access	26/08/2020
				Meeting – discussion regarding permanent site access	02/09/2020
				Meeting – discussion regarding permanent site access	09/09/2020
				Technical document – Latest high-level site plans	09/09/2020
				Technical document – Updated General Arrangement Drawings showing proposed Heavy Goods Vehicle (HGV) swim lane areas	10/09/2020
				Meeting – permanent site access signal operation	10/09/2020

Local Planning Authority	Ashford Borough Council	Initial engagement: 10/08/2020 Start of formal engagement: 13/10/2020 End of formal engagement: 27/10/2020	Informal engagement 64 days Formal engagement 14 days	Meeting – traffic modelling class and finishing group	11/09/2020			
				Meeting – Junction 10a signal linking technology requirements and site access	14/10/2020			
				Meeting – discussion regarding permanent site access	16/09/2020			
				Meeting – discussions regarding SDO process, engagement strategy and OMP	21/09/2020			
				Meeting – discussion regarding permanent site access	23/09/2020			
				Technical document – draft community mailing list area	27/09/2020			
				Workshop – covering operations, planning, transport, environment and design	01/10/2020			
				Technical document – amended community mailing list area	02/20/2020			
				Notification of engagement period	13/10/2020			
				Site General Arrangement Drawings	13/10/2020			
				Engagement period reminder	20/10/2020			
				Updated General Arrangement Drawings	20/10/2020			
				Introductory meeting – summary construction and operational plans	10/08/2020			
				Red Line Boundary	10/08/2020			
				Technical document – high-level landscape phasing strategy note	01/09/2020			
				Technical document – draft General Arrangement Drawings	01/09/2020			
				Initial masterplan exercise	01/09/2020			
				Technical document – Draft plan showing General Arrangement over-laid onto illustrative masterplan	01/09/2020			
				Technical document – summary report of completed construction works to date	01/09/2020			
				Technical document – timescales report – seven week lookahead on high level construction programme	01/09/2020			

				Technical document – draft Information Pack including community letters and information booklet	01/09/2020
				Technical document – final Information Pack – including community letters and information booklet	08/09/2020
				Technical document – Church Road S106 agreement	08/09/2020
				Notification of engagement period	13/10/2020
				Site General Arrangement Drawings	13/10/2020
				Engagement period reminder	20/10/2020
				Updated General Arrangement Drawings	20/10/2020
Parish Council(s)	Mersham Parish Council	Initial engagement: 09/10/2020	Informal engagement 17 days Formal engagement 14 days	Notification of engagement period	09/10/2020
		Start of formal engagement: 13/10/2020		Site Information Booklet	09/10/2020
		End of formal engagement: 27/10/2020		Freepost response form with GDPR statement	09/10/2020
				Copy of letter issued to the local community informing them of the engagement period	09/10/2020
	Sevington with Finberry Parish Council	Initial engagement: 09/10/2020	Informal engagement 17 days Formal engagement 14 days	Meeting – engagement update, site operations and High Field	12/10/2020
		Start of formal engagement: 13/10/2020		Meeting – construction, access, lighting, OMP and building heights	26/10/2020
		End of formal engagement: 27/10/2020			
Chief Officer for the Police	Kent Police	Initial engagement: 10/08/2020	Informal engagement 64 days Formal engagement 14 days	Notification of engagement period	09/10/2020
		Start of formal		Site Information Booklet	09/10/2020
				Freepost response form with GDPR statement	09/10/2020
				Copy of letter issued to the local community informing them of the engagement period	09/10/2020
		Initial engagement: 10/08/2020	Informal engagement 64 days Formal engagement 14 days	Introductory meeting – summary construction and operational plans	10/08/2020
		Start of formal		Red Line Boundary	10/08/2020
				Meeting – Design considerations for crime reduction	01/09/2020
				Meeting – Design considerations for crime reduction	10/09/2020

			engagement: 13/10/2020	Meeting – summary of highways & traffic, OMP and security strategies Technical document – latest site plans Notification of engagement period Site General Arrangement Drawings Engagement period reminder Updated General Arrangement Drawings	23/09/2020 29/09/2020 13/10/2020 13/10/2020 20/10/2020 20/10/2020
			End of formal engagement: 27/10/2020		
The COMAH Competent Authority	The Health and Safety Executive	Initial engagement: 10/08/2020	Informal engagement 64 days Formal engagement 14 days	Introductory meeting – summary construction and operational plans Red Line Boundary Technical document – project team credentials for accessing Red Line Boundaries (RLB) for all sites for checking against their database Technical document – site location images for all sites	10/08/2020 10/08/2020 17/09/2020 21/09/2020
		Start of formal engagement: 13/10/2020			
		End of formal engagement: 27/10/2020		Notification of engagement period Site General Arrangement Drawing Engagement period reminder Updated General Arrangement Drawings	13/10/2020 13/10/2020 20/10/2020 20/10/2020
The Crown Premises Fire Safety Inspectorate	The Crown Premises Fire Safety Inspectorate	Initial engagement: 28/07/2020	Informal engagement 77 days Formal engagement 14 days	Technical document – fire engineering approach and rationale to be adopted for all Inland Border Facilities Introductory meeting – summary construction and operational plans Red Line Boundary Technical document – key fire safety features for the site Meeting – fire plans overview Meeting – discussion of site's fire safety infrastructure provisions Technical document – General Arrangement Drawings Meeting – discussions regarding fire alarm and training Notification of engagement period Site General Arrangement Drawings Engagement period reminder Updated General Arrangement Drawings	28/07/2020 10/08/2020 10/08/2020 14/08/2020 18/08/2020 01/09/2020 02/09/2020 14/09/2020 13/10/2020 13/10/2020 20/10/2020 20/10/2020
		Start of formal engagement: 13/10/2020			
		End of formal engagement: 27/10/2020			

The Environment Agency	The Environment Agency	Initial engagement: 30/07/2020	Informal engagement 79 days Formal engagement 14 days	Meeting – discussion regarding drainage and operations on site Technical document – map provided of bund locations and water courses.	30/07/2020 04/08/2020
		Start of formal engagement: 13/10/2020		Meeting – discussion regarding community engagement, ground water & contaminated land, management, flood risk, site management and fisheries, biodiversity & geomorphology	13/08/2020
		End of formal engagement: 27/10/2020		Meeting – fire plans overview	18/08/2020
				Meeting – discussion regarding drainage, wastewater and management of materials	27/08/2020
				Meeting – discussion regarding fire safety, wastewater and management of materials	10/09/2020
				Meeting – design principles	10/09/2020
				Meeting – discussion regarding drainage, wastewater and management of materials	28/09/2020
				Meeting – draft of Flood Risk Assessment and Pollution Prevention Strategy	28/09/2020
				Meeting – draft operation and maintenance manual	02/10/2020
				Meeting – discussion regarding OMP	12/10/2020
				Notification of engagement period	13/10/2020
				Site General Arrangement Drawings	13/10/2020
				Meeting – draft of Flood Risk Assessment and Pollution Prevention Strategy	14/10/2020
				Meeting – review of SDO documents	19/10/2020
				Engagement period reminder	20/10/2020
				Updated General Arrangement Drawings	20/10/2020
The Health and Safety Executive	The Health and Safety Executive	Initial engagement: 10/08/2020	Informal engagement 64 days Formal engagement 14 days	Introductory meeting – summary construction and operational plans Red Line Boundary	10/08/2020 10/08/2020
		Start of formal engagement: 13/10/2020		Technical document – project team credentials for accessing RLB Technical document – site location images	17/09/2020 21/09/2020
		End of formal engagement: 27/10/2020		Notification of engagement period Site General Arrangement Drawings Engagement period reminder	13/10/2020 13/10/2020 20/10/2020

Highways England	Highways England	Initial engagement: 22/06/2020	Informal engagement 113 days	Updated General Arrangement Drawings	20/10/2020
		Start of formal engagement: 13/10/2020	Formal engagement 14 days	Site traffic analysis	22/06/2020
		End of formal engagement: 27/10/2020		Proposed assessments for construction & operational impact	22/06/2020
				Rachel MacLean letter and info about initial site access prep	17/07/2020
				Meeting – risk reduction	24/07/2020
				Document Issue – Road Safety Audit (RSA) brief (draft) and audit team CVs	27/07/2020
				Temporary and permanent access plans and invitation for site visit	28/07/2020
				Temporary traffic management drawing	30/07/2020
				Updated traffic report	31/07/2020
				Document Issue – RSA 1 briefs (revised drafts) for Temp & Permanent access	31/07/2020
				Updated CVs for proposed RSA team	04/08/2020
				Invitation to Virtual Stakeholder meeting	04/08/2020
				Supplementary information for CVS	05/08/2020
				Virtual Stakeholder meeting – summary construction and operational plans	10/08/2020
				Meeting – discussion regarding permanent site access	13/08/2020
				Document Issue – Designers Response to Atkins Inception Questions	18/08/2020
				Document Issue – Designers Response to Atkins Technical Note 1	26/08/2020
				Meeting – discussion regarding permanent site access	26/08/2020
				Drawing Issue – Internal Site layout	27/08/2020
				Phone meeting	26/08/2020
				Document Issue – revised RSA 1 brief for Permanent access	01/09/2020
				Document Issue – Walking, cycling and horse-riding assessment and review (WCHAR) report (first issue)	01/09/2020
				Meeting – discuss the Mott MacDonald comments for TN1	02/09/2020
				Meeting – discussion regarding permanent site access	02/09/2020
				Response to Atkins Response to Mott MacDonald Comments: 02/09/20	04/09/2020
				RSA1 report for the permanent access	04/09/2020

Latest LinSig file for the Permanent access junction	04/09/2020
Meeting – discussion regarding permanent site access	09/09/2020
Document Issue – WCHAR report (second issue per KCC comment)	11/09/2020
Details on traffic loadings and how they are derived	11/09/2020
Document Issue – RSA 1 designers' response for Permanent Access (first issue)	11/09/2020
Meeting – traffic modelling class and finishing group	14/09/2020
Meeting – discussion regarding permanent site access	16/09/2020
Document Issue – Special Protection Area (SPA) drawings for Permanent site access	16/09/2020
Document Issue – Designers response to Atkins Technical Note No.2	16/09/2020
Meeting – discussion regarding permanent site access	23/09/2020
Meeting – Kent overview update	30/09/2020
Meeting – discussion regarding permanent site access	30/09/2020
Drawing Issue – Detailed design drawings Part 1 (permanent access)	02/10/2020
Document Issue – WCHAR report (final issue)	02/10/2020
Meeting – discussion regarding permanent site access	07/10/2020
Drawing Issue – Drainage design (draft)	07/10/2020
Drawing Issue – Drainage design (revised)	09/10/2020
Drawing Issue – Detailed design drawings Part 2 (permanent access)	09/10/2020
Technical stakeholder notice of 14 days, including General Arrangement Drawings	13/10/1930
Meeting – discussion regarding permanent site access (general approvals and programme)	14/10/2020
Document Issue – RSA 1 designers' response for Permanent Access (final issue per Highways England comments)	14/10/2020
Document Issue – revised RSA 1/2 brief for Permanent access	14/10/2020
Meeting – discussion regarding permanent site access (drainage design)	15/10/2020
Document Issue – Lighting, Signage and Manual of contract documents for highways works Specifications (MCHW) (permanent access)	16/10/2020
Meeting – Junction 10a signal linking technology requirements and site access	15/10/2020

					Document Issue – Detailed design tracker	20/10/2020
					Meeting – discussion regarding permanent site access (general approvals and programme)	21/10/2020
					Document Issue – Traffic Signals MCHW Specification (permanent access)	21/10/2020
					Meeting – Junction 10a signal linking technology requirements and site access	22/10/2020
					Document Issue – RSA 1 designers' response for Temporary Access (first issue)	22/10/2020
					Drawing Issue – Detailed design drawings Part 1 (temporary access)	23/10/2020
					Drawing Issue – Detailed design drawings Part 1 (permanent access) – REVISED	23/10/2020
Historic England	Historic England	Initial engagement: 20/07/2020 Start of formal engagement: 13/10/2020 End of formal engagement: 27/10/2020	Informal engagement 85 days Formal engagement 14 days		Technical document – site layout	20/07/2020
					Meeting – discussions regarding operational management, parameter of the development, viewing corridor, existing consent and section 106	30/07/2020
					Technical document – drawing of the viewing corridor from St. Marys Church.	31/07/2020
					Introductory meeting – summary construction and operational plans	10/08/2020
Natural England	Natural England	Initial engagement: 13/08/2020 Start of formal engagement: 13/10/2020 End of formal	Informal engagement 61 days Formal engagement 14 days		Red Line Boundary	10/08/2020
					Meeting – discussions regarding heritage and archaeology	10/08/2020
					Meeting – discussions regarding understanding of site, sect 106, landscaping / environmental mitigation, SDO process and lighting	13/08/2020
					Meeting – discussions regarding environment, section 106 and engagement	06/10/2020
					Notification of engagement period	13/10/2020
					Site General Arrangement Drawings	13/10/2020
					Meeting – environmental findings and Section 106	14/10/2020
					Engagement period reminder	20/10/2020
					Updated General Arrangement Drawings	20/10/2020
					Technical document – method statement and works Schedule	13/08/2020
					Technical document – application form and charge screening form	13/08/2020
					Technical document – Reasoned statement and supporting documents to include: Her Majesty's Revenue and Customs site sifting report and Sevington Inland Border Facility supporting document	13/08/2020
					Technical document – plans showing site detail	13/08/2020
					Notification of engagement period	13/10/2020

		engagement: 27/10/2020		Site General Arrangement Drawings Meeting – Air quality, Stodmarsh Report and Engagement Engagement period reminder Updated General Arrangement Drawings Wastewater Strategy	13/10/2020 13/10/2020 20/10/2020 20/10/2020 21/10/2020
Neighbourhood Forum					
Not applicable	The Office of Nuclear Regulation	Initial engagement: 16/09/2020 Start of formal engagement: 13/10/2020 End of formal engagement: 27/10/2020	Informal engagement 16 days Formal engagement 14 days	Project introduction Notification of engagement period Site General Arrangement Drawings	16/09/2020 13/10/2020 13/10/2020
The Owners of the Site	Not applicable				

2.2 Engagement Parties Not Included in Schedule 3 Engagement Parties List

A summary of the engagement undertaken with non-Schedule 3 Engagement parties is provided as Table 2.2 Engagement with Parties not Included in Schedule 3 Engagement Parties List below.

Table 2.2: Engagement with key stakeholders not included in Schedule 3 engagement parties

Engagement Party	Start & End of Engagement Period	Total period of engagement (days)	Information Provided	Date Information Provided
Kent Resilience Forum	Initial engagement: 13/10/2020 End of engagement: 27/10/2020	14	Notification of engagement period Site General Arrangement Drawings Meeting – Kent sites and traffic matters for the OMPs	13/10/2020 13/10/2020 19/10/2020
British Transport Police		14	Notification of engagement period	13/10/2020

Engagement Party	Start & End of Engagement Period	Total period of engagement (days)	Information Provided	Date Information Provided
Air Ambulance Kent Surrey Sussex	Initial engagement: 13/10/2020	14	Site General Arrangement Drawings	13/10/2020
	End of engagement: 27/10/2020		Meeting – summary of highways & traffic, OMP and Security strategies	23/09/2020
River Stour (Kent) Internal Drainage Board	Initial engagement: 13/10/2020	74	Notification of engagement period	13/10/2020
	End of engagement: 27/10/2020		Site General Arrangement Drawings	13/10/2020
Kent Invicta Chamber of Commerce	Initial engagement: 14/08/2020	14	Notification of engagement period	13/10/2020
	End of engagement: 27/10/2020		Site General Arrangement Drawings	13/10/2020
Driver and Vehicle Standards Agency	Initial engagement: 10/08/2020	79	Introductory meeting – summary construction and operational plans	10/08/2020
	End of engagement: 27/10/2020:		Red Line Boundary	10/08/2020
South East Coast Ambulance Service NHS Foundation Trust	Initial engagement: 10/08/2020	79	Notification of engagement period	13/10/2020
	End of engagement: 27/10/2020		Site General Arrangement Drawings	13/10/2020
Dover Port	Initial engagement: 10/08/2020	79	Introductory meeting – summary construction and operational plans	10/08/2020
	End of engagement: 27/10/2020		Red Line Boundary	10/08/2020
UK Power Networks	Initial engagement: 30/07/2020	89	Notification of engagement period	13/10/2020
			Site General Arrangement Drawings	13/10/2020
			Introductory meeting – energy need, consideration of supplementary supply,	30/07/2020

Engagement Party	Start & End of Engagement Period	Total period of engagement (days)	Information Provided	Date Information Provided
	End of engagement: 27/10/2020		transformer arrival time, cable route, eastern overhead powerline	
			Introductory meeting – summary construction and operational plans	10/08/2020
			Red Line Boundary	10/08/2020
			Notification of engagement period	13/10/2020
			Site General Arrangement Drawings	13/10/2020
Southern Water	Initial engagement: 10/08/2020 End of engagement: 27/10/2020	79	Introductory meeting – summary construction and operational plans	10/08/2020
			Red Line Boundary	10/08/2020
			Meeting – growth planning	15/09/2020
			Meeting – Southern Water infrastructure capacity	24/09/2020
			Notification of engagement period	13/10/2020
			Site General Arrangement Drawings	13/10/2020
			Meeting – delivery of Section 104	16/10/2020
NHS	Initial engagement: 10/08/2020 End of engagement: 27/10/2020	79	Introductory meeting – summary construction and operational plans	10/08/2020
			Red Line Boundary	10/08/2020
			Notification of engagement period	13/10/2020
			Site General Arrangement Drawings	13/10/2020
Southern Gas Networks	Initial engagement: 10/08/2020 End of engagement: 27/10/2020	79	Introductory meeting – summary construction and operational plans	10/08/2020
			Red Line Boundary	10/08/2020
			Notification of engagement period	13/10/2020
			Site General Arrangement Drawings	13/10/2020
Get Link Group	Initial engagement: 13/10/2020 End of engagement: 27/10/2020	14	Introductory meeting – summary construction and operational plans	10/08/2020
			Red Line Boundary	10/08/2020
			Notification of engagement period	13/10/2020
			Site General Arrangement Drawings	13/10/2020

Engagement Party	Start & End of Engagement Period	Total period of engagement (days)	Information Provided	Date Information Provided
St Mary's Church	Initial engagement: 15/09/2020 End of engagement: 27/10/2020:	43	Sketch provided to planning team of preferred car park location Meeting – S106 agreement and car park design Notification of engagement period Site Information Booklet Email offering meeting to discuss car park design with church representative Freepost response form with GDPR statement Site layout plan	02/09/2020 15/09/2020 09/10/2020 12/10/2020 27/10/2020 12/10/2020 12/10/2020
Ministry of Defence	Initial engagement: 10/08/2020 End of engagement: 14/10/2020:	91	Introductory meeting – summary construction and operational plans Email with high level information on new site proposals to Defence Infrastructure Organisation Copy of draft RLB to Defence Infrastructure Organisation	10/08/2020 06/10/2020 06/10/2020
Village Alliance	Initial engagement: 20/08/2020 End of engagement: 23/10/2020:	64	Meeting – update to proposals, landscaping, engagement, funding and traffic Meeting – engagement update, site operations and land east of Highfield lane Meeting – engagement update	20/08/2020 12/10/2020 26/10/2020

2.3 Relevant Owners & Occupiers

A summary of the engagement undertaken with relevant site owners and occupiers has been provided as Table 2.3 Relevant Owners and Occupiers below.

Table 2.3: Relevant owners & occupiers

Schedule 3 Engagement Party	Organisation	Start & End of Engagement Period	Total period of engagement	Information Provided	Date Information Provided

Relevant Owners & Occupiers	DfT are Site Owners	Not Applicable		
Highways England	Engagement shown in Table 2.1			
Aviva Investors	Initial engagement: 12/10/2020	Informal engagement: 4 days	Notification of engagement period (via blue line boundary maildrop)	09/10/2020
	End of engagement: 26/10/2020:	Formal engagement: 14 days		
			Site Information Booklet (via blue line boundary maildrop)	12/10/2020
			Freepost response form with GDPR statement (via blue line boundary maildrop)	12/10/2020
			Site layout plan(via blue line boundary maildrop)	12/10/2020
			Email summarising proposals and site timescales.	05/11/2020
Addresses identified within the Blue Line Boundary (inclusive of St Mary's Church)	Initial engagement: 12/10/2020	Informal engagement: 3 days	Notification of engagement period	09/10/2020
	End of engagement: 26/10/2020:	Formal engagement: 14 days	Site Information Booklet	12/10/2020
			Freepost response form with GDPR statement	12/10/2020
			Site layout plan	12/10/2020

3 Outcomes of Engagement

In accordance with Article 4(2)(j) sub-sections (i) cc of the Special Development Order (SDO), this chapter summarises the outcomes of engagement with each engagement party who participated in the engagement process regarding the proposed Sevington Inland Border Facility.

3.1 Copies of the representations received from the Schedule 3 engagement parties can be found in Appendix B in accordance with the SDO requirements at Article 4(2)(j) sub-sections (ii) bb.Schedule 3 Engagement Parties, excluding Relevant Owners & Occupiers

The outcome of the engagement undertaken with Schedule 3 engagement parties has been provided as Table 3.1 Outcomes of Engagement Schedule 3 Parties below. All Section 3 engagement parties have either provided their support or acceptance of the SDO. This is documented below alongside issues for considerations which they may have.

Table 3: Outcomes of engagement for Schedule 3 engagement parties

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
Fire & Rescue Authority	Kent Fire and Rescue Services	<p>Are supportive of the SDO for the proposed Sevington Inland Border Facility. Subject to the following comments</p> <p>Concern:</p> <ul style="list-style-type: none"> • A large number of freight vehicles parked at one site or moving on and off the site and around the local road network will present additional risk from fire, road traffic collision and potentially the presence of hazardous materials. <p>Support is provided subject to the following considerations:</p> <ul style="list-style-type: none"> • Detailed Operational Management Plans (OMPs) and site Security Plans and site Emergency Response Plans are shared • Clarity on what would be permitted on site and how safety risks to these loads will be mitigated • Reassurance that the high-pressure gas main which bisects the site has been shielded • Driver welfare facilities appear to be minimal; consideration should be given to such amenities should vehicles be held at 	<ul style="list-style-type: none"> • Further engagement will take place with identified engagement parties as part of the preparation of the OMP for the site to take account of any fire safety and security or considerations that the engagement parties may wish to put forward. • Certain hazardous loads will not be permitted on site. This will be further detailed within the OMP. • Both Southern Gas Networks (SGN) and the Health and Safety Executive (HSE) have been engaged on all aspects of the gas main and its easement and we are working with SGN and HSE to ensure any risks are mitigated. • The proposals include staff and driver welfare facilities at a level reflective of the planned operation and capacity of the site. The Operational Management Plan will manage the risk of drivers using cook stoves by providing clear site operations instructions to drivers. Marshals on site will be trained to deal with enforcing the operations rules of the site. • The site buildings will comply with the relevant building regulations and will provide

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
		<p>the site for an extended period as part of the traffic management plan</p> <ul style="list-style-type: none"> • The proposed site will need to comply with Approved Document B through the Building Regulations process • If a fire were to occur on site then appropriate separation of vehicles will limit the spread and potential severity of fires, it will also allow fire and rescue service resources sufficient access to fight any fires on site. They seek reassurance that this hazard has been mitigated in the site development. • Reassurance that the provision of firefighting water to the site is supported in the site development • This is an area of known flooding as it sits in the flood plain. This should be taken into account in the emergency response planning assumptions by highlighting the most likely affected areas. • There are three Public Rights of Way (PRoW) that fall within the site, all of which require a Public Path Order to secure the extinguishment for diversion to enable the development to lawfully progress to completion. 	<p>appropriate access for Fire Services.</p> <ul style="list-style-type: none"> • The separation of vehicles on site has been proposed as 7m, taking account of feedback from Kent Fire and Rescue Service that the 3.5m spacing shown in initial designs was insufficient for fire appliance access and offered limited protection. • The site is provided with a suitable supply of water for firefighting through static Emergency Water Supplies (EWS). There are seven EWS provided around the site each holding 45 000 L. In addition to the EWS the proposed Sustainable Drainage System (SuDS) ponds can too be used as an emergency water supply on site. • Kent County Council (KCC) have been engaged as the lead local flood authority and suitable mitigation measures have been agreed. • KCC is in detailed discussions with DfT concerning the Public Path Orders to secure the extinguishment for diversion.
Lead Local Flood Authority	Kent County Council (KCC)	<p>Kent County Council (KCC) is supportive of the use of the site and recognises the need for its deployment. Comments received in their capacity as Lead Local Flood Authority are as follows:</p> <ul style="list-style-type: none"> • As part of the development of the Sevington Inland Border Facility site, drainage work has been carried out and mitigation is being undertaken. • The County Council has been working with the Government, the 	<ul style="list-style-type: none"> • KCC have been engaged as the lead local flood authority and their ongoing feedback has been used to shape the design of drainage and water pollution control measures, as part of the Engagement process. This engagement is documented within the Drainage Strategy. • In addition to KCC, work has been undertaken with the Environment Agency who engaged the River Stour Internal Drainage Board with regard to

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
		<p>Environment Agency and the River Stour Internal Drainage Board to ensure the drainage infrastructure design onsite protects local watercourses from pollution, as well as managing water runoff from the site. The drainage infrastructure onsite will include ponds and channels to manage surface water effectively.</p>	<p>the review and update of the drainage designs to address water management and prevent pollution of the local watercourses. This include the implementation of Sustainable Urban Drainage Systems (SUDS), measures to isolate and remove pollution on site in the case of a larger pollution event, and integration of measures to manage runoff of water on the site</p>
Local Authority	Ashford Borough Council	<p>Ashford Borough Council (ABC) did not provide objections to the proposals and set out a number of requests, which have been addressed:</p> <ul style="list-style-type: none"> <li data-bbox="620 911 959 1073">● The central landscaped corridor, which is to be kept free from development, set for delivery on day 200 is key and should be secured by condition. <li data-bbox="620 1080 959 1266">● The components of the framework should deliver a high-quality site with a legacy of green and blue infrastructure that is functioning well, looks good and is already moving towards maturation. <li data-bbox="620 1273 959 1437">● The site should incorporate the views of residents for landscaping, bunds and acoustic fencing on the southern side of the site to make it attractive. <li data-bbox="620 1444 959 1583">● Tree planting and acoustic fences should be considered to provide a visually 'soft' edge to Heavy Goods Vehicle (HGV) parking areas <li data-bbox="620 1590 959 1695">● The 'user experience' for users of the new and diverted Public rights of Way must be a good one. <li data-bbox="620 1702 959 1841">● A lockable gate rather than lockable bollards would be worthy of consideration at the Southern end of Highfield Lane. <li data-bbox="620 1848 959 1965">● The Landscape belt to the east of Highfield Lane must be the subject of regular inspection and maintenance during the 	<ul style="list-style-type: none"> <li data-bbox="1022 732 1399 923">● The central landscaped corridor (from Day 200) which has been agreed through discussion with ABC and Historic England is central to the proposals and will be secured by condition through the Article 4 submission. <li data-bbox="1022 929 1399 1471">● Ongoing monitoring and maintenance of the site's landscaping will be undertaken to ensure establishment and ongoing maturity of the landscaping proposals. The maintenance and management for the first five years is set out in the Landscape and Ecological Management Plan (document reference: 419419-MMD-XX-SV-RP-L-0001) (LEMP) provided as part of the Article 4 Submission. The LEMP will be updated alongside the detailed Reinstatement Plan to set out the maintenance and management beyond the five years to 15 years. The Reinstatement plan will form a condition of the Article 4 submission. <li data-bbox="1022 1477 1399 1965">● The landscaping plan has been undertaken taking into consideration views of residents along the edges of the site. Landscaping and screening measures on the southern side of the site are being implemented to soften the impact of the proposal. Acoustic fences will be timber to soften the visual impact. There will also be planting incorporated for visual mitigation. This is set out within the Environmental Masterplan Day 1 (419491-MMD-01-MO-DR-L-3030) and the Environmental Masterplan Day 200 (419491-MMD-01-MO-DR-L-3031).

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
		<p>temporary permission to ensure that it moves quickly towards maturation.</p> <ul style="list-style-type: none"> ● Conditions are required to prevent HGV use of the emergency access gates from the J10A link road & Kingsford Street turning circle which would be inappropriate given access arrangements from the village of Mersham. ● The Council wish to see a strong structural tree–belt planting scheme along the northern boundary, working in conjunction with proposed similar planting within the Highways England J10a link road corridor. ● The lighting strategy needs to be developed closely alongside the fine detail of landscaping so that the two work together to help reduce impacts. ● Lighting in the two areas of HGV holding at the site which revert to emergency use only from Day 200 should be extinguished when not in use. ● Changes to the existing alignment and gradient necessary to accommodate the staff car park will need to be agreed with KCC Highways and Highways England. ● Signage is crucial – ABC expect close liaison with KCC and Highways England and others to ensure signage leads drivers directly to the main site. ● The proposal should measure air quality in the locality and make a commitment to funding mitigation should that prove necessary from the monitoring of air quality. ● Electric power options should be embraced as part of the site design both for HGVs and also the needs of staff driving to the site with hybrid and e–vehicles. ● Travel options for staff should be explored such as shuttle bus transport to Ashford International station coinciding with start and ends of shifts. ● ABC wish for advice on nutrient neutrality in relation to 	<ul style="list-style-type: none"> ● The diversion of the PRoW will be through the landscaped area in the south of the site, which will be set within the context of the SuDS ponds and the landscape planting. The Long-Term Enhancement Plan (419419–MMD–01–MO–DR–L–3032) sets out proposals for environmental enhancements following the 5-year consent. These proposals include the integration of public trails within the wider landscaped areas following along with a range of interpretation boards. These will be further developed through engagement with ABC and detailed in the Reinstatement Plan for the site. ● There is a lockable gate at the southern end of Highfield Lane in the proposal. ● Ongoing monitoring and maintenance of the site's landscaping will be undertaken to ensure establishment and ongoing maturity of the landscaping proposals. The maintenance and management for the first five years is set out in LEMP submitted as part of the Article 4 Submission. The LEMP will be updated alongside the detailed Reinstatement Plan to set out the maintenance and management beyond the five years to 15 years. The Reinstatement plan will form a condition of the Article 4 submission. ● Emergency access gates are to be used in an emergency only. This is demonstrated within Day 1 General Arrangement (419419–MMD–01–MO–DR–C–0181) and Day 200 General Arrangement (419419–MMD–01–MO–DR–C–0182 for Day 200) which identifies the emergency access points. ● A linear belt of trees and shrubs with specimen tree planting has been included along the northern boundary of the site in the most easterly extent of the site. In other areas, there are constraints from drainage and fencing which has prevented the extension of additional tree planting along the northern boundary. The existing belt of mature trees in the north-western corner of the site is being retained to provide visual

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
		<p>Stodmarsh Designated Sites from Natural England to be duly considered.</p> <ul style="list-style-type: none"> ● ABC wish to secure the delivery of the green buffer zone on land east of Highfield Lane, and the transfer of land from the Department of Transport at the earliest opportunity. <p>ABC provided the following email on 3 November 2020 setting out their role as the Port Health Authority:</p> <p>"I can confirm that ABC will be taking on the Port Health Authority role at Sevington and we will be engaging further with DfT on the OMP as necessary, in particular via our response to the engagement early next week."</p>	<p>screening. This is shown in Environmental Masterplan Day 1 (419491–MMD–01–MO–DR–L–3030) and Environmental Masterplan Day 200 (419491–MMD–01–MO–DR–L–3031).</p> <ul style="list-style-type: none"> ● Lighting has been designed in coordination with landscape and ecological specialists to limit the potential effects of lighting on the surrounding environment by seeking a balance between the number of lighting columns required and the necessary height of the columns to provide sufficient light to allow safe operation of the site – The detailed landscape design has sought to screen views to taller aspects of the scheme such as the lighting columns through the use of earth bunds and tree and shrub planting where possible, In addition, lighting columns are to be restricted to the operational aspects of the site only, so as to keep the intervening green infrastructure which would form an unlit buffer around the periphery of the site and reduce night time visual impacts upon nearby receptors. Lighting details are shown in drawing 419419–MMD–01–MO–DR–E–1361). The mitigation measures to reduce impacts from lighting during construction will also be set out in the Construction Management Plan (CMP). ● No lighting in the 'suspended' areas (northern plot and southern plot) – which are to be suspended in Day 200 will be in use, other than if required in an emergency situation. The lighting columns will be removed from the central viewing corridor and the landscaping will be implemented in this area. ● KCC and Highways England have been fully engaged as part of the SDO process and will continue to shape the OMP to ensure that access from Church Road to the staff car park is delivered efficiently. ● 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

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
			<p>placed outside the site entrance to advise hauliers about the use of site facilities and providing site contact details. The Signage Strategy will set out where the signs will be placed in order to have the desired impact.</p> <ul style="list-style-type: none"> ● Air quality modelling undertaken to date indicates that there will be no significant increase in air pollution as a result of the proposals. Traffic monitoring will be undertaken which is a requirement of the OMP. It will be a requirement of the OMP to monitor this traffic data to ensure the numbers used in the air quality modelling are not exceeded. ● There will not be electrical vehicle charging for HGVs. There are two electrical charging points in the staff car park for staff vehicles. There will be electrical hook-ups for refrigerated vehicles. This will be included within the OMP. ● A Staff Travel Plan will be included in the OMP. ● The potential effects from an increase in nutrient loading on the downstream Stodmarsh Special Area of Conservation SAC, Special Protection Area (SPA) and Ramsar have been considered in a Habitat Regulations Assessment Appropriate Assessment (document reference 419419–MMD–XX–SV–RP–BD–0001) which will be shared with Natural England for their agreement. The assessment forms part of the Article 4 submission. ● There are no proposals to develop on the eastern part of the site. There will be a condition attached to the Article 4 submission limiting the storage of material for 12 months. DfT will be working with ABC as the local planning authority, and other partners, to manage ongoing proposals for land east of Highfield Lane.
	Kent County Council	<p>KCC is supportive of the use of the site and recognises the need for deployment. Comments received in their capacity as a local authority are as follows:</p> <ul style="list-style-type: none"> ● As part of the development of the Sevington Inland Border 	<ul style="list-style-type: none"> ● Engagement is ongoing with local residents surrounding the site, with approaches to footpath diversions taking account of specific feedback on this topic. The diversion of the Public Rights of Way (PRoW) will be through the landscaped area in

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
		<p>Facility site, archaeology, heritage, drainage and ecology work has been carried out and mitigation is being undertaken.</p> <ul style="list-style-type: none"> The County Council is satisfied that the conditions included in Schedule 2 of the Order include appropriate mechanisms to control the ecological impacts during the construction, operation and reinstatement phases of the scheme. <p>Requests:</p> <ul style="list-style-type: none"> Diverted footpaths should achieve as high amenity value as possible. Advice from Historic England and Ashford Borough Council's Conservation Officer should be taken in respect of the impact on St. Mary's Church and other listed buildings in the area. Removal of the stockpiles following development works will need to be undertaken in a way that ensures the underlying archaeology is left protected and should be agreed with KCC at the time. Any extension of works into surrounding areas should also be agreed with KCC. 	<p>the south of the site, which will be set within the context of the SuDS ponds and the landscape planting as far away from site operations as possible. The Long-Term Enhancement Plan (419419–MMD–01–MO–DR–L–3032) sets out proposals for environmental enhancements following the 5-year consent. These proposals include the integration of public trails within the wider landscaped areas following along with a range of interpretation boards. These will be further developed through engagement with ABC and detailed in the Reinstatement plan for the site.</p> <ul style="list-style-type: none"> Work has been undertaken with Historic England and the church representatives to determine the best approach to conserving the local historic environment. The landscape proposals which are shown within the Environmental Masterplan Day 1 (419491–MMD–01–MO–DR–L–3030) and Environmental Masterplan Day 200 (419491–MMD–01–MO–DR–L–3031) provide measures to reduce impacts on the Church such the incorporation of landscape planting and bunds to reduce the visual impact of the parking areas closest to the Church. Along with the landscaping of the viewing corridor from Day 200 to maintain the historic views between the Church and St John's Church in Mersham. A new car park is being constructed for church congregants and negotiations are ongoing with regard to further financial support. The approach to removal of stockpiles and any extension of works into surrounding areas will be agreed with KCC. The ground level upon stockpiling of soil was marked through the retention of the previous crop stubble, to ensure the existing ground level was known and would not be impacted upon removal. This will be detailed in the CMP Engagement will continue with KCC on these matters throughout the project.
Local Highway Authority	Kent County Council	Kent County Council is supportive of the use of the site and recognises the	<ul style="list-style-type: none"> Vehicles will be directed to use J10a in order to keep J10 clear

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
		<p>need for deployment. Comments received in their capacity as Local Highway Authority are as follows:</p> <ul style="list-style-type: none"> • Traffic impacts on the local and strategic road network are being assessed and managed in conjunction with KCC, Highways England and other relevant stakeholders. The County Council is actively involved in the design of a Traffic Management Plan for Kent, which will seek to mitigate any potential traffic effects and look at the need for appropriate signage. <p>Requests</p> <ul style="list-style-type: none"> • that the scheme does not negatively impact access to and from William Harvey Hospital and key nearby NHS locations. • that freight vehicles are routed to and from the site via the M20 junction 10a and the new A2070 spur road and not via the local highway network. • Freight vehicles should be marshalled and instructed not to idle their engines when parked onsite. • The proposed staff car park is accessed separately from Church Road and staff shift patterns should be staggered to prevent peak traffic flows into or out of the site's staff car park 	<p>for emergency vehicle use. This is set out within the Transport Assessment (Appended to the Analysis of the Likely Environmental Effects of the Development Report). Engagement will be ongoing with the NHS and South East Coast Ambulance Service through the development of the OMP to look at any further necessary measures that may be required to avoid any negative impact on emergency vehicle access.</p> <ul style="list-style-type: none"> • The traffic modelling for the Sevington Inland Border Facility site assumes that HGVs will access Sevington via J10a of the M20, at the request of Kent County Council. The site Signage Strategy (which will be within the OMP) will also take this approach and directs drivers to/from M20 J10a and not J10. This remains in place even after Day 200 when the "right turn" into the site is available to HGVs. • Freight vehicles will be marshalled. There would be no idling of engines permitted (in line with conditions under Schedule 2 Part 1 of the SDO) on Site except for the daily checking of engines, this requirement will also be set out in the OMP • The assumed shift patterns assessed as part of the Transport Assessment do not coincide with traffic peak hours. Further engagement will take place with identified engagement parties as part of the preparation the OMP for the site.
Local Planning Authority	Ashford Borough Council	<p>ABC did not provide objections to the proposals and set out a number of requests in response to the proposals, which have been addressed:</p> <ul style="list-style-type: none"> • The proposals should build on the framework established by the Council's grant of outline and approved 'Phase 1A' planning. • The S106 obligations put in place through the previous 	<ul style="list-style-type: none"> • The design principles for the Sevington Inland Border Facility has given substantial consideration to the Outline Planning Permission. General Arrangement Drawings show the Facility is within the broad Parameters of the outline consent. The design of key infrastructure, such as highway access, internal circulation roads, drainage and landscape features submitted as part of this proposal reflect the broad parameters of the existing

Schedule 3 Engagement Party	Organisation	Summary of Feedback Received	Response to Feedback Received
		<p>application need to be honoured. The Council will work with the applicant to pursue any necessary changes to the new Church Car Park to be constructed to the north-west of St. Mary's.</p> <ul style="list-style-type: none"> ● The provision of the main access to the site from the J10A link road will need to be covered by the Article 4 submission. ● A topsoil removal strategy for the east site should be secured by condition in Article 4. <p>All other queries and issues which do not fall under ABC's remit as Local Planning Authority are set out in the section above.</p>	<p>outline consent. The design of the facility has also been developed to be in line with the development plot areas established with the outline consent, providing the opportunity to bring forward a mixed-use employment development following the decommissioning of the Inland Border Facility. This is demonstrated within Day 1 General Arrangement (419419-MMD-01-MO-DR-C-0181) and Day 200 General Arrangement (419419-MMD-01-MO-DR-C-0182 for Day 200).</p> <ul style="list-style-type: none"> ● The terms within the Section 106 agreement attached to the Outline Planning Permission will be taken forward by DfT in discussion with ABC and St. Mary's Church. Those obligations are under the original application. DfT are working with St Mary's Church and ABC, seeking input from Historic England, to fulfil a package of benefits for St Mary's Church, and a letter is being written setting out DfT's commitment to this. ● Details of the permanent access are submitted under the Article 4 Submission. Permanent Access Details (419419-MMD-01-MO-DR-C-0110-A1). These details are also being approved by Highways England. ● Proposals for movement of top-soil from the eastern part of the site at the end of the 12 month period will be developed in liaison with KCC.
Parish Council(s)	Sevington with Finberry Parish Council	<p>Sevington with Finberry Parish Council did not object to the proposals and noted they were pleased to have ministerial engagement. It has set out the following requests:</p> <ul style="list-style-type: none"> ● The buildings on site should be ground floor only, addressing concerns over height and setting near to St Mary's Church, Sevington. ● Freight vehicles must only use the A2070 only to access the Border Facility, not Church Road ● The Border Facility must not be used as a rest area ● A system of marshals is needed on site to ensure lorry engines do not idle 	<ul style="list-style-type: none"> ● The buildings on site will be between 8–10m. As indicated within the General Arrangement Drawings no building would exceed 12m. ● There will be no vehicular access from Church Road through to the rest of facility. This is set out within the Transport Assessment (Appended to the Analysis of the Likely Environmental Effects of the Development Report). ● 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 placed outside the site entrance to advise hauliers about the use

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		<ul style="list-style-type: none"> • Light pollution must be taken into account and mitigated wherever possible, as it is already a nuisance to residents • Additional enforcement measures must be implemented to prevent errant parking • The Driver and Vehicle Standards Agency (DVSA) to have additional enforcement powers to ensure that vehicles use only the proscribed route beyond September 2021 to cover the full five years of operation • Related to the previous point, a full traffic assessment of the Church Road junction with the A2070 must be carried out before 1 Jan 2021 • Related to the previous point, Highways England should bring forward the "Bellamy Gurner" Scheme of traffic lights at the McDonalds/Orbital roundabout • The site east of the Sevington Inland Border Facility must be designated as a green buffer area as part of Ashford's Local Plan • The footpath across the site to be diverted towards Church Road which should become an amenity. • Containment cells are required for drainage and the design must address the "Stodmarsh" pollutant issue which Stour Valley developments now need to address. 	<ul style="list-style-type: none"> of site facilities and providing site contact details. The signage strategy will set out where the signs will be placed in order to have the desired impact. • A dedicated postcode will also be provided for the Sevington Inland Border Facility to help drivers locate the site using SatNav and minimise disruption to the local road network. • The site is an operational Inland Border Facility and will not be used as a rest area. Whilst drivers will be allowed to serve their rest breaks on site they will be moved on when appropriate. • No idling will be permitted as all engines of stationary vehicles must be switched off while on site in line with conditions under Schedule 2 Part 1 of the SDO on Site except for the daily checking of engines, this requirement will also be set out in the OMP. Marshals will be on site at all times to provide instructions to drivers. • Lighting assessments have been undertaken to calculate possible impact on local residents, and lighting solutions been supplied to minimise light pollution wherever possible. This is demonstrated within the Obtrusive Lighting Assessment. Measures will also be set out in the CMP to ensure any adverse effects from construction lighting are reduced. • DVSA will be on site to enforce parking arrangements and drivers who do not adhere to the rules and who park outside of allotted area may be fined. The additional DVSA powers Sevington with Finberry Parish Council refer to are in relation to Operation Brock only. KCC will continue to enforce errant parking issues on local roads. • The performance of the Church Road junction is assessed and included as part of the Transport Assessment, submitted under the Article 4 submission. • DfT are working closely with Highways England to ensure plans for the "Bellamy Gurner"

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		<p>scheme of traffic lights at the McDonalds/Orbital roundabout are phased alongside the site construction works to minimise disruption.</p> <ul style="list-style-type: none"> • There are no proposals to develop on the eastern part of the site, and the soil storage which is taking place there will be for 12 months only. DfT will be working with ABC as the local planning authority, and other partners, to manage ongoing proposals for the east site. • Engagement is ongoing with local residents surrounding the site, with approaches to footpath diversions taking account of specific feedback on this topic. Additionally, the PRoW that runs across the site is to be upgraded to a bridleway, to enable use by equestrians and cyclists. • The drainage design incorporates measures to isolate pollution on site. The potential effects from an increase in nutrient loading on the downstream Stodmarsh SAC, SPA and Ramsar have been considered in an Habitat Regulations Assessment Appropriate Assessment (document reference; 419419–MMD–XX–SV–RP–BD–0001) which will be shared with Natural England for their agreement. The assessment forms part of the Article 4 submission. 	
Mersham Parish Council		<p>Mersham Parish Council have set out the following requests:</p> <ul style="list-style-type: none"> • Road signage should be added on the A20 directing traffic to the site and diverting the same away from entering Mersham. Disruptions on the M20 will result in traffic using A20 as an alternative. • The validity of the engagement process. <p>Requests:</p> <ul style="list-style-type: none"> • Sufficient vehicle plug in points must be available to ensure that there is no risk of 	<ul style="list-style-type: none"> • Prominent road signage will direct HGV drivers from the surrounding strategic road network to Sevington Inland Border Facility by means of the M20 and A2070. There will be signs placed outside the site entrance to advise hauliers about the use of site facilities and providing site contact details. The Signage Strategy (in the OMP) will set out where the signs will be placed in order to have the desired impact. • A formal public and stakeholder engagement period of 14 days was undertaken and comments taken into account by DfT, in accordance with the requirements of the SDO.

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		<p>vehicles idling while located on site.</p> <ul style="list-style-type: none"> • Additional enforcement measures must be implemented to prevent errant parking of HGVs in local roads • Site to have unique post code to help reduce errant vehicles • Release Waterbrook site as early as possible to allow it to be used as a lorry parking facility • The field east of the developed site (between Highfield Land and Blind Lane) should be categorised as protected local green space 	<ul style="list-style-type: none"> • There will not be electrical vehicle charging for HGVs. There are two electrical charging points in the staff car park for staff vehicles. There will be electrical hook-ups for refrigerated vehicles to address concerns regarding idling • KCC will work closely with the DVSA and will continue to enforce errant parking issues on local roads. Drivers who do not adhere to the rules and who park outside of allotted area may be face penalties. • A dedicated postcode will be provided for the Sevington Inland Border Facility to help drivers locate the site using SatNav and minimise disruption to the local road network. • Whilst approval is also being sought to secure the Waterbrook site as an inland border facility, the current intention is that the Sevington Inland Border Facility and Waterbrook Inland Border Facility 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. Waterbrook will operate as a back-up facility for Sevington for resilience purposes, but the intention is that it would not be operational at the same time as Sevington. • There are no proposals to develop on the eastern part of the site. There will be a condition attached to the Article 4 submission limiting the stockpiling to 12 months. DfT will be working with ABC as the local planning authority, and other partners, to manage ongoing proposals for land east of Highfield Lane.
Chief Officer for the Police	Kent Police	<p>Kent Police are supportive of the Special Development Order for the proposed Sevington Inland Border Facility; recognising the strategic requirements within the county to provide additional border infrastructure in readiness for EU Transition.</p> <p>Concerns:</p>	<ul style="list-style-type: none"> • Vehicles will be brought to the site to be made border ready. If they are unable to do this in the allotted time, the vehicles will be sent back to their operating centre. DVSA will be enforcing this and looking to minimise off-site parking wherever possible. The site is a secure site which is marshalled, with extensive CCTV

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		<ul style="list-style-type: none"> • Vehicles unable to become Border Ready may be left by freight drivers in vulnerable positions close by or along the route, which could result in vehicles being vulnerable to crime, as well as unauthorised parking on other sites in the locality. • Effects on local business or industrial parks, by potential blocking access routes or the generation of noise and disruption <p>Requests:</p> <ul style="list-style-type: none"> • Detailed OMPs and Site Security Plans to be shared with Kent Police including details of security specifications, CCTV coverage and monitoring, fencing or muster points for comment by Police Specialist Staff. • Further clarity on what hazardous loads would be permitted on site and how security risks to these loads will be mitigated. • Reassurance that risks posed by the high-pressure gas main have been mitigated in the site development. • Consideration be given to further driver welfare facilities and amenities should vehicles be held at the site for an extended period as part of the traffic management plan. • Suggested use of specific attack-resistant crime prevention products, across 30 different crime categories, which have achieved Police Preferred Specification. 	<p>in place, and patrols regularly take place to remain vigilant to the risk of crime.</p> <ul style="list-style-type: none"> • DfT will be working closely with the DVSA to ensure HGV traffic adheres to set guidelines and to minimise impact on local business. 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. • We are working closely with the Kent Police Specialist Staff teams to share the latest detailed OMP and Site Security Plans. • It is possible that vehicles may arrive at the site which are classed as 'Excluded' from the requirement to park on the site. There is an agreed process regarding goods vehicles which are excluded from parking on the site. Vehicles that are excluded are: <p>Any vehicle transporting abnormal loads, which are:</p> <ul style="list-style-type: none"> • i. A weight of more than 44,000kg • ii. An axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle • iii. A width of more than 2.9m • iv. A rigid length of more than 18.65m <p>The following hazardous goods:</p> <ul style="list-style-type: none"> • i. Class 1 substances and articles (explosives) and Class 4.1 substances (polymerizing substances) • ii. Category I/II nuclear material • iii. High Consequence Dangerous Goods • Both SGN and HSE have been engaged on all aspects of the gas main and its easement and we are working with SGN and HSE to ensure any risks are mitigated. • As an operational customs site the Sevington Inland Border Facility will be subject to the same rules that apply to port facilities across the UK. Access and egress to the site for drivers will be limited, and ample staff and driver welfare

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The COMAH Competent Authority	The Health & Safety Executive	<p>The Health and Safety Executive (HSE) stated that they would not advise against the proposals.</p> <p>For developments around such establishments the Town and Country Planning (Development Management Procedure) (England) Order 2015 (and Scottish and Welsh equivalents) require HSE to be engaged. HSE will not be providing an additional response as part of the COMAH Competent Authority.</p> <p>With specific regard to the proposed Sevington Inland Border Facility, HSE notes that the site has a major accident hazard pipeline operated by Southern Gas Networks (SGN) running through it which has a land-use-planning consultation distance of 105 metres from the pipeline.</p> <p>HSE does not advise against development in line with the Order on the basis of the following:</p> <ul style="list-style-type: none"> • an 18m wide corridor (9m either side of the high-pressure main – the land-use-planning consultation inner zone) will be maintained, free of any development except for internal road network crossings over the gas main in three specific locations; • any indoor floor space for vehicle drivers ('visitors' to the site), such as the welfare building, will be less than a total of 5,000m² floor space within the middle and outer land-use-planning zones (from 9m to 105m either side of the pipeline), and there will be no provision of overnight accommodation for drivers; • workspaces for staff (persons engaged in border processing) at the site, such as the inspection sheds, office 	<p>facilities have been provided to account for the planned operation of the facility.</p> <ul style="list-style-type: none"> • DfT are working with Kent Police's Designing Out Crime team to ensure the right crime prevention products are used on site where appropriate. • An 18m wide corridor over the high pressure main will be maintained, free of any development except for internal road network crossings over the gas main in three specific locations, which have been agreed with SGN. No ducting or drainage has or will be laid within the 18m wide corridor, except at specified locations agreed with SGN where they are required to cross the main to provide connection for the site as demonstrated in the Combined Services Overview Plan. . • The total floor space for driver welfare facilities is less than 5,000m² and there will be no provision of any overnight accommodation on the site for staff or drivers. The location of buildings is shown within General Arrangement Drawings Day 1 General Arrangement (419419-MMD-01-MO-DR-C-0181) and Day 200 General Arrangement (419419-MMD-01-MO-DR-C-0182 for Day 200) • There will be no buildings or workspaces within 9m of the pipeline. • Engagement will be ongoing with SGN throughout the life cycle of the proposed site, through to decommissioning.

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	The Home Office	<p>building, and marshals building will be further than 9m from the pipeline (not in the inner zone);</p> <ul style="list-style-type: none"> ● the staff accommodation building will be further than 9m from the pipeline (not in the inner zone). It is assumed that there will be no provision of overnight accommodation for staff. ● HSE note that engagement has taken place with the pipeline operator, SGN, regards the layout and the road crossings. HSE communicate that it is important that this dialogue is maintained throughout the construction, operation and dismantling of the facility. 	<ul style="list-style-type: none"> ● The Responsible Person for the Sevington Inland Border Facility has not been identified yet but the CPFSI will be notified of their details. The Responsible Person for the site has control and legal responsibility for the premises and has the duty to carry out the following: <ul style="list-style-type: none"> — Ensure compliance with the Order — Ensure that suitable and sufficient risks assessments are carried out which are reviewed and revised on a regular basis — Implement any preventative or protective measures as required to ensure the safety of all relevant persons — Ensure suitable fire safety training is carried out on a regular basis — Appoint competent persons to assist him/her in implementing the measures as required. ● Details of the provision of the Site Wide Alarm System has been shared with CPFSI previously as part of the Fire Risk Management Plan (FRMP). This will be developed by a specialist contractor to the specifications laid out in the FRMP. ● The site is provided with a suitable supply of water for firefighting
The Crown Premises Fire Safety Inspectorate		<p>The Home Office did not present any opposition to the proposals and made a number of requests.</p> <p>Request:</p> <ul style="list-style-type: none"> ● To enable clear lines of communication for all matters appertaining to fire safety, it is necessary that it is specified who will be the Responsible Person for the site once the facility is operational. ● Any existing buildings that are occupied should have suitable general fire precautions to enable safe use. ● The Crown Premises Fire Safety Inspectorate (CPFSI) recommend that specific discussions on water for fire-fighting are undertaken with Kent Fire and Rescue Service. ● Any person proposing, specifying, designing or installing a fire safety system or equipment should have the necessary competence to undertake that activity ● Any staff who are employed or contracted should have the necessary site-specific training to ensure that the OMP, the Emergency Action Plan, the Emergency Evacuation plan can be implemented in a timely and effective manner. 	

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			<p>through static Emergency Water Supplies (EWS). There are seven EWS provided around the site each holding 45 000 L. In addition to the EWS the proposed SUDs ponds can too be used as an emergency water supply on site. This has been discussed with Kent Fire and Rescue Service.</p> <ul style="list-style-type: none"> ● Site specific training shall be undertaken by all staff, security and marshals. This is of the upmost importance for all contracted staff who may be brought in on a short-term basis. A robust management and quality assurance process must accurately record and monitor the training levels of all staff, security and marshals. Routinely run compliance audits will request this information to demonstrate satisfactory training is carried out. ● Staff and marshals on the site will receive training in regard to fire prevention and control.
The Environment Agency	The Environment Agency	<p>The Environment Agency did not present any opposition to the proposals and has the following comments to make on the proposal:</p> <ul style="list-style-type: none"> ● Water resources of the area must be safeguarded and appropriate pavement, drainage and pollution prevention measures should be designed to ensure protection of controlled waters and associated habitat. ● From a flood risk management perspective, the Environment Agency are satisfied that the surface water management is being appropriately considered within the emerging surface water management plan and through the provision of SuDS to control the volume, rate and quality of water being discharged to the adjacent watercourses. ● Any waste generated as part of the activities listed under 3 b) Grant of temporary planning permission / Schedule 2, Part 2 – Construction / Schedule 2, Part 3 – Operation is required to be removed from the site. The transporter of the waste must be a registered waste 	<ul style="list-style-type: none"> ● Engagement has been undertaken with the Environment Agency (EA) to obtain detailed feedback on drainage and pollution prevention measures. The design of the site has been reviewed and updated on the basis of comments received from the EA. ● The design of the drainage system addresses water management on the site and prevents pollution of the local water-courses. This include the implementation of Sustainable Urban Drainage Systems (SUDS), measures to isolate and remove pollution on site in the case of a larger pollution event, and integration of measures to manage runoff. ● Any significant contamination from the site will be remediated in accordance with a remediation strategy which will be agreed with the EA. Measures to attain permits and identify a waste carrier will be set out in the CMP and the Materials Management Plan (which will be appended to the CMP).

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		<p>carrier and the waste movements should be accompanied by appropriate duty of care paperwork which accurately describes the waste being transported. The site receiving the waste must also have an appropriate authorisation (permit) in place to accept and potentially treat and/or dispose of the waste.</p> <ul style="list-style-type: none"> ● Any significant contamination arising from site use must be remediated in accordance with an agreed remediation strategy which follows best practice investigation, assessment and remedial works design and is formally approved by the Environment Agency. <p>The Environment Agency expressed that they must engage in the development of the OMP and agree to the plan in full.</p> <p>The Environment Agency required that the OMP contain:</p> <ul style="list-style-type: none"> ● foul and surface drainage design including pollution control measures; ● operational pollution prevention measures, including maintenance thereof; ● pollution incident response plan, to include for leakage of fuel, oils, chemicals and organic fluids, whether listed as hazardous or not; ● fire management plan, including fire water runoff controls; ● staffing levels and approved training for staff associated with all the above, to ensure full operational control; ● adverse weather response plan; ● visiting driver communications and instructions relating to pollution prevention and incident response 	<ul style="list-style-type: none"> ● Engagement will continue with the EA with respect to the development of the OMP. Engagement with the EA with regard to the OMP is a requirement of the SDO, and it will be shared in as much detail as possible. ● Foul and surface drainage design including pollution control measures will be provided within the Analysis of Likely Environmental Effects of the Development Report as part of the Article 4 submission. ● The OMP will include operational pollution prevention measures and maintenance details. ● The OMP will include a pollution incident response plan, covering leakage of fuel, oils, chemicals and organic fluids, whether listed as hazardous or not. ● The OMP will include a fire management plan, including fire water runoff controls. ● The OMP will include staffing levels and approved training for staff associated with all the above. ● The OMP will include an adverse weather response plan. ● The OMP will include visiting driver communications and instructions relating to pollution prevention and incident response.

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Highways England	Highways England	<p>Highways England notes that, in accordance with national policy and normal practice, they have no comment to make on the principle of the development, but rather the focus of the comment is to safeguard the safety and reliability of the Strategic Road Network (SRN). They have provided the following comments:</p> <ul style="list-style-type: none"> ● An initial triage of the Transport Assessment shows no matters to warrant any strategic objection. ● Highways England intend to provide written comments on the Transport Assessment by 5 November. ● Continued engagement to facilitate development of CMP, OMP and Reinstatement Plan. ● Continued co-ordination and engagement between HMRC/DfT and interplay between the use of the Sevington and Waterbrook sites and the wider Kent Resilience Forum led Operation Fennel (and Brock); and with our 3rd Party Projects Team regarding the implications of the project and the delivery of the A2070 Orbital Park improvement scheme <p>Additional Comments (30/10/2020): Highways England does recommend that the Order should include the following condition:</p> <p style="padding-left: 40px;">“ of the development's impact on the Strategic Road Network has been completed to the satisfaction of the Secretary of State, following consultation with Highways England.”</p> <p>Clarification of previous correspondence on 28/10/2020</p> <ul style="list-style-type: none"> ● Highways England still have no strategic objections to the Sevington Inland Border Facility proposals. ● However, there are a number of areas where on-going work is required: <ul style="list-style-type: none"> — The work needs to be compliant with national 	<ul style="list-style-type: none"> ● DfT notes that Highways England will be providing comments in relation to the Transport Assessment and that these will be taken into consideration. ● Further engagement will take place with identified engagement parties as part of the preparation of CMP and OMP for the site to take account of any security or other considerations that the engagement parties may wish to put forward. ● Continued co-ordination will be ongoing with HMRC, Kent Resilience Forum (KRF), KCC on Operation Brock, implications of the project and the delivery of the A2070 Orbital Park improvement scheme, including on temporary traffic management. ● The work undertaken will be compliant with national planning and transport policy, including undertaking Road Safety Audits where required. ● Discussions will be taken forward with DfT, KCC and ABC to work collaboratively toward a way forward regarding Church Street and Orbital Park highway requirements. ● In ongoing engagement with Highways England, information will be provided in as timely a manner as possible. ● In the event that matters are not sufficiently advanced prior to the Secretary of State's determination of the application, DfT will continue to work with Highways England as the OMP is developed.

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		<p>planning and transport policy and mindful of a need to avoid unintended precedents.</p> <ul style="list-style-type: none"> — For example, the Road Safety Audit process occurs during the design, construction and post opening stages of any development. — A way forward needs to be established with regard to Church Street, and Orbital Park as soon as possible to facilitate the use of Sevington. ● A reasonable period of assessment must be factored into any timetable, to allow Highways England sufficient time to respond to proposals. ● An additional SDO condition may be required in the event that matters are not sufficiently advanced prior to the Secretary of State's determination of the application. The condition wording from Highways England is set out in the letter from 30/10/2020: No part of the site shall be brought into operation, except for testing purposes, until necessary mitigation of the development's impact on the Strategic Road Network has been completed to the satisfaction of the Secretary of State, following consultation with Highways England. — Such a condition would be standard practice with regard to any application of this scale and potential implications for the SRN. — As per standard practice, we would be happy to discuss the need for it and any alternative wording with the relevant parties. ● Agreement should be established on any new requirements, or new requirements should be communicated to Highways England to avoid any risk of misunderstandings or omissions. 	<ul style="list-style-type: none"> ● The terms within the Section 106 agreement attached to the Outline Planning Permission will be taken forward by DfT in discussion with ABC and St. Mary's Church. Those obligations are under the original application. DfT are working with St Mary's Church and ABC, seeking input from Historic England, to fulfil a package of benefits for St Mary's Church, and a letter is being written
Historic England	Historic England	<p>Historic England has suggested that the proposals would cause a high level of harm to designated heritage including the grade I listed Church of St Mary at Sevington.</p> <p>Historic England concluded that the adverse effects caused by the proposal is comparable with that for the outline consent, which secured a generous package of heritage benefits for the</p>	

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		<p>Church of St Mary as a form of mitigation.</p> <p>Historic England welcomes the commitment by DfT to honour the benefits secured in the outline consent, and outlines the importance of securing and delivering the heritage benefit and would be pleased to continue discussions on how this might best be achieved, including through a S.106 legal agreement.</p>	<p>setting out DfT's commitment to this.</p> <ul style="list-style-type: none"> ● The central landscaped corridor from Day 200 which has been agreed through discussion with ABC and Historic England is central to the proposals and will be secured by condition through the Article 4 submission. <p>The landscape proposals which are shown within the Environmental Masterplan Day 1 (419491–MMD–01–MO–DR–L–3030) and Environmental Masterplan Day 200 (419491–MMD–01–MO–DR–L– 3031) provide measures to reduce impacts on the Church such the incorporation of landscape planting and bunds to reduce the visual impact of the parking areas closest to the Church. Along with the landscaping of the viewing corridor from Day 200 to maintain the historic views between the Church and St John's Church in Mersham.</p>
Natural England	Natural England	<p>Natural England did not present opposition to the proposals and had the following comments to make on the proposals:</p> <ul style="list-style-type: none"> ● Currently, there is uncertainty as to whether discharges from new development will further deteriorate the designated sites. Livestock waste from this activity will need to be managed in a way which does not impact the Stodmarsh designated sites. ● If the proposal will result in an increase in vehicles within 200 metres of a designated site, then further consideration of air quality impacts should be undertaken. Any significant impact from livestock holding may also need to be considered. This comment relates to any potential impacts from livestock holding on air quality, which are likely to be associated with waste management. ● Development should be mindful of requirements of protected species legislation, as relevant to the ecology of the site. Natural England would welcome consideration of the impacts of this proposal to the public rights of way network, and advise that any impacts during the construction and 	<ul style="list-style-type: none"> ● The livestock waste from the Defra facility will be managed in a such a way so that the proposed development avoids the potential for adverse impact on designated sites. ● It is proposed that livestock waste and wastewater from the Defra facilities will be contained and stored in tanks on site, and then removed and sent to a wastewater treatment works (WwTW) facility which does not discharge into the Stodmarsh Catchment. This is outlined and considered within the Habitat Regulations Assessment Appropriate Assessment (419419–MMD–XX–SV–RP–BD–0001) for the Stodmarsh designated site. ● The Air Quality Impact Assessment produced to support the Analysis of Likely Environmental Effects of the Development Report (419419–MMD–XX–SV–RP–YE–0002) has considered the from emissions due to changes in traffic flows on designated sites within 200m of the affected road network . The assessment concluded that there would be no significant impacts from emissions on ecological designated sites within 200m of the affected road network as a result of changes in traffic flows. ● Any livestock holding on the site would not result in any significant impact to any ecologically

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		operation of the facility are fully mitigated for all non-motorised users.	<p>designated sites as there are no designated sites within 200m of the site. Additional HGV movements associated with removal of wastewater from the site have not been explicitly included within the traffic model. It is expected that the number of additional movements would be 2-4 per day, on the basis that the current assessment for air quality, noise and climate assumes a Maximum Operating Scenario, the environmental assessment is already conservative. Therefore, the additional movements would be unlikely to result in the current traffic flows which have formed the basis of assessment being exceeded on an annual basis.</p> <ul style="list-style-type: none"> ● The Biodiversity Assessment produced to support the Analysis of Likely Environmental Effects of the Development Report (419419–MMD–XX–SV–RP–YE–0002) has considered the impact on protected species from the development. Natural England Licences have been agreed with Natural England for works relating to Dormouse and Badger habitats. ● The PRoW which runs east to west across the site is being diverted around the southern extent of the site. The diversion of the PRoW will be through the landscaped area in the south of the site, which will be set within the context of the SuDS ponds and the landscape planting as far away from site operations as possible.
Neighbourhood Forum	N / A		
The Office of Nuclear Regulation		The Office of Nuclear Regulation have no comment to make on the proposals as per their response of 21/10/2020.	No response required.

3.2 Feedback Received from Non-Schedule 3 Engagement Parties

In addition to the feedback summarised above, DfT has received a total of six pieces of feedback from parties that do not fall within the definition of engagement parties as specified in the 2020 SDO.

Table 4: Feedback received from non-Schedule 3 engagement parties

Organisation	Summary of Feedback Received	Response to Feedback Received
South East Ambulance Service	Concerns: <ul style="list-style-type: none"> ● The introduction of the Sevington brings potential 	<ul style="list-style-type: none"> ● All traffic modelling undertaken for Sevington has indicated that the junctions will operate within capacity without congestion. This is demonstrated within the Transport

Organisation	Summary of Feedback Received	Response to Feedback Received
	<p>significant traffic congestion, which may impede the Ambulance's ability to care for patients in emergencies</p> <ul style="list-style-type: none"> General traffic incidents or breakdowns that may occur on key roads resulting in traffic disruption provides additional risk to patients requiring emergency assistance. <p>Requests:</p> <ul style="list-style-type: none"> Request for detailed traffic management plan identifying exactly how gridlock would be mitigated Request for assurance that sterile routes would always remain available to access the site Require assurances that their staff will not have delays getting in or out of Orbital Park 	<p>Assessment (Appended to the Analysis of the Likely Environmental Effects of the Development Report)</p> <ul style="list-style-type: none"> HGVs will be directed to the site via J10a in order to keep J10 clear for use by emergency services. A Traffic Management Plan (TMP) will be developed as part of the OMP. Engagement with emergency services will continue through the development of the OMP The Orbital Park roundabout will not be used by HGVs when entering or egressing from Sevington. Any additional traffic using the Orbital Park roundabout will be staff trips. The assumed shift patterns assessed as part of the Transport Assessment do not coincide with traffic peak hours. Further engagement will take place with identified engagement parties as part of the preparation the OMP.
Kent Invicta Chamber of Commerce	<p>Fully supportive of proposals</p> <p>Hope that economic benefits to the area will outweigh minor difficulties</p>	<ul style="list-style-type: none"> The construction and operation of the site will provide employment opportunities for those in the local area.
Southern Gas Networks	<p>SGN do not envisage withholding consent to the Development nor object in principle to the Order providing that:</p> <ul style="list-style-type: none"> the DfT contacts SGN's Senior Pipeline Asset Engineer, prior to commencing the Development. that the DfT confirms that if it should cause damage to the Main then it will contact both the SGN Senior Pipeline Asset Engineer that the DfT shall, where excavation works shall be taking place in proximity to the Main, make contact with SGN's Senior Pipeline Asset Engineer prior to commencing such excavations <p>That the DfT and its contractors construct the Development:</p> <ul style="list-style-type: none"> with all reasonable care and skill; in compliance with any reasonable requests made by 	<ul style="list-style-type: none"> DfT along with their contractors on site have been working closely with SGN on all relevant issues as they arise, and will continue to do so through further construction, operation and decommissioning of the site. The site will be constructed with all reasonable care and skill, and in compliance with relevant guidance and reasonable requests from SGN, considering any impacts on the gas main or other utilities.

Organisation	Summary of Feedback Received	Response to Feedback Received
	<p>SGN's Senior Pipeline Asset Engineer;</p> <ul style="list-style-type: none"> ● in compliance with any relevant guidance; ● In respect of any utilities and/or services, at a depth greater than the Main; ● without causing damage to the Main. 	
Air Ambulance Kent Surrey Sussex	<p>Air Ambulance Kent Surrey Sussex have no comment to make on the proposals.</p>	No comment required.
Driver and Vehicle Standards Agency	<ul style="list-style-type: none"> ● Suitable cabin space – Will the cabin supplied by Gallagher's along with DVSA Enforcement vans be sufficient for safe working of DVSA staff during COVID restrictions? ● DVSA's proximity to DfT building would be close enough to allow convenient use of shared toilet and canteen facilities within the 10-bay DfT office. ● It has been mentioned that there would be an additional driver engagement area within the DfT cabin that DVSA could use – can this be confirmed? ● Will the 20 spaces be immediately next to the cabin/enforcement vans to ensure there will be no requirement for DVSA staff to cross live lanes to go back and forth to vehicles? H & S requirements ● Will the vans have easy access to the charge points– it is intended to leave the vans set up 24/7 on charge to minimise disruption. It has been said that there are envisaged to be 2 charge points by the DfT building – will they be for shared use? ● Staff access – DVSA understand they would be required to use the staff carpark – where staff have considerable kit, it would be likely that PTS vehicles using amber lights might be used to ferry on and off going staff. Would this be an issue? ● Expectations dependant on scenarios to be confirmed between agencies. i.e. use of lanes – focus of work – DVSA understand there may be a 	<ul style="list-style-type: none"> ● There are comprehensive COVID-19 requirements incorporated within the design of the site, including cabin space, and within the OMP. ● DVSA will be located centrally within the DfT area to be in the immediate vicinity of the other facilities. ● DVSA will have use of the DfT building and will continue to have this for the lifetime of the site. ● It is anticipated that the 20 HGV spaces allocated for DVSA use will be located on the same aisle as the DfT building, with a direct pedestrian walkway between the building and each parking space. ● It is anticipated that the DVSA vans will be parked immediately behind the DfT building in a long dedicated bay. Engagement will continue with DVSA to confirm the exact requirement for the electrical supply. ● Staff parking is provided in a segregated car park accessed from Church Road. There is no vehicular access from the site to this car park. There is a pedestrian walkway to the staff car park, so it may be possible to park near to this to transfer equipment. DVSA vehicles entering the Sevington Inland Border Facility will use the main gate, but will then be directed by security and traffic marshals to by-pass the HGV entry lanes to access the facility. ● Working scenarios for the DVSA role on the site will need to be agreed between HMG departments. Security marshals will undertake a brief vehicle inspection as part of the entry process to the site, and if there are any concerns about a vehicle, it will be moved to the Marshal Inspection Bays to allow for further inspection prior to a decision is made to allow the vehicle on to site or not. If there is a concern that the vehicle may not be roadworthy, this will be reported to DVSA. In addition, in the event that DVSA wish to bring an HGV on to site, there will be a facility for the vehicle to bypass the entry lane and be escorted directly to the DVSA spaces. ● Vehicles which are identified to require additional inspection within the entry lane security check will be moved to the Marshal Inspection Bays before being allowed on to the rest of the site. These are located immediately next to the DVSA spaces to facilitate further inspection if required. ● It is understood that DVSA will provide the senior duty security marshal with a DVSA radio to allow direct communications between the traffic / security marshals on site and DVSA.

Organisation	Summary of Feedback Received	Response to Feedback Received
	<p>change to prioritise processing of offending for Check an HGV service vehicles over roadworthiness/drivers' hours checks, this will need to be a day to day dynamic process through daily communication with DfT managers on the ground and DVSA staff.</p> <ul style="list-style-type: none"> ● DVSA may be expected to deal with vehicles identified on site to be defective – where possible these would be dealt with in situ minimising movement of vehicles and spaces. Examiners may do an initial visual check to ascertain seriousness. Requirement for repairer access would be required to the site. ● Comms – Will DVSA be provided a radio communication to DfT, Inland Border Facility security and other relevant agencies in case of emergencies? ● Risk assessments to be finalised once variables for the site are decided, confirmed and implemented, in particular what plans are in place from a Covid 19 position. 	<ul style="list-style-type: none"> ● The requirements for working, which address risks, will be contained within the OMP for the site, which does account for COVID-19 within it.
River Stour Internal Drainage Board	<p>The River Stour Internal Drainage Board (IDB) has stated that proposals have the potential to affect IDB interests, downstream flood risk in particular, and have provided the following comments:</p> <ul style="list-style-type: none"> ● It will be important to ensure that surface water runoff from the developed site replicates Greenfield conditions as much as practicably possible, in terms of catchment areas, flow routes and maximum flow rates. Surface water runoff rates should be limited to a maximum of 4l/s/ha, in accordance with Ashford Borough Council's SuDS Policy, or lower if Greenfield runoff rates are calculated to be lower. ● Pleased, due to the wider benefits they provide, that the proposals include for some open SuDS. The amount of these open SuDS should be maximised and the detailed 	<ul style="list-style-type: none"> ● The surface water runoff from the developed site replicate Greenfield conditions, specifically this is 4l/s/ha, which is approximately the 1:30 storm event, and have designed the attenuation system for the 1:100 + 40 % climate change scenario. ● The location and design of the SuDS has been developed based on the prior outline consent and in close discussion with Kent County Council and the Environment Agency. The LEMP sets out maintenance measures for the SuDS. ● The routes of discharge are based on the outline consent for the site. Capacities and conditions of the downstream receiving drainage networks have not assessed as the runoff from the site have been limited to 1:30 storm year, and therefore a betterment to all events above 1:30 to the 1:100 + 40 % climate change scenario. ● Pollution prevention and control measures have been agreed in close discussion with the EA

Organisation	Summary of Feedback Received	Response to Feedback Received
	<p>design of them, including details of their future maintenance, should be agreed in close discussion and agreement with Kent County Council's SuDS Team (as Lead Local Flood Authority).</p> <ul style="list-style-type: none">● In addition to the calculation of surface water runoff rates, the detailed design of the SuDS should show the effect on runoff volumes, and its significance to downstream flood risks must be assessed.● The exact routes, capacities and conditions of the downstream receiving drainage networks, including all on-line structures (such as bridges and culverts), must be detailed. It will be particularly important to ensure that the capacities and conditions of any railway culverts are also confirmed.● Pollution prevention and control measures should be agreed in close discussion with the Environment Agency.	

3.3 Feedback from received from Blue Line Boundary Owners & Occupiers

An engagement zone was selected to ensure that relevant owners and occupiers as defined at Article 2 (1) of the 2020 SDO were included within the engagement process. This includes:

- a) *those owners of land adjacent to the site; and*
- b) *those occupiers of land adjacent to the site, or to roads that will be used by vehicles travelling to and from the site, that are likely to be affected by the development.*

Owners and occupiers located in the Blue Line Boundary were formally engaged for 14 days between 12 – 26 October 2020.

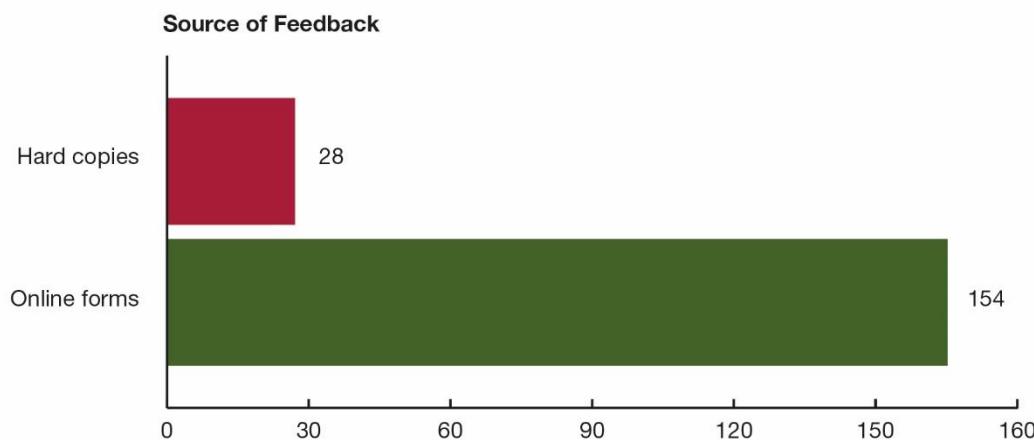
DfT received a total of 182 feedback responses from Blue Line Boundary Owners & Occupiers.

Copies of the representations received from the Schedule 3 engagement parties (Blue Line Boundary Owners & Occupiers) can be found in **Appendix D** in accordance with the SDO requirements at Article 4(2)(j) sub-sections (ii) bb.

The graph below summaries how feedback was received regarding the proposed Sevington Inland Border facility. Most responses were received using the online feedback facility at the website www.inlandborderfacilities.uk:

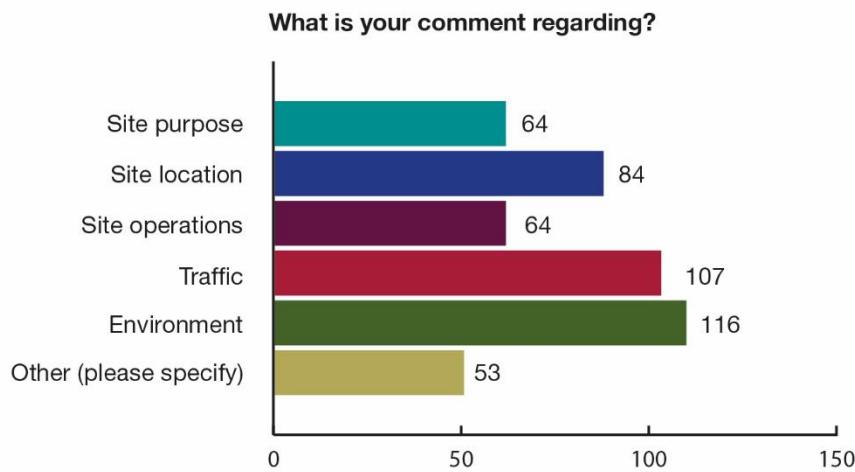
The graph below summaries how feedback was received regarding the proposed Sevington Inland Border Facility:

Figure 3.1: Source of Feedback



The most common themes raised by relevant owners and occupiers regarding the proposed Inland Border Facility are summarised in the graph below. The most common theme chosen by respondents was environment:

Figure 2.2: Common Feedback Themes



These overarching themes have been broken down further to give a greater picture of resident feedback. The table below shows resident feedback broken down into greater thematic detail and our responses.

All of the feedback received from relevant owners and occupiers has been reviewed by DfT ahead of the planning submission.

Table 3.3: Feedback received from residents

Theme	Summary of Responses Feedback Received	No. of responses	Response to feedback
Covid–19 related concerns	Covid–19 concerns	2	<p>To limit risks from the Covid–19 virus, there will be hot and cold running water, hand cleaning facilities and provision of drinking water.</p> <p>The site has been designed taking social distancing into consideration, and the latest Government guidelines on Covid–19 will be followed in all circumstances.</p> <p>Suitable policies will be in place at the site to ensure compliance with social distancing and other Covid–19 guidelines whilst these are still in place.</p>
Environment	Construction – environmental impact	12	<p>The potential effects from the construction of the scheme have been assessed within the Analysis of Likely Environmental Effects of the Development Report (419419–MMD–XX–SV–RP–YE–0002). The report concludes that there is not likely to be any significant environmental effects from the construction, especially given the short-term duration of construction. The report has identified a range of best practice measures to reduce adverse effects during construction, for example from the creation of dust and noise, which will be included in the CMP.</p>
	Air quality/ Pollution	56	<p>Air quality modelling undertaken to date indicates that there will be no significant increase in air pollution as a result of the proposals. Traffic monitoring will also be undertaken which is a requirement of the OMP. It will be a requirement of the OMP to monitor this traffic data to ensure the numbers used in the air quality modelling are not exceeded.</p>
	Retention of eastern site as a green buffer	60	<p>Topsoil from the western land parcel is being temporarily stockpiled to the east of Highfield Lane. There are no proposals to develop on the eastern part of the site, and the soil storage which is taking place there will be limited to 12 months.</p> <p>There will be a condition attached to the Article 4 submission that the stockpiling will be removed 12 months after its formation. DfT will be working with Ashford Borough Council as the local planning authority, and other partners, to manage ongoing proposals for land east of Highfield Lane.</p>
	Ecology/Biodiversity	48	<p>The Analysis of Likely Environmental Effects of the Development Report (419419 – MMD – XX – SV – RP – YE – 0002) has considered the impact on biodiversity including ecologically designated sites, protected species and habitats from the development. Mitigation measures have been included to reduce adverse effects and are either embedded within the design or will be included</p>

Theme	Summary of Responses Feedback Received	No. of responses	Response to feedback
Landscaping strategy	18		

Theme	Summary of Responses Feedback Received	No. of responses	Response to feedback
	'Environment' concerns in general / want to know whether mitigations are in place	41	An Analysis of Likely Environmental Effects of the Development Report (419419 - MMD - XX - SV - RP - YE - 0002) has been produced which identifies any likely adverse or beneficial significant environmental effects as a result of the scheme, and where relevant outlines the measures incorporated in the scheme design and delivery methods to avoid, eliminate or reduce what might otherwise have been significant adverse environmental effects. These measures are either embedded within the design or will be incorporated into a CMP, OMP and Reinstatement Plan.
	Noise pollution	39	A Noise Assessment has been undertaken which supports the Analysis of Likely Environmental Effects of the Development Report (419419 - MMD - XX - SV - RP - YE - 0002). This assessment concludes that with the incorporation of the noise barriers embedded within the design, the scheme would not result in significantly increase noise emissions.
	Light pollution	23	Any artificial lighting will be arranged so the main beam angle of each installation is directed downward and away from the closest boundary so as to minimise light spill, as required by the SDO conditions. This is demonstrated within the Obtrusive Lighting Assessment. Measures will also be set out in the CMP to ensure any adverse effects from construction lighting are reduced. Lighting spill mitigation will also be included in the CMP and Reinstatement Plan. Including Site task lighting being kept to a minimum, directional and use for the minimum time required and ensuring lighting is minimised to avoid light spill on habitats
Health and Safety	Road safety	8	The safety of the road network is not expected to be compromised by HGVs using the route, as HGV movements will still be within the usage capacity of the roads. The HGVs would be on the road network in any case and there will be a Traffic Management Plan in place to deal with the localised uplift in movements.
	Health impact of air quality changes	8	There are expected to be no significant changes to air quality in the area as a result of the proposals. Therefore, there will be no significant impacts on health from air quality.

Theme	Summary of Responses Feedback Received	No. of responses	Response to feedback
Location of site	Heritage impact	8	<p>A Cultural Heritage Assessment has been undertaken which supports the Analysis of Likely Environmental Effects of the Development Report (419419 - MMD - XX - SV - RP - YE - 0002). This assessment concludes that with mitigation measures embedded within the design outlined in the Environmental Masterplan Day 1 (419491-MMD-01-MO-DR-L-3030) and Environmental Masterplan Day 200 (419491-MMD-01-MO-DR-L- 3031) along with further measures to be incorporated in the CMP and OMP, no significant effects on heritage assets are anticipated as a result of the scheme.</p> <p>A series of archaeological investigations on the site have been taking place since August in conjunction with Kent County Council. Investigations are ongoing in tandem with construction works on the site, and further analysis is currently being undertaken on the artefacts that have been recovered. The results of the investigation will be reported and submitted to KCC for their records.</p>
Cumulative impacts of other developments		19	<p>Consideration has been given to the cumulative effects from other developments in the area in both the Transport and Environmental assessments.</p> <p>As the proposals are temporary there is not expected to be any significant cumulative impact from the site in combination with other developments within the area.</p>
Impact on character of area		38	<p>A Landscape and Visual Impact Assessment has been undertaken which supports the Analysis of Likely Environmental Effects of the Development Report (419419 - MMD - XX - SV - RP - YE - 0002). This assessment concludes that with mitigation measures embedded within the design outlined in the Environmental Masterplan Day 1 (419491-MMD-01-MO-DR-L-3030) and Environmental Masterplan Day 200 (419491-MMD-01-MO-DR-L- 3031) along with further measures to be incorporated in the CMP and OMP, no significant effects upon landscape character are anticipated as a result of the scheme. A Long Term Enhancement Plan (419419-MMD-01-MO-DR-L-3032) has been produced which includes proposals for environmental enhancements on the site following the 5 year consent. These would be further developed and detailed within the Reinstatement Plan.</p>
House value		7	<p>The site is planned to be in use for five years, with planning proposals in place including conditions to ensure the site is restored following the operations on site ceasing including the removal of all associated infrastructure. There will be long term landscape proposals that will be implemented. As</p>

Theme	Summary of Responses Feedback Received	No. of responses	Response to feedback
			such, there will be no longer term impact on the area.
	Quality of life	13	The site is expected to be in operation for five years with planning proposals in place including conditions to ensure the site is restored to long term landscape proposals. As such, there should be no longer term impact on the area. There should be little impact on residents' quality of life.
	Night time operation concerns	5	24/7 site operation is needed in order to properly and efficiently handle the number of HGV arrivals and amount of freight coming into the country through the key nearby ports.
Other	Engagement Process	30	<p>Members of the public living close to the site were provided with engagement materials sent to their homes and linked to an information website. A formal public engagement period of 14 days was undertaken and comments taken into account by DfT, in accordance with the requirements of the SDO.</p> <p>Ongoing engagement will be taking place on the CMP alongside the OMP with local engagement parties. There will also be a designated complaint handling procedure to address queries or concerns from local residents.</p>
	Concern site will remain in long term	10	The Inland Border Facility proposals are temporary, the SDO only permits temporary use of the site up to 5 years. Currently there are no plans for permanent use of the site
	Compensation	9	No compensation for residents is required.
	Site operations general	14	Engagement is currently taking place on an Operations Management Plan in a parallel process to the SDO. The OMP will set out the operations of the site, and its approval will be a condition of the wider SDO consent. Engagement with residents will continue through the development of the site to inform residents of any updates or further detail that emerges regarding site operations
	Waterbrook site comment	9	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. Waterbrook will operate as a back-up facility for Sevington for resilience purposes, but will not be operational at the same time as Sevington. 2021.
	Other	22	Engagement with the community will continue throughout the planning and operations of the site to address concerns within the community.
Security	Illegal trade/ security concerns between ports & border facilities	3	There will be security at the site, provided by CCTV, fencing, marshalling, ANPR and counter-terrorism measures.

Theme	Summary of Responses Feedback Received	No. of responses	Response to feedback
Support	Comment in support of the site	11	No response required.
Traffic	Idling on site / refrigerated vehicles	23	Provision is being made for refrigerated vehicles. No idling will be permitted for refrigerated vehicles as all engines of stationary vehicles must be switched off while on site.
	J10a traffic concerns / cumulative impact of J10a construction	52	All traffic modelling undertaken for Sevington has indicated that the junctions around the site will operate within capacity without congestion. Traffic management plans are being developed with the KRF to mitigate any congestion that may occur.
	HGV parking on local roads	14	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 placed outside the site entrance to advise hauliers about the use of site facilities and providing site contact details. The Signage Strategy will set out where the signs will be placed in order to have the desired impact. DVSA will be on site to enforce parking arrangements and drivers who do not adhere to the rules and who park outside of allotted area may be fined.
Traffic Concerns		93	<p>Initial strategic traffic modelling assessments have taken place which indicate there are expected to be no significant impacts as a result of the proposals for this Inland Border Facility. This is also documented within the Transport Assessments.</p> <p>Traffic impacts on the local and Strategic Road Network are being assessed and managed in conjunction with local and national stakeholders. When the site is operational, monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Inland Border Facility may be carried out, if required. Where necessary, mitigation would be implemented through a Traffic Management Plan (TMP).</p> <p>Vehicles will access and egress the site via J10a. HGVs local to the site may utilise the local road network, but most HGVs will originate from further afield and are not expected to use the local road network. There will be no HGV access to Church Road. Prominent road signage will be in place to support and reflect this.</p> <p>If there is a requirement to limit the number of HGVs using the site at any one time as a result of capacity issues, Variable Message Signs (VMS) can be used on the SRN to direct HGVs to alternative sites. This will also be communicated through the DfT app, that gives up to date capacity details.</p> <p>The site has been designed with multiple entry lanes so that vehicles can queue off the highway network. Should the arrival of vehicles be at a rate that the site entry is close to capacity then the initial entry checks will be postponed until vehicles</p>

Theme	Summary of Responses Feedback Received	No. of responses	Response to feedback
Emergency vehicle access concerns		17	are on site. There should be no impact on residents gaining access to the area.
			All traffic modelling undertaken for Sevington has indicated that the junctions will operate within capacity without congestion.
			HGVs will be directed to the site via J10a in order to keep J10 clear for use by emergency services.
			A Traffic Management Plan (TMP) will be developed as part of the OMP. Engagement with emergency services will continue through the development of the OMP

The locations of relevant Blue Line Boundary owners and occupiers relative to the proposed Inland Border Facility and HGV route to the Strategic Road Network are shown in the graphs below. The highest proportion of responses came from those who self-identified as not living on or near to the HGV route (within 100m) but still in the area (within 1,000m) of the site:

Figure 3.3: Responses by distance to the strategic road network

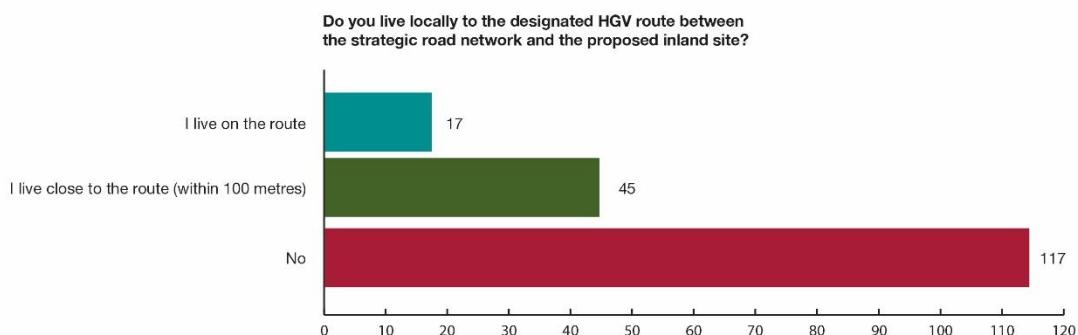
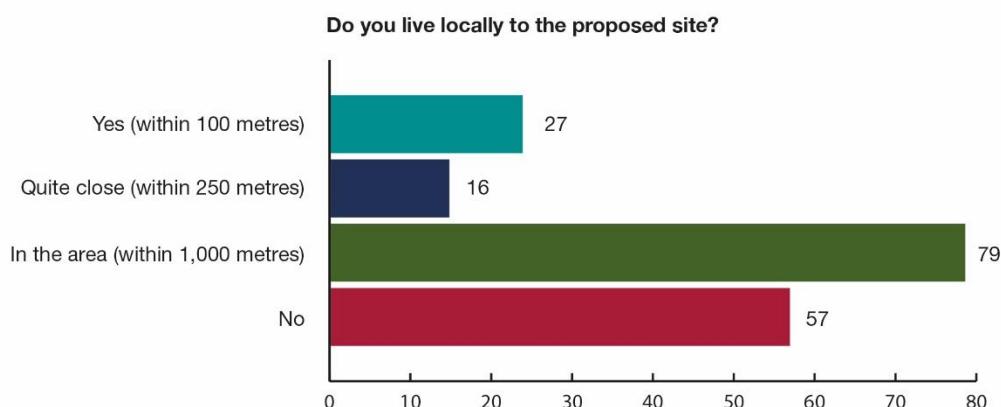


Figure 3.5: Responses by distance to the proposed site



The postcode locations of relevant owners and occupiers who submitted response are shown below. Orange pins indicate online response and blue pins indicate postal responses. The green pin on each map indicate the proposed location of Sevington Inland Border Facility.

Figure 3.6: Postcode locations overview



Figure 3.4: Postcode locations in wider area

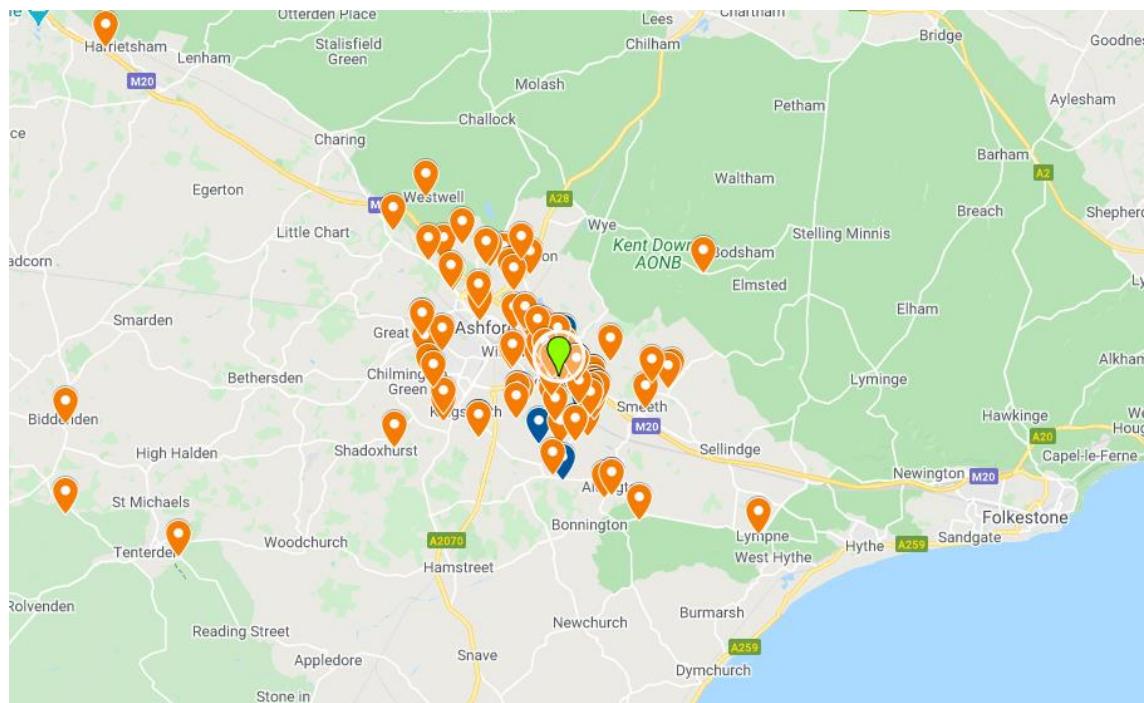


Figure 3.5: Postcode locations in local area

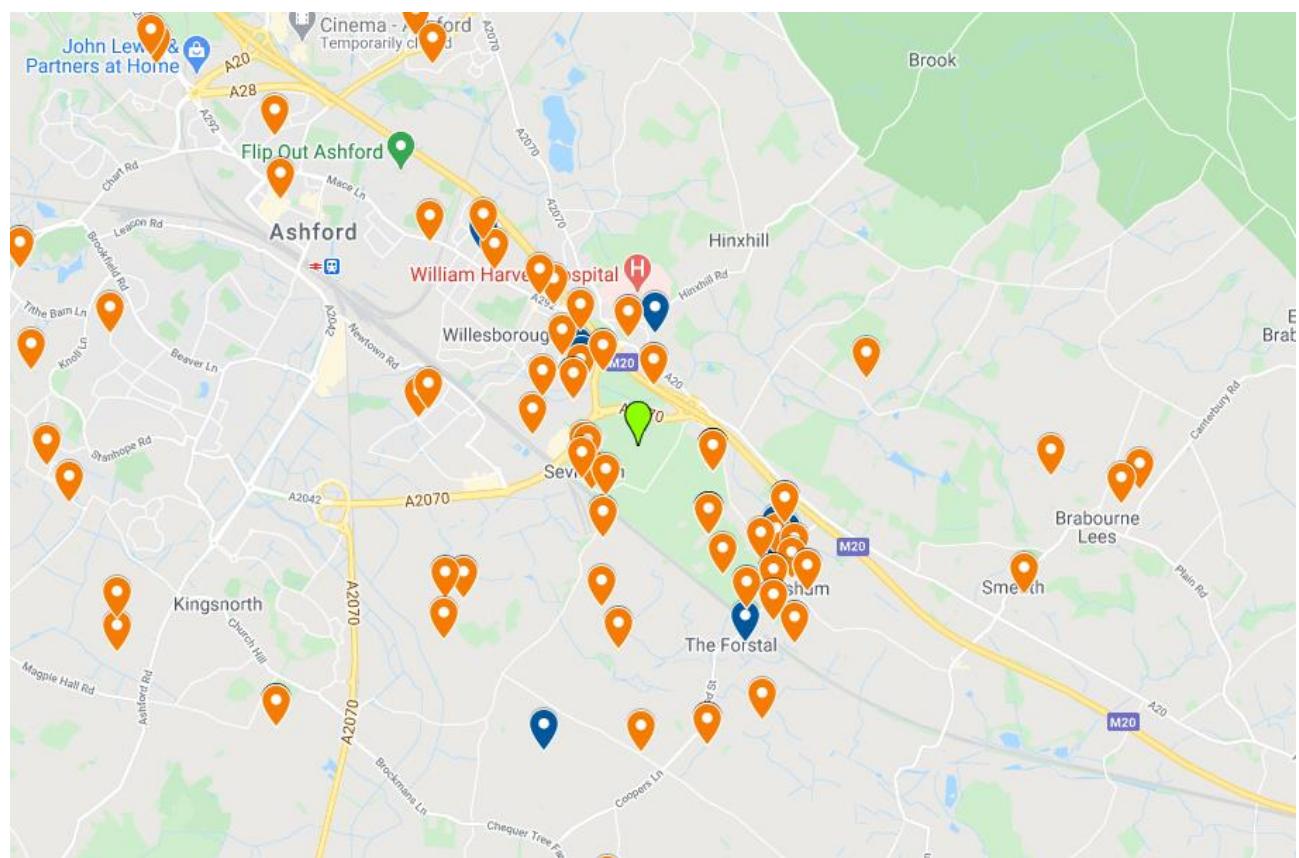
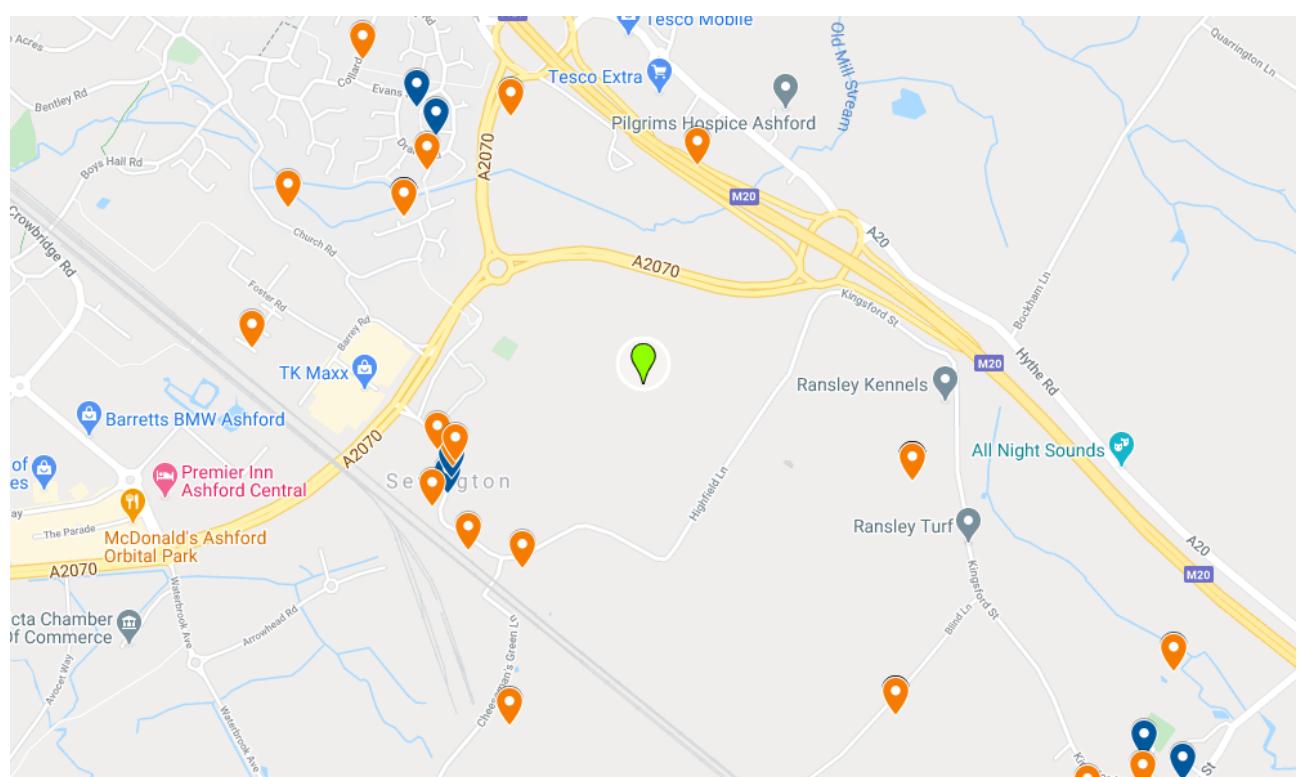


Figure 3.6: Postcode locations surrounding site



4 Conclusion

DfT has undertaken a robust process of engagement with the Schedule 3 engagement parties in accordance with Article 4(2)(j) for a minimum of 14 calendar days, as specified in this Report, along with other stakeholders who have an interest in the proposals for the Sevington Inland Border Facility prior to the 2020 SDO Article 4 submission.

In line with the SDO requirements the Report summarises the methods used to engage with the engagement parties with a copy of the material provided. The Report also provides a record of the engagement undertaken including the key outcomes of the engagement with a summary of how these comments have been addressed, through the Article 4 submission and further documents that will be produced such as the OMP. The process has been effective in publicising the proposals, addressing technical and planning issues raised during the engagement process and communicating the potential economic benefits of an inland border facility being located in Sevington.

The engagement process regarding the proposals has at all times been guided by the Gunning Principles relating to public engagement. The Gunning Principles are as follows:

1. engagement must take place when the proposal is still at a formative stage;
2. sufficient information must be put forward for the proposal to allow for intelligent consideration and response;
3. adequate time must be given for consideration and response; and
4. the product of engagement must be conscientiously taken into account.

Further engagement will take place with identified engagement parties as part of the preparation of Construction Management Plan (CMP) and Operational Management Plan (OMP) for the site to take account of any security or other considerations that the engagement parties may wish to put forward.

Appendices

- A. List of Identified Schedule 3 Engagement Parties
- B. Copies of Representations Received from Schedule 3 Engagement Parties
- C. Copies of Representations Received from non-Schedule 3 Engagement Parties
- D. Copies of Responses Received from Blue Line Boundary Owners & Occupiers
- E. Example Engagement Materials provided to Schedule 3 Engagement Parties

A. List of Identified Schedule 3 Engagement Parties

Schedule 3 Party	Engagement Party	Organisation	Contact Name(s)	Email
1 (a)	A Fire and Rescue Authority	Kent County Fire & Rescue Service	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
1 (b)	A Lead Local Flood Authority	Kent County Council	[REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED]
1 (c)	A Local Authority	Ashford Borough Council	[REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED]
1 (d)	A Local Highway Authority	Kent County Council	See above	See above
1 (e)	A Local Planning Authority	Ashford Borough Council	See above	See Above
1 (f)	A Parish Council	Mersham Parish Council Sevington with Finberry Parish Council	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
2	Chief Officer of police for police area in which the site, or any part of it, is located	Kent Police	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED]

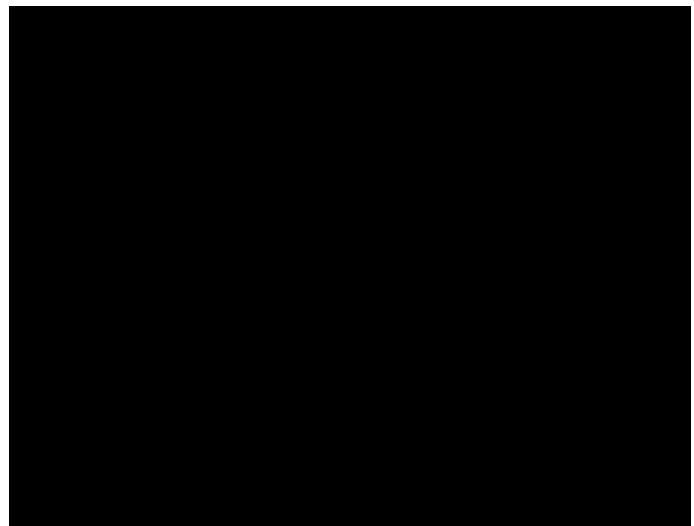
3	The COMAH Competent authority	The Health and Safety Executive (COMAH)	[REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED]
4	The Crown Premises Fire Safety Inspectorate	The Crown Premise Fire Safety Inspectorate	[REDACTED]	[REDACTED]
5	The Environment Agency	The Environment Agency	[REDACTED]	[REDACTED]
6	The Health and Safety Executive	The Health and Safety Executive	See above	See above
7	Highways England	Highways England	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]
8	Historic England	Historic England	[REDACTED]	[REDACTED]
9	Natural England	Natural England	[REDACTED]	[REDACTED]
10	Neighbourhood Forum	N / A	N / A	N / A
11	Relevant Owners & Occupiers	N / A	N / A	N / A
12	The Office for Nuclear Regulation	The Office for Nuclear Regulation	[REDACTED]	
13	The owners of the site	N / A	N / A	N / A

B. Copies of Representations Received From Schedule 3 Engagement Parties



To

HM Revenue & Customs (HMRC)



Dear Sir/Madam

Sevington Inland Border Facility – Special Development Order Consultation

Thank you for your recent engagement on the Sevington Inland Border Facility at Ashford in respect of the requirements set out in The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020. I am providing a response on behalf of the Chief Fire Officer and Chief executive of Kent Fire and Rescue Service as defined in the Statutory Instrument.

It is understood that the venue, located off Junction 10a, M20 will service inbound and outbound multi-agency border freight checks. The draft plans indicate the site will comprise of vehicle access, swim and inspection lanes, staff office / accommodation buildings, inspection sheds, and Marshall Kiosks for document examination. The venue has a maximum capacity of approximately 1700 freight and it is anticipated that the lorries may be on site for up to a maximum of 24 hours.

Based on the information that is available, **Kent Fire and Rescue Service are supportive of the Special Development Order for the proposed Inland Border Facility at Sevington**; recognising the strategic requirements within the county to provide additional border infrastructure in readiness for EU Transition.

However, we do recognise that a large number of freight vehicles parked at one site or moving on and off the site and around the local road network will present additional risk from fire, road traffic collision and potentially the presence of hazardous materials. Our concerns include the effects on local businesses, residents and industrial parks. Therefore, we seek support to mitigate this risk wherever feasible to reduce the impact on the local community.

This support is provided subject to the following considerations:

- 1) Detailed Operational Management Plans and site Security Plans and site Emergency Response Plans are shared with Kent Fire and Rescue Service and these plans are



subject of engagement with our Specialist Staff to advise on fire safety, fire response (including emergency access) and hazardous materials response. In addition, no specific detail has been presented with regards to fire safety arrangements and precautions, CCTV coverage or monitoring, fencing, assembly/muster points or emergency water provision. We would seek further information in this regard and that the recommendations of our Specialist Staff are considered and adopted during the development of the site and within operational plans.

- 2) Hazardous loads will be processed via the site, which we identify could provide an increased risk either because of the hazards associated with the loads or the behaviour of the loads if they become involved in fire; specific classes of hazardous material to be allowed on site is not yet identified, but is suggested to include Class 1 explosive substances. We seek clarity on what would be permitted on site and how safety risks to these loads will be mitigated.
- 3) Of significant concern is the 'high pressure gas main' which bisects the site. The draft plans show a roadway crossing this gas main at two points and we are informed that suitable structures are being installed to offer protection from freight movement above, however it is not known if this would shield the pipeline from intentional impact, fire or blast (whatever the cause). We would seek reassurance that this hazard has been mitigated in the site development.
- 4) Driver welfare facilities appear to be minimal, consideration should be given to such amenities should vehicles be held at the site for an extended period as part of the traffic management plan. We understand that if driver welfare facilities are not sufficient, freight drivers will use their own cooking devices often using open flames which could cause fires and burns. We seek reassurance that this hazard has been mitigated in the site development and management policies.
- 5) Under the Building Act 1984/Building Regulations 2010, Building (Approved Inspectors etc.) Regulations 2010 the proposed site will need to comply with Approved Document B through the Building Regulations process.

Kent Fire & Rescue Service are a statutory consultee in the Building Regulations process, however, as this is a Crown premises, the 'Crown Premises Fire Safety Inspectorate,' will consult on any Building Regulation consultations.

Consideration needs to be given for access and facilities for the Fire & Rescue Service, i.e. 'To the site' access which is undertaken at the planning stage, under the County of Kent Act 1984 and 'on site' access will be considered during the Building Regulations stage. It is important that in the event of a fire, the Fire & Rescue Service are able to get to within 45m of every part of a building, have turning circles/hammer heads (to enable a fire engine to turnaround) and adequate widths of roads, with no overhanging wires, to accommodate an appliance and allow a crew to work safely. During these stages consideration needs to be given to further fire fighter facilities that might be required to enable the Fire & Rescue Service to work more efficiently and effectively.

Once the Building Control Body have signed the buildings off, and the buildings are



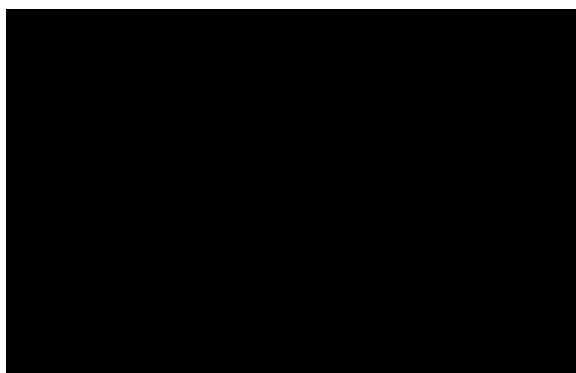
occupied, then the site will fall under the Regulatory Reform (Fire Safety) Order 2005 and inspected, as per the risk based inspection programme by the, 'Crown Premises Fire Safety Inspectorate.'

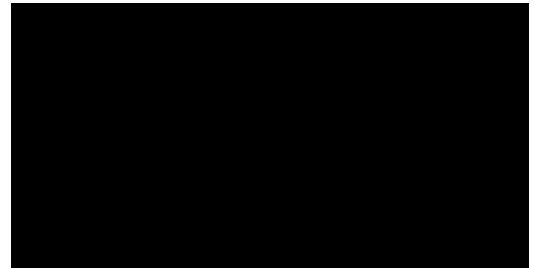
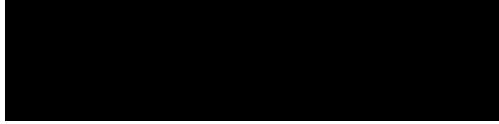
- 6) If a fire were to occur on site then appropriate separation of vehicles will limit the spread and potential severity of fires, it will also allow fire and rescue service resources sufficient access to fight any fires on site. We seek reassurance that this hazard has been mitigated in the site development.
- 7) Emergency water supplies are also essential to a fire response and whilst Kent Fire and Rescue has a statutory duty to provide fire hydrants we seek reassurance that the provision of firefighting water to the site is supported in the site development.
- 8) This is an area of known flooding as it sits in the flood plain. This should be taken into account in the emergency response planning assumptions by highlighting the most likely affected areas. This could not only restrict access to parts of the site for freight, creating more congestion, but also restrict emergency access through some affected areas.

Whilst the Sevington site is primarily designed for border and customs checks, it has an estimated capacity of 1700 freight that provides a freight storage capacity contingency in the event of severe disruption at the Kent Portals. We also support the use of this venue as a contingency for use as a freight storage facility and would request that this use is included in the SDO in addition to the Border Infrastructure requirements; in the event of a lack of trader readiness for the new EU Transition border arrangements and where existing traffic management plans are exceeded.

I trust the above is of assistance and if you have any queries on the issues raised above, please feel free to contact me.

Yours faithfully,





22nd October 2020

Dear [REDACTED]

Re: HM Revenue & Customs Ebbsfleet International Station, Waterbrook and Sevington Inland Border Facility proposals – The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Orders (SDO)

Thank you for consulting Kent County Council (KCC) on the proposed use of Ebbsfleet, Waterbrook and Sevington as inland border facilities.

The County Council has been working closely with government departments, through the Kent Resilience Forum, to find workable solutions to the potential impacts arising from the end of transition from 1 January 2021. As part of this, the County Council and partners have been working on the premise that DFT and HMRC would provide appropriate sites for use as inland border facilities.

KCC understands that the sites will provide facilities to assist with freight movements across the Short straits. The proposals include parking areas for HGVs and other vehicles, as well as the provision of security measures and facilities to enable the checking of vehicles and goods entering and exiting the sites.

The County Council is supportive of the use of these sites and recognises the urgency and national need for their deployment.

Ebbsfleet International Station Inland Border Facility

The Ebbsfleet Inland Border Facility is located at Car Park D of Ebbsfleet International Station. The site is located close to the A2 trunk road, a strategic corridor to the Dover Straits. The site is an existing car park.

KCC notes that the number of HGVs that can be stationed at the Ebbsfleet site at any one time will be limited to 256. The County Council has used its own County Highway Traffic Model to assess the traffic impacts of the proposal, which indicates that the traffic impacts of this facility on the local road network will be low.

Ebbsfleet International acts as a major commuter hub to London carrying (before Covid) 1.4 million passengers on High Speed services per annum. The County Council would therefore request that any works required as part of this application do not interfere or negatively impact upon the day to day running of Ebbsfleet International. In particular, International Way is used by commuters, especially from the Eastern Quarry development, and consideration should be given to ensuring the safety of the pedestrians and cyclists along this route.

The Ebbsfleet facility lies in an area where internationally important Palaeolithic remains have been found previously. Important remains may be present within the site, although there has been some disturbance due to quarrying and formation of the current carpark. If groundworks are required to create the facility, there will be a need for further archaeological assessment and probably archaeological evaluation and/or mitigation – this will require the involvement of a Palaeolithic specialist. There is an area of ‘potential ground instability to be investigated’ in the south east part of the site – if this is to involve ground investigation, there may well be a need for archaeological monitoring and recording. Further details on the proposed groundworks, including any tree planting and ground investigation works, should be provided to KCC so that the need for archaeological investigation can be checked. KCC would be happy to discuss this advice in more detail.

The General Arrangement plan does not indicate the retention of currently vegetated landscape areas. Although KCC has not seen any pre-determination assessment of ecological impacts for this site, it is noted that the conditions included in Schedule 2 of the Order include appropriate mechanisms to control any ecological impacts during the construction, operation and reinstatement phases of the scheme.

Sevington Inland Border Facility, Ashford

The Sevington Inland Border Facility is located just outside Ashford on the A2070, in close proximity to the M20 between Junction 10 and the recently constructed Junction 10a.

The Sevington Inland Border Facility is proposed to help facilitate the flow of trade and to 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 six 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 KCC, Highways England and other relevant stakeholders. The County Council is actively involved in the design of a Traffic Management Plan for Kent, which will seek to mitigate the potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Sevington Inland Border Facility. This will include assessment of the need for the appropriate signage in the locality. It is vital that this proposal does not negatively impact access to and from William Harvey Hospital, as well as other key

NHS locations, including the 111 Contact Centre and the SECAmb Make Ready Centre.

It is essential that freight vehicles are routed to and from the site via the M20 Junction 10a and the new A2070 spur road and not via the local highway network. Freight vehicles should be marshalled and instructed not to idle their engines when parked onsite. The proposed staff car park is accessed separately from Church Road and staff shift patterns should be staggered to prevent peak traffic flows into or out of the site's staff car park.

There are three Public Rights of Way (PRoW) that fall within the site, all of which require a Public Path Order to secure the extinguishment for diversion to enable the development to lawfully progress to completion. KCC is in detailed discussions with DfT concerning the Orders and would advise that the diverted footpaths should achieve as high amenity value as is possible.

Unlike the Ebbsfleet and Waterbrook inland border facilities, which will utilise existing sites, the Sevington Inland Border Facility is currently under construction. As part of the development of the Sevington site, archaeology, heritage, drainage and ecology work has been carried out and mitigation is being undertaken.

St. Mary's Church, adjacent to the Sevington site, is a key heritage asset for the community. Relevant Government departments are working with KCC and Historic England to ensure that such local assets are conserved and protected. The advice from Historic England and Ashford Borough Council's Conservation Officer should be taken in respect of the impact on St. Mary's Church and other listed buildings in the area. A phased landscaping strategy is proposed for the site, which will provide measures to reduce the potential for adverse environmental effects.

A number of archaeological investigations have taken place since August. The investigations, which have been agreed with and are being monitored by KCC archaeologists, have resulted in finds on the site 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 artefacts that have been recovered. Areas outside the main site that have been used for storage of materials have been arranged with the protection of underlying archaeology in mind. Removal of the stockpiles following development works will need to be undertaken in a way that ensures the underlying archaeology is left protected and should be agreed with KCC at the time. Any extension of works into surrounding areas may have an archaeological impact given the richness of the buried landscape and appropriate mitigation should be agreed with KCC archaeologists.

The County Council has been working with the Government, the Environment Agency and the River Stour Internal Drainage Board to ensure the drainage infrastructure design onsite protects local watercourses from pollution, as well as managing water runoff from the site. The drainage infrastructure onsite will include ponds and channels to manage surface water effectively.

The potential for ecological impacts to arise as a result of the scheme has been identified and as a result, appropriate mitigation has been implemented by the contractor. One important ecological feature, the hedgerow along Highfield Lane, is retained within the proposals. The County Council is satisfied that the conditions included in Schedule 2 of the Order include appropriate mechanisms to control the ecological impacts during the construction, operation and reinstatement phases of the scheme.

Waterbrook Inland Border Facility, Ashford

The Waterbrook Inland Border Facility is located just outside Ashford on the A2070, in close proximity to the M20 between Junction 10 and the recently constructed Junction 10a. The site is an existing truck stop and its location provides direct connectivity to the Port of Dover and Eurotunnel via the M20.

The number of HGVs that can be stationed at the Waterbrook site at any one time will be limited to 475. The County Council is advising DFT/HMRC on the drafting of the Operational Management Plan, which includes contingency measures to protect the local roads and Strategic Road Network in the event of accidents and delays. It is vital that this proposal does not negatively impact access to and from the William Harvey Hospital, as well as other key NHS locations, including the 111 Contact Centre and the SECAmb Make Ready Centre.

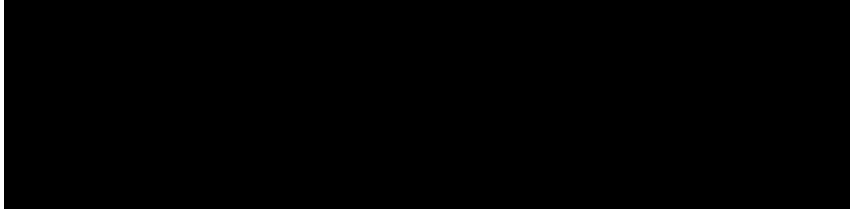
The current intention is that the Sevington and Waterbrook sites will not be used as inland clearance sites at the same time. Waterbrook will therefore be used as a contingency site.

Adjacent to this site is the existing Ashford International Truckstop. It is important that this facility remains open to HGVs to allow drivers to take their statutory rest breaks. Legal requirements for drivers necessitate regular rest breaks and it is common for these to be taken in Kent by inbound freight vehicles due to the risk of migrant activity in France. The negative impacts of removing any overnight parking may result in freight vehicles parking in inappropriate locations close to residential areas.

The Waterbrook facility is located in an area that is demonstrably rich in archaeological remains of prehistoric, Roman and medieval date. Programmes of archaeological investigation have been in place for the wider site for a number of years and further archaeological investigations are intended in presently undeveloped areas of Waterbrook. As the area proposed for the border facility and its access is already developed as a lorry park, works in existing developed areas should not have an archaeological impact. Should there be development that involves ground excavation or landscaping outside areas that are already developed then details should be provided to KCC so that the need for archaeological investigation can be checked.

KCC would want to have continued engagement as these applications and the detailed operational plans are developed and progressed. If you require any further information or clarification on any matters raised above, please do not hesitate to contact me.

Yours sincerely



Planning and Development



ASHFORD
BOROUGH COUNCIL

The Department of Transport
Inland Border Facilities Sites Stakeholder
Engagement Team

By e-mail | [REDACTED]

www.ashford.gov.uk
 @ashfordcouncil
 AshfordBoroughCouncil

Our Ref: [REDACTED]
Your Ref:
Date: 26 October 2020

Dear Sir/Madam

Notice of formal engagement period for the Department for Transport Sevington Inland Border Facility proposal - The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020

Thank you for your e-mail 13/10/20 in respect of the proposed article 4 submissions relating to the Sevington 'MOJO' site pursuant to the above referenced Order relating to the proposed use of this site as an Inland Border Facility to provide customs and transit checking activities required for hauliers from 1 January 2021.

The Council understands that the site would act as an office for starting transit movements of goods in and out of the UK, include stationing areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles entering and exiting the site. The need for temporary office buildings, staff and driver welfare amenities as well as the intended temporary use of the field to the east of Highfield lane for purposes of soil storage is noted.

The Council makes the following representations, numbered for ease of reference:-

- Importance of the previously agreed framework** - the proposed temporary use should build on the broad framework established by the Council's grant of outline planning 14/00906/AS and the subsequently approved (and commenced) 'Phase 1A' reserved matters 19/00579/AS. The latter, in particular, helped move forward the illustrative masterplan for the site that was agreed at outline stage into a detailed framework for the site's spatial organisation. The framework involves a robust 'green'



and ‘blue’ grid in order to deal with the landscape, heritage and amenity impacts that would arise from development alongside an approach to surface water run-off that slows the onwards discharge rate and creates biodiversity enhancements. From the material available, the proposed article 4 submission seeks to closely align with that approved framework and on that basis, the approach being taken to spatially accommodate the proposed temporary use is supported.

2. **Central landscaped view corridor** - a central landscaped corridor kept free from development is a key component of the framework. It helps reduce the level of harm that arises from the development on the setting of St. Mary’s, a grade 1 listed church and was the subject of negotiation with Heritage England when determining the outline planning application. The need for a temporary intrusion into this corridor in order to accommodate expected levels of HGVs at ‘Day 1’ of operation is, therefore, far from ideal but its necessity is understood in terms of helping managing traffic during the initial period when the country leaves the EU. Once new movement arrangements have settled down, the ‘Day 200’ proposal to remove hardstanding from this area and carry out landscaping to create the viewing corridor is fully supported. The implementation and delivery of the ‘Day 200’ site layout must be secured by condition and cannot be allowed to drift.
3. **Fine detail and on-going actions** - following on from 1 & 2 above, the fine detail for the components of the framework, adjusted where necessary to accommodate the temporary use, will be key to ensure the delivery of high quality ‘responsive to context’ development. On-going monitoring and maintenance for the duration of the life of the temporary use should be secured by conditions and the approach to site restoration should be one that takes into account the longer periods of protection given to landscaping as set out in the conditions attached to 14/00906/AS. The approach should be one that, at the cessation of the use, ensures that the site is vacated with a legacy of green and blue infrastructure that is functioning well, looks good and is already moving towards maturation. This will help mitigate the impacts of future permanent development at this site.
4. **Incorporating the views of residents** - in respect of landscaping on the southern side of the site, the Council understands the consultant team has already had discussions with some residents of Highfield Lane and Church Road and that, wherever feasible, these inputs will shape the detailing of landscaping including the heights of bunds and the detailed approach to tree planting and other elements of soft landscaping. The Council has always acknowledged that residents close to the site will have the prospect from their homes fundamentally changed by the development and that a high quality buffer needs to be put in place. A balance between buffer/screening and the creation of attractive views into the transition areas around the proposed SUDs areas is therefore supported as an approach.
5. **Transition areas on the southern side of the site and the edge to parking areas** - moving beyond the transition areas further into the site, the proposal involves the creation of a series of bunds with 3m high acoustic fencing proposed along their tops to deal with proposed HGV parking nearby. Besides their noise attenuation and ‘hours of darkness’ headlight screening function, these features would mark the edge of the transition areas and act as a visual backdrop when viewed from outside the site. The approach to detail should be one that ensures that the bunds are at a gradient that is both safe and can be visually assimilated into the landscape in the long term. The bunds need to be provided with appropriate landscaping to make them

visually attractive.

6. **Tree planting and acoustic fences** - the viability of tree planting on bunds needs careful consideration: if it can be achieved then it would be strongly supported by the Council. Tree-belt screen planting with understorey planting in advance of the bunds, possibly including incorporation of evergreen species for interest and enhanced cover during the winter period, is requested, particularly if tree-planting on the bunds is not viable. Cross-sections will help determine the best mix of bund, acoustic fencing, landscaping and tree planting and lighting columns with the objective of providing as an edge to HGV parking areas that is as visually 'soft' as possible and helps screen and contain operational lighting. The colour of acoustic fencing should be neutral in tone in all areas to help with its visual assimilation.
7. **New and diverted Public Rights of Way (PROW)** - the proposal provides for the diversion PROW with a path shown at the existing bend towards the south of Highfield Lane and then looping around the southern edge of the site and through the transition areas before linking northwards towards St. Mary's Church. Given the public nature of these routes, and the inability for existing PROW to be accommodated within the landscape corridor towards St. Mary's Church during the period of the temporary use which necessitates security to operational areas, the user experience of that which will be put in place in terms of PROW must be a good one. As per the approval of reserved matters 19/00579/AS, seating and combined waste/dog waste bins should be provided as a minimum. Jetties/viewing platforms to SUDs areas and information boards identifying the ecological approach informing the layout are recommended. These would be attractive elements that would help users of the PROW have a favourable experience of both moving through, lingering within and enjoying a visually soft transition space with a favourable aspect. These areas have an important community benefit that helps off-set the impact of the development of the site and so must be treated accordingly.
8. **Highfield Lane as non-vehicular movement network** - the retention of existing hedgerow and vegetation along the edges of Highfield Lane is supported. Although the General Arrangement Plans do not expressly show it, Highfield Lane must be retained and moved to the status of a pedestrian / cycle / horse component of the PROW network around the site as per the obligations in the s.106 agreement. It is accepted that a securely fenced vehicular connection for HGVs across the Lane to give access to the southern-most smaller HGV parking area would be necessary. The potential adverse impact of that connection would be off-set by the proposed arrangement immediately to the west that would route PROW from Highfield Lane around the southern areas of the site. The delivery of the totality of the PROW route needs to be secured through conditions.
9. **Movement of top-soil at the end of the 12 month period of storage across Highfield Lane** - An issue of concern is how the top soil that is being stored on the field to the west of the Lane for a temporary period would be moved from that location and the impact that this process would have on the PROW network. A top-soil removal strategy (with duration to be agreed) needs to be secured by condition. The crossing point(s) of the Lane that would be needed will impact on site layout, movements through the main site unrelated to its operational use and the extent to which the use of the Lane as a car free movement route might be affected. The Council strongly recommends liaison with KCC PROW to create a workable and

deliverable strategy of benefit to the local community.

10. **Southern end of Highfield Lane** - east of the vehicular connection for HGVs across the Lane, beyond the immediate access requirements for [REDACTED] the proposals are not clear in terms of how access would be prevented to a stretch of the Lane that would remain but not give any onwards connection. Unless the proposal is for retention of this stretch of Lane as an emergency vehicle access point into the southern side of the site then consideration should be given to a solution that would prevent any anti-social activity in the resultant 'dead space'. A lockable gate rather than lockable bollards would be worthy of consideration.
11. **Landscape belt to the east of Highfield Lane** – this is crucial to reducing the visual impact of the temporary use and long term buildings and must be carried out as soon as possible. The landscaping here must be the subject of regular inspection and maintenance during the temporary permission to ensure that it moves quickly towards maturation. Condition 49 of outline permission 14/00906/AS requires active management of this structural tree screen to be agreed for a duration of 15 years to ensure that which is necessary is delivered.
12. **Emergency access gates from the J10A link road & Kingsford Street turning circle** – The Council has no objection to both proposals. The Kingsford Street access must, however, only be used by emergency vehicles and conditions are required to prevent any HGV use which would be inappropriate given access arrangements from the village of Mersham. The current site access from the J10A link road is not objected to as a potential HGV emergency access.
13. **Landscaping scheme for the northern boundary** – when granting outline permission 14/00906/AS, the Council wished to see a strong structural tree-belt planting scheme along this boundary working in conjunction with proposed similar planting within the Highways England J10a link road corridor. The two planting schemes need to be considered together to deliver the required objective of visual screening of lights and parked vehicles as well as large buildings in the longer term. The same long term stewardship as per Highfield Lane is needed. This is particularly important as the proposed temporary use of the site would be much more open in layout compared with individual plots containing buildings which would, to a greater extent, help shield lighting and parking from wider view.
14. **The main access to the site from the J10A link road** – as the Committee Report on outline planning permission 14/00906/AS identifies, a further planning application was envisaged as being submitted by the applicant for this fundamental component of the scheme. At the time of the application, the detail of the proposed NSIP relating to J10A of the M20 was unclear and so this was understandable. However, an application was never subsequently made to the Council. It is understood that the previous owners of the site were then unable reach agreement with Highways England about the nature of the junction (traffic lights or roundabout). The provision of this main access into the site will therefore need to be covered by the article 4 submission. The Council will be guided by the joint working of Highways England with the consultant team (including KCC Highways staff) as to how to achieve such access. The access would then form an element that can be proposed to be permanently retained as part of the approach to site restoration at the end of the temporary use. The Council would wish to see the main access being designed so that all HGV traffic utilises J10A for in-bound and out-bound movements: this will

ensure that the potential for such traffic to disrupt J10, from which the William Harvey Hospital located close-by is accessed, is avoided.

15. **The existing s.106 agreement** - this secures impact mitigation through a number of obligations, including financial contributions. The grant of Certificate of Lawful development reference 19/01099/AS confirmed that the previous owners of the site lawfully commenced the development. The Council has been pleased to have received pre-engagement assurances that these obligations will be honoured. Of particular importance is the payment of a contribution towards the cost of the J10A M20 works given the additional capacity that such works have delivered enabling development sites that will give rise to a large amount of additional traffic onto the network, such as Sevington, to proceed. Similarly, s.106 obligations also cover works to St. Mary's Church to help reduce the level of harm to the setting of that grade 1 listed building. The Council worked with previous site owner, the Diocese and Historic England to shape the scheme of mitigation and it is essential that the required sums are now received so that harm can be reduced. In this respect, the DfT lead for the project is aware of an issue relating to part payment by the previous owner in respect of the defined 'Church Works Contribution' and has already started discussions with Officers as to how the triggers and provisions contained within the s.106 agreement might be best amended to deal with the nuances of the proposed use. The Council will be happy to work with the applicant to pursue any necessary changes as well as consider any adjustments that are needed to the new Church Car Park to be constructed to the north-west of St. Mary's.
16. **Lighting** – the 'edge' nature of the site means that it is crucial to minimise glare and unnecessary light spillage whilst recognising that operationally safe levels of lighting will be needed. The absence of large dimension buildings to screen luminaires and parking areas from wider view means that lighting will need to be approached with sensitivity. Fine details of lighting must therefore be secured by condition as part of a lighting strategy to ensure that the range of proposed 8m, 10m and 12m luminaires are high quality units, strongly directional, avoid harmful light spillage and are capable of being extinguished should some areas of parking at 'Day 1' and 'Day 200' prove not to be necessary during hours of darkness. This approach will also be essential in areas with acknowledged ecological sensitivity such as near to Church Road: a bat friendly lighting scheme is required for that area pursuant to the conditions of permission 14/00906/AS. An important point to stress is that glare and 'perception of glare' are different matters: good lighting design will reduce the former and the Council requests that baffles are fitted to luminaires in order to deal with the latter. Baffles have the ability to avoid harsh and intrusive bright 'dots' of light being apparent when looking towards the site. The lighting strategy needs to be developed closely alongside the fine detail of landscaping so that the two work together to help reduce impacts.
17. **'Day 200' lighting** – the proposals identify that two areas of HGV holding at the site, one to the north close to St. Mary's and one to the south revert to emergency use only from this period onwards. This is welcomed. The Council requests that conditions ensure that these areas managed so that when they are not in use all lights are extinguished.
18. **Access from Church Road to the staff car park and staff travel** – the Church Road junction with the A2070 is a 'left-in / left-out' junction. The extent of the changes to the existing alignment and gradient necessary to accommodate the staff car park

will need to be agreed with KCC Highways and Highways England. The access to the car park would be located on a bend on Church Road and suitable visibility splays and signage should be agreed with KCC to help minimise any potential conflict with through traffic. The Council understand that shift working is proposed: this is supported as it will help spread out and minimise the impact on Church Road and Church Road residents over a longer period. The Council requests that the approach to operation of the car park should follow good practice elsewhere on the site with lights extinguished to the minimum necessary to give safe operation during hours of darkness. Secure access into the facility is supported to guard against possible anti-social behaviour impacting on nearby residents: ANPR is strongly recommended as part of that approach.

19. **Signage** – as per the Planning Committee Report and conditions attached to the outline planning permission 14/00906/AS, signage is crucial and the Council would expect close liaison with KCC and Highways England and others to ensure that signage leads drivers directly to the main site entrance and that the ability for HGVs to attempt to access the facility other than via the strategic road network is minimised. This will ensure that the local community is not inconvenienced by drivers attempting to use local rural roads to access the facility. Besides signage, close liaison with providers of satellite navigation services and the Royal Mail is needed to ensure that 'Sat-Nav' directions are to the main access only and there is no possibility of drivers becoming confused between this site and the commercial truck-stop at Waterbrook Park (which is the location for tachograph enforced rest periods rather than this facility with Waterbrook Park proposed to offer only an emergency contingency option to the Sevington site for purposes of border clearance).
20. **Noise, emissions & staff travel** – how the site is operated and managed will need careful consideration in order to avoid unnecessary disturbance to nearby residents such as the idling of HGV engines or secondary engines having to be run to power chiller units. Besides reducing noise, this will help reduce emissions and help avoid the proposal unnecessarily worsening local air quality. The proposal should work with, and expand as necessary measures, already in place to measure air quality in the locality and make a commitment to funding mitigation should that prove necessary from the monitoring of air quality. The Council would wish to see electric power options embraced as part of the site design both for HGVs and also the needs of staff driving to the site with hybrid and e-vehicles. Travel options for staff should be explored such as shuttle bus transport to Ashford International station coinciding with start and ends of shifts.
21. **Habitats Regulations Assessment** – the Council is committed to development respecting the relevant environmental protections. Whether a proposal would give rise to a detrimental impact on any European Designated Nature Conservation Sites (whether these are within the Borough or not) is therefore any important consideration. Stodmarsh lies east of Canterbury and is a Special Protection Area (SPA), Ramsar site, Special area of Conservation (SAC), and a Site of Special Scientific Interest (SSSI) and parts are a National Nature Reserve (NNR). It is a site of national and international importance for a range of water dependent habitats and wildlife that relies upon them. In July 2020 Natural England issued to this Council and others:-

'Advice on Nutrient neutrality for New Development in the Stour catchment in relation to Stodmarsh Designated Sites'. A copy can be found on the Council's web-site

(<https://www.ashford.gov.uk/media/rdrpz2xf/stodmarsh-nutrient-neutral-methodology-july-2020.pdf>).

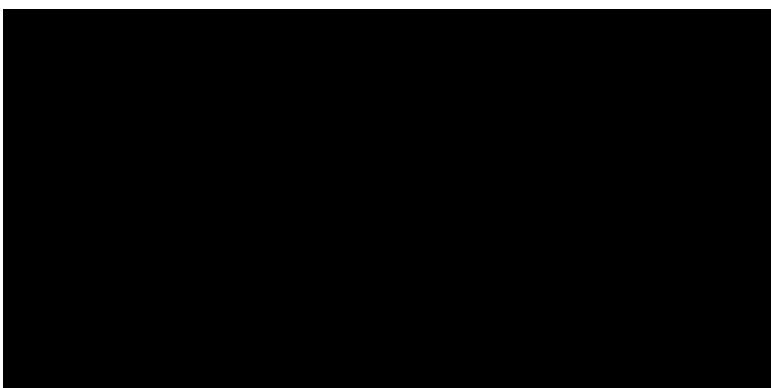
In the case of the Sevington proposal, the Council is not the relevant competent authority charged with avoidance of significant effects on any European designated nature conservation site. The Council therefore draws attention to this matter to ensure that the advice that has been issued by Natural England has been duly considered and any necessary assessments that flow from the proposal are carried out and inform any decision.

22. Land to the east of Highfield Lane & creation of a Strategic Gap in Perpetuity – the Council's Cabinet recently received a petition from the Village Alliance promoting the creation of a green buffer zone between the application site and the nearby village of Mersham. This was debated at the Full Council meeting 15th October 2020. It was resolved that:-

'the site to the east of the Customs Clearance Border Facility be considered for designation as a green buffer area as part of the next review of the Local Plan. Work should also be started by Council Members and Officers, with the Department for Transport (DfT) to identify ownership and management options for the site, in conjunction with the Parish Council.'

Therefore, the Council would wish to secure the delivery of the green buffer zone and the transfer of land from the Department of Transport at the earliest opportunity, particularly as it has potential to tie in with site restoration post-top soil removal and would secure a positive legacy for the community from the project. Please can you advise how and with whom at the DfT ABC should take this forward.

Yours faithfully



From: [REDACTED]
To: [REDACTED]
Subject: [REDACTED]
Date: [REDACTED]
Attachments: [REDACTED]

From: [REDACTED]
Sent: 24 October 2020 14:32
To: [REDACTED]
Subject: Waterbrook and Sevington

Hi [REDACTED]

Please see attached my comments on the Sevington and Waterbrook Border Facilities.

[REDACTED]

[REDACTED]

Kind regards

[REDACTED]

The following points are necessary for sustainable delivery of Sevington and Waterbrook Facilities in Ashford.

Parking and Access

- A hotline number to be set up (similar to what was used during CTRL construction) to report lorries parking up to wait their entry time at Sevington / Waterbrook in adjoining rural roads. ABC can assist with parking enforcement and have a strong track record of working with KCC and DfT on this, the areas where there are enhanced restrictions on lorry parking in Ashford should be extended to roads surrounding Sevington.
- Highways England to bring forward the “Bellamy Gurner” Scheme of traffic lights at the McDonalds/Orbital roundabout. The trigger point for this is 500 occupations at Finberry which Crest are close to, and now needs to be urgently delivered with additional lorry movements in the area. This is of most relevance to the Waterbrook site.
- Freight vehicles to use the A2070 only to access the Sevington Border Facility, not Church Road which must be for staff car park access only. ANPR to be located at Church Road to enforce. Signage will be required in A20 in Mersham and surrounding roads. Particular care is needed to ensure no adverse impact on access and egress to the William Harvey Hospital, 111 Contact Centre and SECAM “Make Ready” Centre.
- The DVSA to have additional enforcement powers to ensure that vehicles use only the proscribed route to enter Sevington and Waterbrook beyond October 2021 to cover the full 5 years of operation.
- Deceleration and acceleration slip roads to be considered for the A2070/Church Road exit to avoid accidents from the increased traffic usage from the Sevington staff car park. Routes through the staff car park should be designed to ensure congestion at shift change over dates is avoided.
- Staff parking will be required at Waterbrook, the adjoining roads cannot cope with the number of staff required.

On-site Activity

- A system of marshals on each site to ensure lorry engines do not idle and sufficient electric charging points must be provided for refrigerated lorries (is 20 really enough at Sevington and 7 at Waterbrook?) New generation “whisper” generators are proposed, rather than noisy diesel generators, but embedded mains connection would be preferable. All lorries arriving on site should immediately turn everything off once marshalled to parking.
- Neither Border Facilities are to be used as a rest area, lorries which need to spend rest time due to tachograph rules to be directed to the Truck Stop in Waterbrook. Three separate postcodes to be provided from the Royal Mail for the Sevington & Waterbrook Border Facilities and the Truck Stop so that drivers know which site to go to without disrupting local traffic.
- The office buildings on site at Sevington to be ground floor only, addressing concerns over height and setting near to St Mary’s Church, Sevington. The sheds used for checking vehicles should be no higher than the VOSA site in Waterbrook and as far away as possible from listed buildings in Church Road / Highfield Lane.
- Sophisticated containment cells are required for drainage at both sites and the design must address the “Stodmarsh” pollutant issue which Stour Valley developments need to address. This include the Sevington order Facility. If filters get blocked there needs to be a timetable and commitment to fix this quickly. If there is a spill, we must have confidence that the system will protect the environment.

- On-site lighting at Waterbrook and Sevington to be angled downward to ensure there is no adverse impact on nearby properties and ensure it complies with ABC's dark sky policy.

Boundary & Site to the East of Sevington

- The footpath across the Sevington site will be diverted towards Church Road which should become an amenity, perhaps something along the lines of the old fishing lakes in Eureka Park, managed by Quadrant. The design should allow subsequent occupiers can build on the initial DfT scheme as far as they can.
- The site east of The Sevington Customs Border Facility to be designated as a green buffer area as part of Ashford's Local Plan and work to be started immediately with ABC/KCC to identify ownership / management options for the site in conjunction with the Parish Council. By designating the land to the east of the Sevington Border Facility and managing it sustainably, it will give residents confidence that DfT are serious about carbon offset, wildlife habitat protection, visual and noise impact minimisation for Mersham and nearby ANOB, and to replace trees lost in construction of the Border Facility/J10A. This can set the scene for how the rural areas of the Borough will be protected as we move into the new planning regime set out in the Planning White Paper. DfT to inform ABC who is responsible for taking forward discussions with DfT to achieve this.

We have had a series of very helpful Stakeholder Engagement meetings, including one with the Minister on MS Teams. These discussions are integral to get community buy-in and enables the Border Facility to be delivered sustainably. Emerging activities on site and detail have been adjusted to take into account of the feedback received. This is welcomed, and I would like to thank the Team for engaging in genuine dialogue so that detail being worked up will be of good quality.

From: [REDACTED]
Sent: 21 October 2020 13:58
To: [REDACTED]
Subject: Fwd: Sevington IBF - 14-day engagement period

Dear Sir

Please see below the response to the consultation regarding the Sevington Inland Border Facility from Sevington with Finberry Parish Council

Kind regards

[REDACTED] Sevington with Finberry Parish Council

Although we believe that stakeholder engagement has not been optimal with Mojo, particularly the secrecy around the announcement, we have been pleased to be engaged as stakeholders by the Minister in recent weeks. It is imperative that stakeholder engagement, particularly with local residents, is a consideration beyond the public consultation period. Following discussions at our public Parish Council meetings, we have reached the conclusion that the following points need particular attention:

- The Border Facility must not be used as a rest area. Lorries which need to spend rest time due to tachograph rules to be directed to the Truck Stop in Waterbrook. Three separate postcodes should be provided from the Royal Mail for the Border Facility, the Truck Stop and the new Waterbrook Lorry Park so that drivers know which site to go to without disrupting local traffic.
- A system of marshals are needed on site to ensure lorry engines do not idle; sufficient electric charging points must be used for refrigerated lorries. New generation “whisper” generators are proposed, rather than noisy diesel generators, but embedded mains connection would be preferable.
- Light pollution must be taken into account and mitigated wherever possible, as it is already a nuisance to residents
- Additional enforcement measures must be implemented to prevent errant parking of HGVs in the roads in the Mersham, Finberry, South Ashford and Sellindge areas. Specifically, a hotline should be set through which residents can report parking issues and expect immediate corrective action.
- The buildings on site should be ground floor only, addressing concerns over height and setting near to St Mary’s Church, Sevington.
- Freight vehicles must only use the A2070 only to access the Border Facility, not Church Road which is for staff car park access only; ANPR should be located at Church Road to enforce. Signage will be required on the A20 in Mersham.
- Related to the previous point, a full traffic assessment of the Church Road junction with the A2070 must be carried out before Jan 1st 2021, to account for increase in traffic using this road to enter and exit staff car park. We propose a slip road may be the best course of action in order to keep traffic flowing from the direction of Junction 10a
- Related to the previous point, Highways England should bring forward the “Bellamy Gurner” Scheme of traffic lights at the McDonalds/Orbital roundabout. The trigger point for this is 500 occupations at Finberry which Crest are close to, and now needs to be urgently accelerated with additional lorry movements in the area.
- The DVSA to have additional enforcement powers to ensure that vehicles use only the proscribed route beyond September 2021 to cover the full 5 years of operation.
- Sophisticated containment cells are required for drainage and the design must address the “Stodmarsh” pollutant issue which Stour Valley developments now need to address. This includes the Sevington order Facility. If filters get blocked there needs to be a timetable and commitment to fix this quickly. If there is a spill, we must have confidence that the system will protect the environment.
- The site east of The Sevington Customs Border Facility must be designated as a green buffer area as part of Ashford’s Local Plan and work to be started immediately with ABC/KCC to identify ownership / management options for the site in conjunction with the Parish Council. By designating the land to the east of the Sevington Border Facility and managing it sustainably, it will give residents confidence that DfT is serious about carbon offset from the Border Facility.
- The footpath across the site to be diverted towards Church Road which should become an amenity, perhaps something along the lines of the old fishing lakes in Eureka Park, managed by Quadrant. We recommend a site visit to examine these. The design should allow subsequent occupiers can build on the initial DfT scheme as far as they can.

From: [REDACTED]

Sent: 21 October 2020 14:23

To: [REDACTED]

Subject: Fwd: Inland Border Facility

Dear Sir

Please find attached the response from Mersham Parish Council to the Sevington Inland Border Facility Consultation.

Kind regards



[REDACTED] Mersham Parish Council

Mersham Parish Council Response to Sevington Inland Border Facility Consultation

Parish Council Response

1. Signage

Road signage should be added on the A20 directing traffic to the site and diverting the same away from entering Mersham. Disruptions on the M20 will result in traffic using A20 as an alternative

2. Idling Vehicles and associated noise and exhaust pollution

Sufficient vehicle plug in points must be available to ensure that there is no risk of vehicles idling while located on site. Capacity planning for the number of charge points required must be based on the maximum capacity of the site and the resultant limitations on the ability to share points between vehicles by vehicle rotation.

3. Errant Parking

Additional enforcement measures must be implemented to prevent errant parking of HGVs in the roads in the Mersham, South Ashford and Sellinge area. Specifically, a hotline should be set through which residents can report parking issues and expect immediate corrective action.

4. Site to have unique post code to help reduce errant vehicles

5. Release Waterbrook site as early as possible to allow it to be used as a lorry parking facility

We understand that the Waterbrook site is being held vacant as a resilience contingency. The site should be released as early as possible with the option to be reassigned to border facility operations at short notice if required. This will help reduce errant parking in the area.

6. Land East of Developed Site

The field east of the developed site (between Highfield Land and Blind Lane) should be categorised as protected local green space, together with a programme to plant trees and meadow plants. This would deliver key benefits demonstrating a balanced strategy between country demands and local disruption.

Specifically, the categorisation of the site and planting of significant numbers of trees

- would replace the trees lost due to the M20 J10A development in the immediate proximity of those very recent losses
- would help offset the growing carbon emissions from the adjacent site and associated traffic complementing the recently announced Government Woodland Carbon Guarantee scheme
- would provide local residents with visual and noise buffering
- would provide some stability and protection for the local community from the inevitable future development of the Sevington Inland Border Site
- would create a wildlife habitat and environmental oasis near the many south Ashford developments

7. Concerns re the validity of the consultation process

We wish to express concerns re the validity of the consultation process on the following grounds

- The information provided via the consultation portal lacks the details to allow any but the lowest level responses. e.g. the site diagrams are very low-level block diagrams giving no information on the nature or detail of the buildings e.g. heights, specifications, appearance etc
- The information provided is not believed to be factually correct. Specifically
 - Land East of Highfield Lane. This is reported to be used solely for temporary storage of topsoil. This omits to mention the installation of underground power etc that is visible on the site.
- The information provided states that "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."
 - We believe, based on our observations of the actual site activities to date, that this is not true. We have requested further clarification which is currently outstanding

As such, the consultation is highly questionable having been based on incomplete and incorrect information.



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20 October 2020

Our Ref: CN/jaw
Your ref:

Dear Sir/Madam,

Sevington Inland Border Facility – Special Development Order Consultation

Thank you for your recent engagement on the Sevington Inland Border Facility at Ashford in respect of the requirements set out in The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020. I am providing a response on behalf of the Chief Officer of police as defined in the Statutory Instrument.

Strategic level proposals and plans have been shared with representatives of our organisation as part of the engagement process in which Kent Police have had the opportunity to ask questions on the development. During the engagement process it has not been possible to obtain detailed answers on all areas, as some of the operational detail is still in development.

It is understood that the venue, located off Junction 10a, M20 will service inbound and outbound multi-agency border freight checks. The draft plans indicate the site will comprise of vehicle access, swim and inspection lanes, staff office / accommodation buildings, inspection sheds, and marshal kiosks for document examination. The venue has a maximum capacity of approximately 1350 freight, and it is anticipated that the lorries may be on site for up to a maximum of 24 hours.

Based on the information that is available, Kent Police are supportive of the Special Development Order for the proposed Inland Border Facility at Sevington; recognising the strategic requirements within the county to provide additional border infrastructure in readiness for EU Transition.

However, we do recognise the risk if vehicles are unable to become Border Ready being left by freight drivers in vulnerable positions close by or along the route, which could result in unauthorised parking on other sites in the locality. Our concerns include the effects on local business or industrial parks, by blocking access routes or the generation of noise and disruption. It could also reduce the security of those sites and cause conflict. In addition, the vehicles whether on a site or alongside a highway will be potentially vulnerable to crime; including theft of and from the vehicle, theft of fuel and or incidents with unauthorised persons on the vehicle. Therefore, we seek support to mitigate this risk wherever feasible to reduce the impact on the local community.

.../continued

This support is provided subject to the following considerations:

1. Detailed Operational Management Plans and Site Security Plans are shared with Kent Police and these plans are subject of engagement with our Specialist Staff to advise on Counter Terrorism issues, security risks and crime prevention in order to support designing out crime and security threats. In addition, no specific detail has been presented with regards to security specifications, CCTV coverage or monitoring, fencing or muster points. We would seek further information in this regard and that the recommendations of these Specialist Staff are considered and adopted during the development of the site and within operational plans.
2. Hazardous loads will be processed via the site, which we identify could provide an attack opportunity; specific classes of hazardous material to be allowed on site is not yet identified but is suggested to include Class 1 explosive substances. We seek clarity on what would be permitted on site and how security risks to these loads will be mitigated.
3. Of significant concern is the 'high pressure gas main' which bisects the site. The draft plans show a roadway crossing this gas main at two points and we are informed that suitable structures are being installed to offer protection from freight movement above, however it is not known if this would shield the pipeline from intentional impact or blast (whatever the cause). We would seek reassurance that this threat has been mitigated in the site development.
4. Driver welfare facilities do not appear to have been planned, consideration should be given to such amenities should vehicles be held at the site for an extended period as part of the traffic management plan.
5. It is recommended that the site uses door-sets (door, frame and lock), windows and access control, boundary treatments, physical wall strengthening and vehicle mitigation to ensure the lorries do not cross into unauthorised areas or damage the buildings. It is recommended that suppliers listed on the Secured by Design (SBD) website are considered. Secured by Design is the official police security initiative that works to improve the security of buildings. It has a product-based accreditation scheme that uses a Police Preferred Specification to provide a recognised standard for all security products that can deter and reduce crime. There are currently many hundreds of companies producing thousands of attack resistant crime prevention products, across 30 different crime categories, which have achieved Police Preferred Specification.
6. The site access/egress plans consider a delay on or off the site due to accident/breakdown, road surface, Armco repair of other road issue and plans for redirection. Consideration is also given to staff and emergency vehicle access, visitor and contractor access, (delivery, repairs and servicing).

Whilst the Sevington site is primarily designed for border and customs checks, it has an estimated capacity of 1350 freight that provides a freight storage capacity contingency in the event of severe disruption at the Kent Portals.

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large print on request

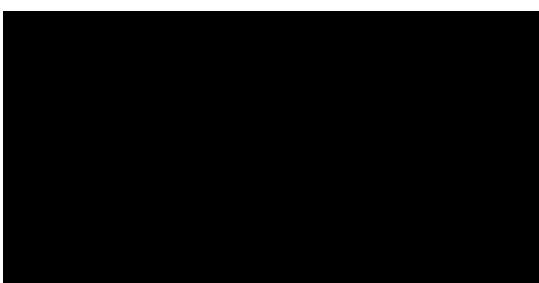
We also support the use of this venue as a contingency for use as a freight storage facility and would request that this use is included in the SDO in addition to the border infrastructure requirements; in the event of a lack of trader readiness for the new EU Transition border arrangements and where existing traffic management plans are exceeded.

Kent Police would also seek that the Special Development Order allows the ability to use both Ashford sites (Sevington and Waterbrook) within the EU Transition Operational plan concurrently. Whilst the current traffic management plan does not intend from the outset to use Ashford Waterbrook, we recognise this site provides a useful contingency in the event that Sevington and other freight holding areas become full, compromised or in extremis. Therefore, we would seek that the SDO permits and provides the legality for the concurrent use of both Sevington and Waterbrook as a contingency in the event of an emergency as defined by the Civil Contingencies Act.

We are aware that the current proposal is to only partially develop the site at Sevington. We would seek that consideration is given to full development of the 228 acres of the site to provide long term freight storage solutions to the county to prevent the future necessity for activation of Operation Stack (emergency plan for Kent Traffic Disruption). This would enable a storage facility for freight off the strategic road network that would prevent the significant traffic and community disruption, which has plagued the county for many years on each occasion of portal disruption. We consider the county needs a long-term solution to this problem, which this site could assist in providing if fully developed.

I trust the above is of assistance and if you have any queries on the issues raised above, please feel free to contact me.

Yours faithfully,



From: [REDACTED]
Sent: 25 September 2020 16:49

Subject: RE: PRIVATE AND CONFIDENTIAL: Inland ports COMAH engagement

Good afternoon [REDACTED]

The team have been able to consider all eleven sites, please see full findings attached. In summary we would not advise against any of the sites however the following should be noted;

- Able is located within the HSE middle and outer land-use-planning consultation zones for the refinery on Humberside. The attached document notes our advice is dependent on the amount of indoor, occupied space and recommends liaison with the refinery operator over emergency planning arrangements
- Ipswich is within the middle and outer land use planning zones for two major hazard sites. The position is similar to Able and dependent on the quantity of indoor, occupied space. Ipswich is also within explosives safe guarding zones around the port area. We recommend that the explosives licensee is consulted and any impact discussed with HSE.
- Mojo crosses a major accident hazard pipeline. The document describes the position, again based on the quantity of indoor occupied space. The pipeline operator should be consulted as there are restrictions on development in the wayleave area around the pipeline
- Part of the Waterbrook site also crosses a major accident hazard pipeline. We again recommend the operator is consulted.

I can also confirm that our checks do not cover explosives safeguarding zones around military establishments, to check this you would need to consult the MOD. To reiterate our phone conversation earlier in the week HSE gives advice on planning applications on the basis of "advise against" or "do not advise against" as we are not the decision maker we do not state whether something is acceptable or not. We are however happy to discuss how our advice can be followed and / or any conditions on planning permission that may be considered necessary. I'm happy to set something up once you and your colleagues have had chance to digest this information.

It is not possible to share the data we have used to make these findings however, if you wish to perform a further check we can talk you through using our WebApp which is the way developers would normally confirm whether or not their development requires consultation by HSE.

Kind regards,



Date: 23/10/2020

Dear Sir,

Formal written representation from the Crown Premises Fire Safety Inspectorate (CPFSI) for the Inland Border Facility (IBF) Sevington as set out in Article 4(2)(j) of the Special Development Order.

Premises: Inland Border Facility (IBF) Sevington, Ashford, Kent

The Special Development Order

On reviewing the Statutory Instrument 2020 No. 928. Exiting the European Union.

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

It is inconsistent with other Special Development Orders for similar sites previously laid before Parliament that this Statutory Instrument makes no provision for the necessary fire safety arrangements at the site

For example, Statutory Instrument 2019 No. 1228 provides for an operational management plan for the land. This is to be approved by the Secretary of State under article 5(4) and comprises policies and procedures in relation to a number of matters including: -
(m) management of fire risks

Responsible Person and Duty Holders

To enable clear lines of communication for all matters appertaining to fire safety, it is necessary that it is specified who will be the Responsible Person (Article 3 RRFSO) for the site once the facility is operational.

New buildings and the occupation of existing buildings

We are aware that this is deemed a temporary site and that buildings are erected as a temporary measure. That period of time is understood to be provisionally for 5 years.

Any new buildings should meet the functional requirements of Approved Document 'B'. An alternative means of achieving building regulations compliance can be adopted. If alternative

methods are adopted, the overall level of safety should not be lower than the approved document provides. It is the responsibility of those undertaking the work to demonstrate compliance.

Building Regulation submissions for Crown owned or occupied buildings should be forwarded to the CPFSI for observations on whether the proposed works are likely to satisfy the Fire Safety Order once the building are in use.

Any existing buildings that are occupied should have suitable general fire precautions to enable safe use.

Site wide fire alarm system and water for Fire-Fighting

We have received a number of General Arrangement plans for this site, to date non confirm the final location of the emergency water for fire fighting provision or the location of the external manual call points to raise the alarm in case of a fire emergency.

The site wide alarm system should be designed, specified and installed by a competent person. As the fire alarm system is part of the emergency evacuation strategy and is deemed to be a life safety system it should be to a standard to ensure its effective and reliable operation covering the risk over the whole site.

Approved Document 'B' states a minimum requirement for water for firefighting. There have been discussions with; Mott McDonald, HMRC and DfT regarding this issue. Due to the size and the nature of operation of the site, the provision of water for fire-fighting may need to be increased above the minimum requirements that are stated in the Approved Document 'B'.

Consideration should be given to ensuring that there is sufficient water for fire-fighting across the site to enable the Fire and Rescue Service to effectively and safely tackle a fire.

Kent Fire and Rescue Service have documentation regarding fires in similar types of locations, including details on the risk of fire spread from a lorry fire.

The CPFSI recommend that specific discussions on water for fire-fighting are undertaken with Kent Fire and Rescue Service.

Competence of fire safety advice.

Any formal advice or written policies or procedures relating to the; Fire Strategy, Emergency Action Plan, the Fire Evacuation Plan, Fire Risk Assessment should be undertaken by person(s) with the necessary knowledge, skills, understanding and experience in fire safety.

Any person proposing, specifying, designing or installing a fire safety system or equipment should have the necessary competence to undertake that activity.

Training of Staff

Any staff who are employed or contracted should have the necessary site-specific training to ensure that the; Operational Management Plan, the Emergency Action Plan, the Emergency Evacuation plan can be implemented in a timely and effective manner.

This training should be undertaken on induction and refreshed at appropriate timescales.

The Responsible Person should have regular assurance that all staff are trained in their role in a fire emergency. Records of employed and contracted staff training and of drills testing the effectiveness of the Operational Management plan should be available to access on site.

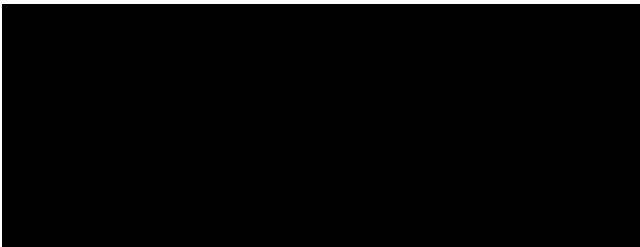
Regulatory Compliance

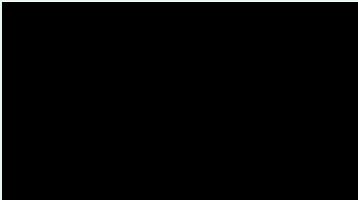
The Crown Premises Fire Inspectorate will continue to communicate with the appropriate Government Departments and other stakeholders (including the main contractor and Kent Fire and Rescue Service) giving Business Safety Advice as appropriate.

Once operational the site will form part of the CPFSI Risk Based Inspection Programme and will be audited by the CPFSI to ensure Regulatory Compliance with the Fire Safety Order 2005.

A Draft Appendix G of the Operational Management Plan has been received. The CPFSI do not endorse or certify site specific fire strategies or emergency action/evacuation plans. These will be reviewed as part of the regulatory site fire safety compliance audit.

Yours faithfully





Our ref: KT/2020/127569/01-L01
Your ref: Email 13 Oct DfT Sevington IBF

Date: 26 October 2020

Dear [REDACTED]

Notice of Formal Engagement Period for the Department for Transport Sevington Inland Border Facility proposal - The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order (SDO)

Sevington Inland Border Facility, Ashford, Kent

Thank you for the opportunity to comment on the Sevington Inland Border Facility proposal. We have reviewed the submitted information and have the following advice on managing the environmental risks of the proposed Inland Border Facility.

This site is underlain by a principle aquifer and groundwater in the aquifer is an important local resource.

It is essential under the terms of the SDO that the water resources of the area are safeguarded and appropriate pavement, drainage and pollution prevention measures are designed to ensure protection of controlled waters and associated habitat.

The measures required must be detailed in full in an approved Operational Management Plan, which we should be consulted on and agree in full before it is formally approved.

Any future changes within the plan which may impact on water resources should be considered "material changes" and in any approval of such changes we should be consulted.

The OMP should include the following;

- foul and surface drainage design including pollution control measures;
- operational pollution prevention measures, including maintenance thereof;
- pollution incident response plan, to include for leakage of fuel, oils, chemicals and organic fluids, whether listed as hazardous or not;
- fire management plan, including fire water runoff controls;
- staffing levels and approved training for staff associated with all the above, to ensure full operational control;
- adverse weather response plan;

- visiting driver communications and instructions relating to pollution prevention and incident response;.

We look forward to seeing and agreeing a final draft OMP before it is approved by the Secretary of State.

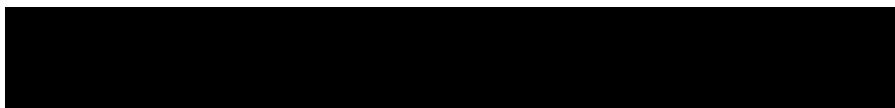
Any significant contamination arising from site use under an approval for this site must be remediated in accordance with an agreed remediation strategy which follows best practice investigation, assessment and remedial works design and is formally approved by the Environment Agency.

From a flood risk management perspective, we are satisfied that the surface water management is being appropriately considered within the emerging surface water management plan and through the provision of SuDS to control the volume, rate and quality of water being discharged to the adjacent watercourses.

Please note that any waste generated as part of the activities listed under *3 b) Grant of temporary planning permission / Schedule 2, Part 2 – Construction / Schedule 2, Part 3 - Operation* is required to be removed from the site. The transporter of the waste must be a registered waste carrier and the waste movements should be accompanied by appropriate duty of care paperwork which accurately describes the waste being transported. The site receiving the waste must also have an appropriate authorisation (permit) in place to accept and potentially treat and/or dispose of the waste.

Please do not hesitate to contact me if you require further information.

Yours sincerely

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27 October 2020

INLAND BORDER FACILITY AT SEVINGTON TOWN AND COUNTRY PLANNING (BORDER FACILITIES AND INFRASTRUCTURE)(EU EXIT)(ENGLAND) SPECIAL DEVELOPMENT ORDER 2020

STATEMENT FROM THE HEALTH AND SAFETY EXECUTIVE

Thank you for your email of 13 October regarding the above project requesting written representations on behalf of HMRC.

Under The Town and Country Planning (Development Management Procedure) (England) Order 2015, HSE is a statutory consultee on certain proposed developments within the consultation distance of a major hazard site or major accident hazard pipeline. Similar arrangements are in place for Scotland and Wales.

HSE's advice to planning authorities on proposed developments around major hazard sites and major accident hazard pipelines is based on the principles contained in HSE's land use planning methodology (see <http://www.hse.gov.uk/landuseplanning/methodology.pdf>). That methodology is incorporated into HSE's Planning Advice Web App, which is available online to planning authorities to enable them to consult HSE for advice on proposed developments within the consultation distance of major hazards.

A similar approach has been followed in response to consultation on The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020; supplemented by case-specific advice where appropriate.

Schedule 3 of the Special Development Order specifies the COMAH Competent Authority as an Engagement Party in addition to HSE. The COMAH Competent Authority is created by the Control of Major Accident Hazards Regulations 2015 and exists as a pair of bodies, either HSE or the Office for Nuclear Regulation in conjunction with one of the three environment agencies, for the purpose regulating an individual establishment's compliance with those regulations. The COMAH Competent Authority must be consulted under The Planning (Hazardous Substances) Regulations 2015 (and equivalents in Scotland and Wales) prior to the grant of Hazardous Substances Consent, which would see the development of a new major hazard site.

For developments around such establishments the Town and Country Planning (Development Management Procedure) (England) Order 2015 (and Scottish and Welsh equivalents) require HSE to be consulted. HSE will not be providing an additional response as part of the COMAH Competent Authority.

With specific regard to the proposed Inland Border Facility at Sevington, HSE provides the following advice:

The site has a major accident hazard pipeline operated by Southern Gas Networks (SGN) running through it which has a land-use-planning consultation distance of 105 metres from the pipeline.

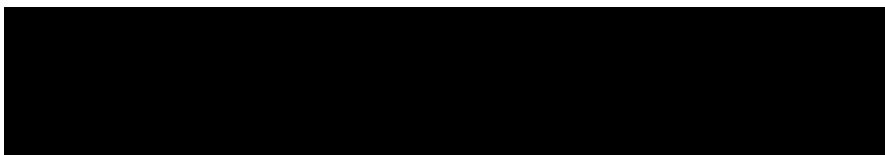
HSE does not advise against this development in line with the Order on the basis of the following:

- an 18m wide corridor (9m either side of the high-pressure main – the land-use-planning consultation inner zone) will be maintained, free of any development except for internal road network crossings over the gas main in three specific locations;
- any indoor floor space for vehicle drivers ('visitors' to the site), such as the welfare building, will be less than a total of 5,000m² floor space within the middle and outer land-use-planning zones (from 9m to 105m either side of the pipeline), and there will be no provision of overnight accommodation for drivers;
- workspaces for staff (persons engaged in border processing) at the site, such as the inspection sheds, office building, and marshals building will be further than 9m from the pipeline (not in the inner zone);
- the staff accommodation building will be further than 9m from the pipeline (not in the inner zone). It is assumed that there will be no provision of overnight accommodation for staff.

If any of these assumptions are incorrect, please contact HSE and we will review our statement.

We note that consultations have taken place with the pipeline operator, SGN, regards the layout and the road crossings. It is important that this dialogue is maintained throughout the construction, operation and dismantling of the facility.

Yours sincerely,



From: [REDACTED]
Sent: 27 October 2020 18:10
To: [REDACTED]
Cc: [REDACTED]
Subject: FAO HMRC IBF sites Stakeholder Engagement Lead: Highways England (our ref #11607) representation re Special Development Order 2020 Article 4(2)(j) engagement HM Revenue & Customs Sevington Inland Border Facility

Dear Sirs

Thank you for your email of 13 October 2020 engaging with Highways England regarding your Town & Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 Article 4(2) (j) engagement for HM Revenue & Customs Sevington International Station Inland Border Facility (IBF).

We note that the engagement period is 14 days and the deadline for receipt of our representation is midnight on 27 October 2020.

Highways England welcomes the opportunity to respond to this engagement.

Background

Highways England is a government owned company that operates, maintains and improves the Strategic Road Network (SRN) as a strategic highway company appointed under the provisions of the [Infrastructure Act 2015](#) in accordance with a [Licence](#) issued by the Secretary of State for Transport.

The SRN in the vicinity of the proposed IBF comprises the A2 (west), but clearly a much wider area of the SRN is likely to be affected by your proposals by virtue of the routing of HGVs to and from the site.

Highways England is a statutory consultee to the planning process. We have a specific remit to deliver economic growth through the provision of a safe and reliable SRN, in line with the provisions set out in [DfT Circular 02/2013: The strategic road network and the delivery of sustainable development](#) ("The Circular"). The Circular sets out how Highways England will engage with communities and industry on sustainable development.

With regards normal planning applications, as a statutory consultee we are provided a period of 21 days in which to provide a substantive response; but as circumstances warrant, we are usually able to respond sooner.

We note that the SDO, as set out in detail at <https://www.legislation.gov.uk/ksi/2020/928/article/3/made>, itself grants planning permission for the proposals subject to:

- a. A Department following the relevant approvals process. Of particular relevance to Highways England, the approvals process includes provision for engagement (j) and the assessment of the traffic impacts of the

development (k); and

- b. The Schedule 2 conditions and any other conditions the Secretary of State specifies. Of particular relevance to Highways England, the conditions include the submission to and approval by the Secretary of State of a Construction Management Plan, an Operational Management Plan and a Reinstatement Plan

Therefore, while the SDO process is somewhat different from the usual planning process, we are content that its component parts and processes mean that by working together, we can help facilitate the proposals while adhering to national planning and transport policy and our Operating Licence obligations. We commit to working proactively and at pace with all parties to this end.

Engagement To-Date

HMRCs agent, Mott MacDonald, has so far shared with Highways England

- a. Maps showing the basic site access and layout for Day 100 and Day 200
- b. A link to the main engagement website <https://inlandborderfacilities.uk/> that provides basic information about the proposals
- c. A draft Transport Assessment (received 22 October)

With regards the HM Revenue & Customs Ebbsfleet International Station Inland Border Facility we have also:

- i) Provided various data and information to the applicant; including basic information about the nearby SRN and more detailed modelling from previous projects.
- ii) Held a video conference on 26 October attended by representatives from HMRC, Motts as their advisors, Highways England and Atkins as our advisors.

Current Position

With regards the details of the application, our comments are as follows:

- 1) In accordance with national policy and normal practice we have no comments on the principle of the proposed development. Rather, our focus is on facilitating development commensurate with our roles and responsibilities to safeguard the safety, reliability and operational efficiency of the SRN.
- 2) The level of information originally provided was not sufficient for us to carry out our normal full assessment. However, the draft Transport Assessment and discussion held on 26 October provide the breadth and depth of information and assessment we normally require.
- 3) We can confirm that an initial triage of the draft Transport Assessment leads us to believe there are no matters of such significance as to warrant any strategic objection from Highways England.
- 4) At the 26 October meeting, HMRC/DfT accepted that Highways England would need sufficient time to comment on the draft Transport Assessment. It is almost certain that our response will include a mix of Matters Agreed, Caveats and Actions Required, leading to further engagement. Indeed at the meeting, HMRC welcomed Highways England's initial input and local knowledge and will be updating the Transport Assessment accordingly. We can confirm our intention to provide written comments no later than 5 November.
- 5) At the 26 October meeting all parties agreed that they would continue to work together with regards the pre submission documentation, and post decision details to be included in the respective Construction Management Plan, Operational Management Plan and Reinstatement Plan. This was both necessary and beneficial since the success of the proposals would depend on getting the contents of these more detailed, front line documents right. For example, it will be necessary for close working between HMRC/DfT and Highways England regarding the interplay between the use of the Sevington and Waterbrook sites and the wider Kent Resilience Forum led Operation Fennel (and Brock); and with our 3rd Party Projects Team regarding the implications of the project and the delivery of the A2070 Orbital Park improvement scheme.

Future Progress

We hope that our comments assist.

We look forward to engaging with you further as the project progresses in order to assist generally and to agree the details of the various submission and conditioned documents.

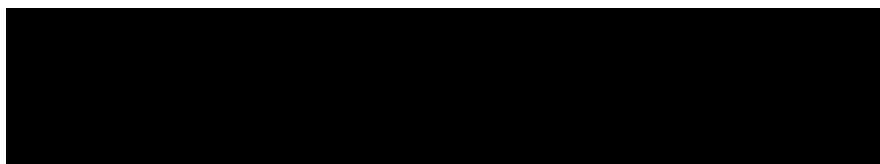
We stand ready to assist should HMRC/DfT require Highways England information for or attendance at meetings with other parties.



Therefore, henceforth please ensure all correspondence and consultations are copied to these recipients.



Regards



Please note that for the foreseeable future we are all working from home. All meetings will be via telephone, Skype or similar. We will continue to seek to work to our statutory and other deadlines. In case of IT or other issues, as a precaution, please copy all emails to PlanningSE@highwaysengland.co.uk. Thank you.

We are mindful that everyone is different and everyone's circumstances may be different. We are sharing the following NHS principles

- People are not 'working from home', they are 'at their home during a crisis trying to work'
- People's physical, mental and emotional health are far more important than anything else at present
- If people are currently less productive they should not try to compensate by working longer hours
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From: [REDACTED]
Sent: 28 October 2020 08:17
To: [REDACTED]
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: RE: Private & Confidential: Sevington IBF - HE approval

[REDACTED]

From a planning perspective Highways England is satisfied that there is now a reasonable prospect of a satisfactory main access to the site being provided from the A2070. This is sufficient for Highways England not to object to the making of the proposed Order. However Highways England does recommend that the Order should include the following condition:

“No part of the site shall be brought into operation, except for testing purposes, until necessary mitigation of the development’s impact on the Strategic Road Network has been completed to the satisfaction of the Secretary of State, following consultation with Highways England.”

The reason for this is to ensure that the A2070 Trunk Road and M20 Motorway continue to be safe and effective parts of the Strategic Road Network.

The timetable for Highways England being able to recommend to the Secretary of State that the site can be brought into operation is dependent upon factors that are not wholly within Highways England’s control including:

- Further discussion on traffic modelling and its implications for mitigation of the proposed development
- The design of signing between the site and the M20
- Further information about the impact of the site on the A2070 in the vicinity of its junction with Church Road and on the A2070 Orbital Park junction.

There is no specific approval date for improvements to the SRN. These are subject to satisfactory progression through the processes of the Design Manual for

Roads and Bridges, as required by the Secretary of State in Department for Transport Circular 02/2013. The DMRB process concludes with the Stage 4 Road Safety Audit, if one is needed. This takes place at least twelve months after improvements are completed.

Please let me know if this is not sufficient for MHCLG's purposes.

[REDACTED]

From: [REDACTED]

To: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Subject: Private & Confidential: Sevington IBF - HE approval

[REDACTED]

The planning submission under Article 4 of The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 for Sevington IBF is being submitted this week by Mott MacDonald on behalf of DfT to MHCLG, who are responsible for the approval of the submission. The submission is being submitted this Friday in order to ensure the Sevington IBF can be operational in time. MHCLG need the assurance that the permanent access details will be approved and that Highways England are content with the design of the permanent site access.

Based on the information submitted to date, **can you please confirm that the submitted design for the permanent traffic signal junction onto the A2070 is approved in principle, subject to satisfactory close out of technical queries raised on the design by Highways England?**

Subject to concluding the above, can you please advise when you expect formal approval will be granted?

It is key for the application that we are able to demonstrate the current site access design has been will be approved by Highways England.

Can you please provide a response by close of business Wednesday 28th October?

Thank you for your consideration.

Regards



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From: [REDACTED]
Sent: 30 October 2020 16:22
To: [REDACTED]
Cc: Harwood, Paul <Paul.Harwood@highwaysengland.co.uk>; Potts, Nicky <Nicky.Potts@highwaysengland.co.uk>; Planning SE <planningse@highwaysengland.co.uk>
Subject: FAO [REDACTED]: Clarification regarding Highways England representations as part of formal and on-going engagement re Sevington IBF

Dear [REDACTED]

Highways England have been engaging at multiple levels and departments with multiple teams and personnel at HMRC/DfT and Motts with regards the various IBFs, including that proposed for Sevington.

In accordance with the SDO engagement instructions we provided an initial response to the engagement exercise by its close on 27 October (copy at bottom of email chain).

You will note that while we had no comment on the principle of the development, nor had identified any showstoppers such as to warrant a strategic objection, all parties accepted that there were still many details to be provided, assessed and agreed.

That proactive engagement regarding ever increasing levels of detail continues at pace.

For example, only today we have received an update regarding the interplay between the latest Kent Resilience Forum operational plans and the various IBFs. This has proved invaluable in providing ever increasing levels of assurance and evidence regarding the individual IBF Transport Assessments/Operational Management Plans, impacts on the SRN and any need for mitigation.

Likewise arising from our engagement with Motts, my colleague, [REDACTED] provided an email to Motts (cc'd to DfT/ KCC et al) on 28 October (copy below) with regards a few aspects of the design and operation of the Sevington site.

We understand that the email may have been passed to various parties not

directly involved in the project and/or who might have concerns regarding its tone and/or content.

I would like to clarify that the email simply

- Highlights that we continue to not have any strategic objections to the Sevington IBF proposals
- Highlights a number of areas where on-going work is occurring, but ultimately agreement will need to be reached, some ahead of 1/1/21, some perhaps at a later date.
 - The work needs to be completed to comply with national planning and transport policy and being mindful of a need to avoid any unintended precedents.
 - For example, the Road Safety Audit process occurs during the design, construction and post opening stages of any development.
 - In contrast we need to establish the way forward with regards Church Street, and Orbital Park as soon as possible to facilitate the use of Sevington and Waterbrook IBF (next meeting Monday 2 November).
- Thus there is no one single “approval”, but rather a series of workstreams each with their own processes, sign-off mechanisms etc that the Motts/ KCC project managers will keep under review throughout the lifetime of the project. As appropriate these elements then feed into other regimes, such as the Health & Safety File, CDM requirements and contractual obligations, that make up the portfolio approach to any development project.
- We do not anticipate that any of this work will lead to any showstoppers.
- None of the required work should prevent the site being available for testing and/or use in accordance with the HMRC timetable/ proposals.
- As always, we stand ready to work with all parties, but the timing of any submission is not in our gift; and while we commit to as swift a turn around as possible, a reasonable period of assessment must be factored into any timetable.
- Contains the wording of an additional SDO condition that may be required in the event that matters are not sufficiently advanced prior to the Secretary of State’s determination of the HMRC application.
 - Such a condition would be standard practice with regards any application of this scale and potential implications for the SRN.
 - As per standard practice, we would be happy to discuss the need for it and any alternative wording with the relevant parties.

Therefore, please take this email to be our up-to-date, composite representation on the Sevington IBF.

As you will appreciate, it is inevitable that further emails will be exchanged and

requirements established and met before and after the HMRC application is submitted to and/or determined by the Secretary of State. Therefore please let us know how you would prefer any new requirements and/or agreements to be communicated to avoid any risk of misunderstandings or omissions.

Should any party have any queries regarding this representation please contact me directly (cc'd to [REDACTED])

Regards

[REDACTED]

P [REDACTED]

**We are mindful that everyone is different and everyone's circumstances may be different.
We are sharing the following NHS principles**

- People are not 'working from home', they are 'at their home during a crisis trying to work'
- People's physical, mental and emotional health are far more important than anything else at present
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[REDACTED]
Sent: 28 October 2020 08:17

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From a planning perspective Highways England is satisfied that there is now a reasonable prospect of a satisfactory main access to the site being provided from the A2070. This is sufficient for Highways England not to object to the making of the proposed Order. However Highways England does recommend that the Order should include the following condition:

“No part of the site shall be brought into operation, except for testing purposes, until necessary mitigation of the development’s impact on the Strategic Road Network has been completed to the satisfaction of the Secretary of State, following consultation with Highways England.”

The reason for this is to ensure that the A2070 Trunk Road and M20 Motorway continue to be safe and effective parts of the Strategic Road Network.

The timetable for Highways England being able to recommend to the Secretary of State that the site can be brought into operation is dependent upon factors that are not wholly within Highways England’s control including:

- Further discussion on traffic modelling and its implications for mitigation of the proposed development
- The design of signing between the site and the M20
- Further information about the impact of the site on the A2070 in the vicinity of its junction with Church Road and on the A2070 Orbital Park junction.

There is no specific approval date for improvements to the SRN. These are subject to satisfactory progression through the processes of the Design Manual for Roads and Bridges, as required by the Secretary of State in Department for Transport Circular 02/2013. The DMRB process concludes with the Stage 4 Road Safety Audit, if one is needed. This takes place at least twelve months after improvements are completed.

Please let me know if this is not sufficient for MHCLG’s purposes.

[REDACTED]

[REDACTED]

[REDACTED]



Mott Macdonald

Direct Dial: [REDACTED]

Our ref: PL00720582

27 October 2020

Dear [REDACTED]

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

SEVINGTON INLAND BORDER FACILITY PROPOSAL, ASHFORD

Summary

This proposal is for an inland border facility dealt with under the provisions of an SDO. The application is comprised of Day 1, parking for up to 1700 HGV's and associated infrastructure and landscape, and Day 200, a reduction in HGV parking, the introduction of a landscaped viewing corridor between the grade I Church of St Mary and Church of St John the Baptist and buildings associated with the site's use as an inland border facility.

We consider the proposal causes a high level of harm to designated heritage including the grade I listed Church of St Mary at Sevington. We conclude that harm is towards the upper end of less than substantial.

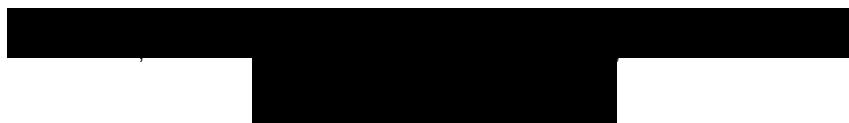
The site has outline planning permission for a warehouse distribution centre. The level of harm proposed by this SDO proposal is comparable with that for the outline consent. The latter therefore secured a generous package of heritage benefits for the Church of St Mary as a form of mitigation.

While we welcome a commitment by DfT to honour the benefits secured in the outline consent, it is important that the heritage benefit is secured and delivered. We would be pleased to continue discussions on how this might best be achieved, including through a S.106 legal agreement.

Historic England advice

Thank you for engaging Historic England on a proposed inland border facility on land at Sevington, Ashford. We hope the following is helpful as you consider a proposal for development here.

Significance of Designated Heritage and the contribution of setting to significance





The site is within the setting of a number of designated heritage assets, the closest of which include the grade I Church of St Mary and grade II listed buildings on Church Road. This cluster of historic buildings makes up the historic rural hamlet of Sevington and mainly consists of small farmsteads and agricultural workers' cottages, which had a historic functional relationship to surrounding agricultural fields as the land worked by each farmstead.

The continued growth of Ashford eastwards and infrastructure including the A2070, HS1, the M20 and Junctions 10 and 10a with associated visual and aural intrusions compromised the wider setting of Sevington and its historic buildings to a degree.

Nevertheless, remaining agricultural fields, including the application site, mean that the listed buildings on Church Road, including the grade I listed Church of St Mary, can still be appreciated in their historic agricultural setting. The historic functional relationship between the agricultural fields and listed buildings on Church Road can be appreciated in views across the application site from the east and in views from the churchyard looking out towards the application site. These fields therefore make an important contribution to the significance of the grade I church and other grade II listed buildings on Church Road.

The open undeveloped character of agricultural fields, including the site and the church's position on high ground emphasise its role as the focal point of a modest rural hamlet and help explain historic values associated with this. St Mary's prominent church spire also likely served as a marker in the landscape for pilgrimage between churches at the foot of the Downs and good intervisibility between St Mary's and St John the Baptist, Mersham is sustained today by agricultural fields east of the church including the application site. These fields therefore contribute to our appreciation of this aspect of the church's significance.

The Proposal

We have received two drawings as part of the formal engagement for this proposal and a copy of the draft Historic Environment Assessment. We understand the development will take two forms; Day 1 comprising parking for up to 1700 HGV's and Day 200, comprising reduced HGV parking and infrastructure associated with an inland border control facility.

The layout of the Day 1 development comprises landscape buffers on the southern, eastern and western boundaries, a church car park, and parking for up to 1700 HGV's. The layout of the Day 200 proposal introduces a landscaped viewing corridor between the Church of St Mary, Sevington and the Church of St John the Baptist, Mersham along with buildings on an east/west alignment for HGV checking at a height of up to 15 metres and smaller buildings in the south-west corner of the site.





Impact of the Proposal

Assessing the full impact of the proposal is difficult based on the level of information included in the formal engagement process, which comprises two drawings only (Drawing Numbers: 419419-MMD-01-MO-DR-L-3030, P01 and 3031, P01). We have separately received a copy of the Historic Environment Assessment but we do not have an LVIA that might otherwise assist us in assessing the scheme. Nevertheless, based on our existing knowledge of the site, the proposed Day 1 and Day 200 plan, the Historic Environment Assessment and earlier revisions of the layouts shared in a helpful consultation process prior to our formal engagement, we offer the following observations on scheme impacts.

In our view, the proposal will seriously erode the rural setting of the church of St Mary despite the inclusion of landscape buffers along the site boundary. That erosion arises from the replacement of agricultural fields directly to its east with hard standing, roadways, infrastructure including lighting and fencing and in Day 200 with the introduction of large-scale buildings in the middle and south-west corner of the site.

We acknowledge the efforts of DfT to minimise impacts to the significance of the grade I listed church and that the harm reduces from Day 200 with the introduction of a viewing corridor. Nevertheless, we conclude the level of harm to the significance of the Church of St Mary remains high and towards the upper end of less than substantial in NPPF terms.

We consider the effects on nearby listed buildings including the grade II listed Court Lodge and barn directly to the south of St Mary's are also likely to be towards the upper end of less than substantial harm as much of the rural hinterland to their east, which contributes to the significance of both listed buildings, will be built on. We suggest the impact to other grade II listed buildings on Church Road may be lower given the slightly greater distance between them and the core of the development.

Listed buildings in the wider setting of the site are also likely to be affected, but to a lesser degree. We do not focus here on those effects but would expect the Local Authority to consider these in their response.

We consider that the conclusions of the Historic Environment Assessment downplay the seriousness of the impact to designated heritage. In particular, we think impacts to the Church of St Mary are likely to be greater than a moderate adverse impact in Day 1 and a slight adverse impact in Day 200 and greater than the slight adverse impacts described for Court Lodge and its barn shown on Day 1 and Day 200 proposed plans.

Planning History

The site of the proposed inland border facility was granted outline consent for a





warehouse distribution centre (14/00906/AS) in 2017. At the time Historic England concluded that the development would cause a high level of harm to nearby designated heritage including the grade I Church of St Mary and that the harm was towards the upper end of less than substantial. Heritage benefits in the form of a capital contribution for church works (to St Mary's) and the construction of a church car park were secured via a S.106 agreement. This is discussed in more detail below.

Policy and Historic England Position

Paragraph 193 of the National Planning Policy Framework (NPPF) requires that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be).

Paragraph 190 notes that the particular significance of any heritage asset affected by a proposal (including development within the setting of a heritage asset) should be taken in to account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of a proposal.

The applicant has demonstrated an approach that has sought to minimise harm to the significance of the grade I and grade II listed buildings on Church Road by retaining a landscape buffer on the west and south site boundaries to help sustain the rural setting of adjacent listed buildings. The introduction of a viewing corridor on Day 200 also minimises harm by sustaining a visual link between the churches of St Mary, Sevington and St John the Baptist, Mersham. Where sound attenuation measures are proposed, planting reduces their visual impact by screening their presence in views across the site and out from the churchyard of St Mary's. Retaining a bank of mature planting in the north-west corner of the site also minimises the visual impact of development in views out from the churchyard of St Mary's.

However, despite this, there remains harm and other opportunities to minimise this, which have not yet been taken forward in the proposals as far as we have seen them. We would suggest that such opportunities include; ensuring the lighting columns are the minimum height necessary and careful selection of external cladding materials including the colour for proposed buildings to help reduce their visual impact in the landscape. We note a darker muted palette may be more appropriate. Use of a darker boundary treatment may help reduce its visual impact. These details do not appear to be covered by existing conditions in the SDO and we recommend you consider how these proposed measures to minimise harm could be secured.

Where proposals cause less than substantial harm to the significance of a designated heritage asset this must be weighed against the public benefits in the manner described in paragraph 196. Public benefits can include heritage benefits such as





reducing or removing risk to a heritage asset (NPPG, 020 Reference ID: 18a-020-20190723).

We understand from a meeting with DfT a verbal commitment was made to provide heritage benefits in relation to this proposal, which mirrored those secured in the outline consent. These were designed to reduce risk to the grade I Church by helping to provide it with a sustainable future and comprised a financial contribution towards the repair and re-ordering of the grade I listed Church of St Mary and the construction of a church car park to support the church's ongoing worship and mission activities.

We welcome the verbal honour made by DfT regarding these heritage benefits and understand that there may be a letter forthcoming to this effect. However, we consider that securing the delivery of these benefits needs to be established in a formal way. The suggested mechanism for delivery is via a Section 106 legal agreement associated with the outline planning consent for a warehouse distribution centre.

We understand that the permission for the warehouses has been lawfully implemented and that the provisions set out under the S106 have been triggered. Consideration should therefore be given to the extent to which, in view of the current proposal and implications arising from this, a deed of variation to that legal agreement may be required.

Should this be the case, then it may be that the heritage benefits under that existing S106 could be provided in relation to this scheme under such a variation. The provisions within the agreement would also need to have appropriate timescales for their delivery. We consider it important that the heritage benefits are provided up front.

This will be primarily a matter for the applicant and LPA to resolve, and we would be content to advise as appropriate in relation to the proposed heritage benefits. Of particular concern to Historic England is certainty that the relevant benefits can be secured and delivered, so that they can be accounted for in the determination of this proposal.

DfT propose a letter of commitment to demonstrate their intention to meet the S.106 requirements. We welcome this, but note this approach is not without risk given that it is not legally binding and does not therefore guarantee delivery of the heritage benefits. We recommend the letter of commitment confirm that DfT will deliver the heritage benefits set out in the original S.106 agreement and to a mutually agreed updated timescale, noting our previous comment about the importance of delivering heritage benefits up front.

We note that this proposal under the SDO process would result in the grant of a temporary permission, with the requirement for a reinstatement of the site at the end period. Given that the site is within the setting of several listed buildings, including a





grade I listed church, the applicant will need to carefully consider, the nature of the reinstatement. This is also of relevance because of the part implementation of the existing consent, and a question about how this will be treated in the long-term. It may appropriate to consider this as part of a variation of the extant Section 106 agreement. We would be happy to engage further in any discussions regarding reinstatement as appropriate.

Finally, we anticipate that the Heritage Conservation Team at Kent County Council would be your principal advisor about archaeological issues so we recommend that you discuss such matters in detail with them. In particular, we suggest that you consult them about any of the extension of the development area or any ancillary areas. While Historic England would not expect to take the leading role we will, of course, be pleased to advise further if you would find it helpful for us to do so.

Recommendation

This proposals results in a high level of harm to the significance of a grade I listed church and other grade II buildings. Heritage benefits in a form similar to that secured in the outline consent are proposed. We recommend that these heritage benefits are formally secured and that permission should only be granted if these benefits can clearly and convincingly outweigh the high level of harm caused by the proposal.

In determining this proposal, the Secretary of State should bear in mind the statutory duty of section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 to have special regard to the desirability of preserving listed buildings or their settings or any features of features of special architectural or historic interest which they possess.

Yours sincerely,

A large black rectangular redaction box covering a signature.



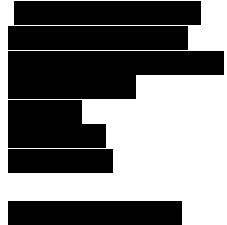
Two black rectangular redaction boxes.





DfT IBF Stakeholder Engagement Team

[REDACTED]
BY EMAIL ONLY
[REDACTED]



Dear Stakeholder Engagement Team

Department for Transport Sevington Inland Border Facility proposal - The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020

Thank you for your notice of formal engagement on the above proposal dated 13 October 2020 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Please find below our high level advice in relation to the proposals for the Sevington Inland Border Facility.

From discussions with the Stakeholder Engagement Team, we understand that planning permission has been granted at the Sevington site for an employment led mixed use scheme, including storage and distribution, business and general industry uses. Whilst this proposal seeks a different use for the site, it is understood from the plans provided that the developed areas of the site do not appear to differ significantly from the consented scheme. However, it is noted in this case that the majority of the site would be developed to provide parking areas, as opposed to built structures.

Nevertheless, it is considered that the direct ecological and landscape impacts of both the consented and proposed scheme would generally be similar. As such, it would appear appropriate to consider the ecological and landscape impacts of this proposal and any appropriate mitigation in relation to the consented scheme, including relevant planning conditions and any works which have already commenced at the site.

Notwithstanding the above advice, we advise that consideration is made of the following potential impacts to nationally and internationally designated sites as identified below. Note that this advice is based on currently available evidence, some of which has been updated since planning permission was granted for the previous scheme at this site.

Water Quality

This proposal is located in the hydrological catchment of the Stour Valley, which is linked to the following designated sites:

- *Stodmarsh Special Area of Conservation (SAC)*
- *Stodmarsh Special Protection Area (SPA)*
- *Stodmarsh Ramsar Site*

- *Stodmarsh Site of Special Scientific Interest (SSSI)*
- *Stodmarsh National Nature Reserve (NNR)*

The Stodmarsh SAC, SPA, Ramsar site and SSSI, hereafter referred to collectively as the Stodmarsh designated sites, are internationally and nationally important sites designated predominantly for wetland habitats and a wide range of invertebrates, birds and plants which they support. These wetland habitats rely on high water quality and stable water levels. There are high levels of nitrogen and phosphorous input to this water environment with sound evidence that these nutrients are causing eutrophication in parts of the Stodmarsh designated sites. Currently, there is uncertainty as to whether discharges from new development will further deteriorate the designated sites.

The uncertainty about the impact of new development on designated sites needs to be recognised for all new development proposals with inevitable wastewater implications. These implications, and all other matters capable of having a significant effect on European designated sites in the Stodmarsh catchment, must be addressed in the ways required by Regulation 63 of the Habitats Regulations. Natural England draws your attention to the recent case law¹ with regards to determination of plans or projects that add to an existing adverse effect on European sites and recommend that the deciding authority takes their own advice in this matter.

In relation to this case, it is understood from discussions with the Stakeholder Engagement Team that this proposal will include temporary holding of livestock. Waste from this activity will need to be managed in a way which does not impact the Stodmarsh designated sites.

It is understood that one waste management option being considered is treating animal waste on site prior to discharging to the foul network. In this location (the Upper Stour catchment), the foul network connects to a Wastewater Treatment Works (WwTW) which discharges into the River Stour, which could have an impact on the Stodmarsh designated sites.

It is our advice that this approach (treating the waste then sending it to mains) would increase the flow to the WwTW which in turn would increase the effluent from the WwTW. This could add to the existing impact on the Stodmarsh designated sites, and would therefore need consideration through a Habitats Regulations Assessment (HRA). The reason for this is that water companies often use chemical dosing to achieve permit limits on nutrients, in particular phosphorus. They can dose the influent to achieve permit compliance, therefore when influent becomes less concentrated they can simply reduce the chemical dosing. For this reason, mitigation that reduces the influent concentration at a works (such as treating waste before sending to mains) does not have a guaranteed nutrient reduction in the corresponding effluent discharged and therefore is not certain as a mitigation measure.

A further consideration is whether the indicated approach for managing waste from temporary livestock holding would result in a significant volume of intermittent discharge, which introduces further complexities with the way WwTW operate. If this approach is pursued, We advise that this is something that may require discussion with the Water Company to determine if they are able to receive an equivalent volume of flow to the works within its permit. Note that even if the WwTW can receive the proposed volume of effluent, an appropriate assessment would still be required to demonstrate that there would be no adverse effect on the integrity of the Stodmarsh designated sites.

If the above option is pursued, additional/alternative measures would be required to mitigate the impact of additional nutrient loading on the Stodmarsh designated sites, and these measures would require consideration through a HRA. You may therefore wish to explore the potential for alternative

¹ 3 E.g. Cooperatie Mobilisation for the Environment UA and College van gedeputeerde staten van Noord-Brabant (Case C-293/17 and C294/17) and People over wind (Case C323/17)

approaches to waste management. Natural England's Nutrient Assessment Methodology² might be helpful in informing suitable approaches; see Figure 2, beginning from question 2 (in this case sending animal waste to the WWTW may be classed as an additional/new source of wastewater in the catchment, as is the case with overnight accommodation).

Another waste management option, indicated as a preferred option, is to store animal waste on-site prior to removal and disposal off-site. It is understood that the final destination/approach for off-site disposal of this waste is yet to be secured.

It is our advice that this approach may be suitable to avoid impacts to the Stodmarsh Designated Sites, providing that waste removed from the site is not discharged to a WwTW in the Upper Stour catchment, and other relevant permissions are obtained. A list of the WwTW in the Upper Stour catchment and a plan showing the catchment area is included in Natural England's Nutrient Assessment Methodology.

If an off-site disposal option is pursued, we advise that the final destination/approach for the waste is clarified, so that impacts to European sites (or other protected sites) from all stages of the approach can be evaluated and suitably addressed. The approach should also be assessed through the relevant stages of HRA.

Air Quality

The designated sites listed below are notified for features which are sensitive to changes in air quality:

- *Hatch Park Site of SSSI*
Notified for: ancient woodland and lichens
- *North Downs Woodlands SAC*
Notified for: semi-natural dry grassland and scrubland, beech and yew forests
- *Folkestone to Etching Hill Escarpment SAC*
Notified for: semi-natural dry grassland and scrubland

If the proposal will result in an increase in vehicles within 200 metres of a designated site, then further consideration of air quality impacts should be undertaken. Any significant impact from livestock holding may also need to be considered.

With regards to European designated sites, impacts of this proposal must be assessed under the Habitats Regulations. The approach to this assessment in relation to air quality impacts has been discussed with the Stakeholder Engagement Team, and it was agreed that a likely significant effect on the designated sites can be ruled out if the contribution of the proposal, both alone and in-combination, is less than 1% of the relevant critical level or load.

Landscape

- *Kent Downs Area of Outstanding Natural Beauty (AONB)*

In terms of landscape impacts, the Sevington site may be visible from the Kent Downs AONB. Providing the buildings are within the parameters of the consented planning application and no additional lighting (including taller lighting columns) are proposed, we advise that given the temporary nature of the proposal, significant impacts to the setting of the AONB are unlikely to occur.

² <https://www.ashford.gov.uk/media/rdrpz2xf/stodmarsh-nutrient-neutral-methodology-july-2020.pdf> - Please check regularly for updates to this guidance. Natural England and relevant local planning authorities will be able to provide current versions of the guidance.

Protected species

Natural England has produced [standing advice](#)³ to help planning authorities understand the impact of particular developments on protected species. We consider that this advice is also relevant for this case, and advise that development proposals are mindful of the requirements of protected species legislation, as relevant to the ecology of the site.

Public Rights of Way

Natural England would welcome consideration of the impacts of this proposal to the public rights of way network, and advise that any impacts during the construction and operation of the facility are fully mitigated for all non-motorised users.

As indicated above, the nature of this engagement means our advice on the proposal at this stage is relatively high level. We would be happy to provide further, more detailed advice, although this would require examination of the proposal in more detail (with sight of relevant assessments and mitigation proposals). Should you require any further advice please do not hesitate to contact me on [REDACTED]

Yours sincerely

[REDACTED]

[REDACTED]

³ <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

From:

Sent: 29 September 2020 16:54

To:

Subject: GE202009185 - Private and Confidential: Inland Border Facilities- Sites located within safeguarded areas

Good afternoon [REDACTED]

I can confirm that all the locations are not within ONR consultation zones.

Please let me know if you require any further information

Kind regards



The Office for Nuclear Regulation's mission is to provide efficient and effective regulation of the nuclear industry, holding it to account on behalf of the public.

Website: www.onr.org.uk **Twitter:** @ONRpressoffice

**C. Copies of Representations Received
From Non-Schedule 3 Engagement Parties**



To:

c/o Inland Border Facilities Stakeholder Engagement

BY EMAIL ONLY TO: [REDACTED]

21st October 2020

Dear Sirs

**Department for Transport Sevington Inland Border Facility proposal –
The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special
Development Order 2020 (“Order”)**

This written representation is submitted on behalf of Southern Gas Networks plc (“SGN”) in response to the above proposal.

SGN is the licensed Gas Transporter for the South East of England and it enjoys statutory powers pursuant to the Gas Act 1986.

SGN has a high pressure gas main (“Main”) situated within the proposed Order boundary in the position shown as a dashed orange line on the plan called ‘MOJO Ashford Infrastructure’ plan appended to this written representation.

SGN understands that the Department for Transport (“DfT”) intends to make a submission under Article 4 of the Order to the Secretary of State for Housing, Communities and Local Government for approval to develop an Inland Border Facility (“IBF”), the extent of which being shown on the plan enclosed with this letter and which is labelled ‘Development Plan’. SGN wishes to emphasise that the said development is taking place in close proximity to the Main (“the Development”).

The Main was installed by SGN (or one of its predecessors) pursuant to rights granted by a deed of easement dated 13 July 2017 and made between (1) Friends Life Limited and (2) Southern Gas Networks plc (“Deed of Grant”).



Consent from SGN must be secured prior to the construction of the Development. The requirement for such consent is set out in the Deed of Grant.

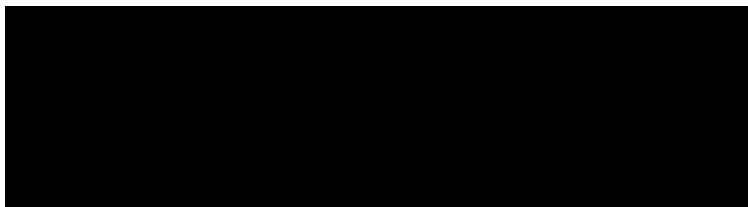
It is understood from discussions with the DfT's consultants, that SGN's rights in the Deed of Grant will not be extinguished by the making of the Order in due course.

You will be aware that SGN and the DfT are in discussion regarding the Development. At this stage, SGN do not envisage withholding consent to the Development nor object in principle to the Order providing that:

1. the DfT contacts SGN's [REDACTED] prior to commencing the Development.
2. that the DfT and its contractors construct the Development, and any works associated with the same (such as, but not limited to, the installation of any services and/or utilities):
 - a. with all reasonable care and skill;
 - b. in compliance with any reasonable requests made by SGN's Senior Pipeline Asset Engineer;
 - c. in compliance with any relevant guidance including:
 - i. the National Joint Utilities Group
 - ii. SGN guidance entitled "*Dig Safely – Measures to Avoid Injury and Damage to Gas Pipes*";
 - iii. SGN guidance entitled "*Safe Working in the Vicinity of High-Pressure Gas Mains*" and "*Cathodic Protection of Buried Steel Systems*".
 - d. In respect of any utilities and/or services, at a depth greater than the Main; and
 - e. [REDACTED] without causing damage to the Main.
3. that the DfT shall, where excavation works shall be taking place in proximity to the Main, make contact with SGN's Senior Pipeline Asset Engineer prior to commencing such excavations to discuss how the same can take place safely and without causing damage to the Main.
4. that the DfT confirms that if it should cause damage to the Main during either the carrying out of the Development or any later works that relate to the maintenance, repair or inspection of the Works, then it will contact both the [REDACTED] immediately and then compensate SGN accordingly.

Please confirm all correspondence to be sent by email to [REDACTED]

Yours faithfully







Dear Sir/Madam

Thankyou for giving us the opportunity to identify any potential issues for our organisation relating to the opening of the Sevington Ashford inland Boarder Facility. (SAIBF) Within the Sevington Orbital Park adjacent to the proposed SAIBF South East Coast Ambulance Service Has Three major sites. 111 clinical advice service supporting Kent & Medway with 550 staff. Ashford Ambulance Make Ready Centre with 237 staff and Kent's Hazardous Area Response Team. (HART) All sites are 24/7 and provide clinical support care, transport, and specialist response to the population of Kent and Medway.

The predicted modelling thus far has identified worse case scenarios of up to 8000 HGVs and other vehicles in east Kent either transiting to or departing from Dover Docks & the Euro tunnel.

Currently when Tap is activated, we experience traffic congestion problems that impede our ability to respond to patients in line with National Ambulance Response Program recommended time scales.

The introduction of the SAIBF brings potential catastrophic traffic congestion to our doorstep with up to 30 to 50% of the traffic predicted not boarder ready. Whilst I believe every effort will be made to ensure the least amount of traffic disruption for the surrounding area I believe a simple break down or collision within any of the identified routes and contraflows could be potentially fatal for patients that we are subsequently unable to access in a timely manner.

We would need a detailed traffic management plan identifying exactly how you would mitigate against gridlock to ensure that our responding crews would not be delayed on route to patients or on rote to the receiving Hospital for the provision of care.

WHH sited at Jnc 10 is the Major Emergency Centre for Kent and subsequently the site for Major Trauma and Myocardial Infarction high risk patients. We convey on average 130 Emergency admissions to this site every day and would require absolute assurance that sterile routes would always remain available to access the site.

The 780 staff and 43 HART operatives who work on 24/7 rotating shift patterns and provide the provision of clinical advice, care & transport to patients will always need access and egress to the orbital park to ensure the safe provision of our service. In addition to clear traffic routes for our emergency responders in mild or worst-case scenario congestion situations we will need assurance that no delays will be experienced getting our people in or out of the Orbital Park.

In Summary we have grave concerns about the level of congestion that could emerge from unforeseen circumstances relating to the opening of the site which could impact our ability to provide a safe and consistent response to our patients.

We would like assurance that every eventuality has been considered and that robust traffic management plans are agreed and in place prior to the site opening to ensure the provision of our service.

Yours Sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



[REDACTED]

Re :- The Town and Country Kind redPlanning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020 No 928.

16th October 2020.

The Kent Invicta Chamber of Commerce fully support the above Development Order for the Sevington Inland Border Facility.

In supporting this Order we see the continued support that Ashford is making to facilitate the growth of the UK / Europe freight Import and Export Market.

Ashford played a major role in facilitating the building of the Channel Tunnel, and again played its part in the development of the Continental Main Rail Line.

We hope that the benefits this project will bring to the Town in employment and services will offset any minor traffic difficulties experienced in its early days.

Regarding employment we would hope that the local business workforce would be encouraged to actively participate in the labour and works recruitment process.

There are obviously environment issues that we feel need to be strictly adhered to regarding the running of engines on stationary freight vehicles. We also would like to see that clear freight traffic signage is erected on all approach roads in possibly the three main European languages.

One other major concern to the Chamber is that we are located on Waterbrook Avenue with the exit of our headquarters being within 50 metres of where Waterbrook Avenue meets the A2070 roundabout. Should Waterbrook be used in the event that Sevington is not ready by January 2021 we would obviously like to discuss concerns relating to our staff and customers possible delayed arrivals and departures.

Kent Invicta Chamber of Commerce would hope to continue our close working relationship throughout this project.

[REDACTED]

Kent Invicta Chamber of Commerce: THE ULTIMATE BUSINESS NETWORK

A COMPANY LIMITED BY GUARANTEE INCORPORATED 1993 COMPANY REGISTERED IN ENGLAND NO. 2794615. KENT INVICTA CHAMBER OF COMMERCE, INDUSTRY & ENTERPRISE LIMITED VAT REGISTRATION NO. 624607057. COMPANY REGISTRATION DETAILS: COMPANY LIMITED BY GUARANTEE, REGISTERED IN ENGLAND NO. 2794615. REGISTERED OFFICE: ASHFORD BUSINESS POINT, WATERBROOK AVENUE, SEVINGTON, ASHFORD, KENT TN24 0LH



British
Chambers of
Commerce
Accredited



The River Stour (Kent) Internal Drainage Board

Dear Stakeholder Team

Re: DfT Sevington Inland Border Facility

Thank you for your emails of 13th and 20th October 2020 requesting comments on the above.

The site of this proposal is just outside of the River Stour (Kent) IDB's district but it does drain to it, so the proposals have the potential to affect IDB interests, downstream flood risk in particular. I therefore make the following comments:

1. It will be important to ensure that surface water runoff from the developed site replicates Greenfield conditions as much as practicably possible, in terms of catchment areas, flow routes and maximum flow rates.
2. I am pleased, due to the wider benefits they provide, that the proposals include for some open SuDS. The amount of these open SuDS should be maximised and the detailed design of them, including details of their future maintenance, should be agreed in close consultation and agreement with Kent County Council's SuDS Team (as Lead Local Flood Authority).
3. Surface water runoff rates should be limited to a maximum of 4l/s/ha, in accordance with Ashford Borough Council's SuDS Policy, or lower if Greenfield runoff rates are calculated to be lower. The development of this site has the potential to reduce peak runoff rates further, which would help to reduce downstream flood risk and help to counter the negative effects of previous developments which took little or no account of downstream flood risk. This could help to reduce the frequency and severity of flooding in Ashford from the Aylesford Stream and East Stour.
4. In addition to the calculation of surface water runoff rates, the detailed design of the SuDS should show the effect on runoff volumes, and its significance to downstream flood risks must be assessed.
5. The exact routes, capacities and conditions of the downstream receiving drainage networks, including all on-line structures (such as bridges and culverts), must be

detailed. It will be particularly important to ensure that the capacities and conditions of any railway culverts are also confirmed.

6. Pollution prevention and control measures should be agreed in close consultation with the Environment Agency.

I would be grateful to be consulted further on the details of drainage in due course.



Appendix D. Copies of Responses Received from Blue Line Boundary Owners & Occupiers

Respondent ID	What is your comment regarding?				Your comment (Character limit 4000)	If you are responding on behalf of an organisation, please provide details below	Do you live locally to the designated HGV route between the strategic road network and the proposed inland site?	Do you live locally to the proposed site?
	Site location			Environment				
12111251185				Environment	Please ensure the green pocket of land is protected and landscaped accordingly to maintain a protective barrier between the border facility and Mersham		No	In the area (within 1,000 metres)
12111048620					This comment is from Westwell Parish Council . Westwell is a parish on the A20 west of Ashford that is much affected by any disruption on the M20 between junctions 8 and 9 west or east bound. We have in recent weeks had full scale HGV traffic every night as the M20 westbound has been closed for the installation of the movable barrier. Westwell has also worked with Ashford Borough Council and KCC and the DfT to put in place the incentives for HGVs that naturally stop in this area for drivers hours reasons to prefer to use the proper welfare facilities at the Ashford Truck Stop at Waterbrook rather than overnighting and over-weekending at the roadside in the parish. Clamping enforcement and fines have substantially changed behaviour although there is no enforcement during the Covid emergency. But the availability of the Truck Stop capacity is essential - HGVs have to park up and need somewhere safe with welfare facilities to do so. And we need the enlarged capacity of this overnight and over-weekend facility at the new Waterbrook Truck stop as soon as this is no longer needed by HMRC. Our comments on Sevington are in this context. 1)We are pleased the Sevington site is large and will absorb approximately 1500 HGV's that may need to check documents before reaching Eurotunnel or Dover. This will reduce the incidence and length of Brock disruptions which always encourage traffic onto the A20 and can cause chaos. 2)We hope and assume the traffic management arrangements will make use of junction 10a only in order to limit the incidence and severity of problems at junction 10. These disrupt hospital access affecting appointments , visits (in normal non-Covid times) and minor road accidents there often cause other congestion problems. This diverts to Junction 9 and workaround congestion at the Drovers roundabout at the A20/ A28 junction. 3)For the reasons set out above we ask that there is an absolute requirement to maintain normal access to the Ashford international Truck Stop at Waterbrook at all times to meet drivers hours welfare requirements. 4)Parishioners in Westwell have supported the petition for the Land East of Highfield lane to be a green space . In Westwell parish we had a not dissimilar situation back in 2003 for the build yard for HS1 (CTRU) at Beechbrook to be reinstated. In that case the whole build yard area has been returned to farm land. We hope an equivalent commitment to green space can also be the case at Sevington .	Westwell Parish Council	No	No
12110852518				Environment	What is the increase in air pollution and impact on air quality caused by 1700 vehicles ? How has this been factored into the peak use , normal use of the highways surrounding Ashford and in combination with Operation Stack for the safety of the Ashford population.		No	No
12110604629				Environment	Firstly, the interaction with local residents has been very poor. Keeping residents informed should be a number 1 priority, but we only receive small pieces of information when we push for it. Usually we find out that our lives will be adversely impacted just hours or days before it happens, eliminating any opportunity to adapt plans. This includes road closure (only informed when signs were placed on the road) or the change to the drainage plans resulting in significant works and disruption along my front boundary (when painted lines appeared on our driveway). This must change from this point on to include the final phases of the development and its ongoing operation with any future construction works adopting the Considerate Constructors Scheme. I cannot overstress how the enjoyment of our own homes has been adversely impacted through disturbed sleep, noise all day and well into the evening, flooding, dust, lorries intimidating local residents, not able to get home due to road works etc etc. If this were a private development, this level of disruption to our day to day lives would not have been allowed to happen. We were originally informed that the site was being implemented with landscaping and SUDS in accordance with 19/00579/AS as approved. It is now clear from information we have been shown and the works complete thus far on site that this is not the case. Some deviations are significant and some are more subtle but fundamentally impacts the aims of the approved scheme. This includes: -SUDS Proposals (see more detailed comment below) -Planting, bunds and landscaping to obscure views of the development from Church Road (including from the A2070 junction). Tree planting and planting further in the site the original obscured these views. The changed arrangement of the ponds without consideration to the gas main has left insufficient space for suitable planting and bunding between the ponds and the gas main and thus will result in views into the site from a number of points along Church Road. Noise and light pollution may also be impacted by this. -Roads - Church road was to become a cul-de-sac, all part of the measures to offset impact of developing our local environment. Therefore the creation of the ponds and landscaping should not constitute works in compliance with 19/00579/AS without rectification to the satisfaction of the local residents. It is also unclear how the existing S106 will be implemented. We remain very concerned that the site has proceeded without full and proper design being undertaken. This can result in potential future problems and adverse environmental effects. This is based on requests for information relating to sustainable construction standards, pollution control, energy conservation, surface water drainage design as well as noise and light pollution. To date promises of information have been made but nothing provided. We have also experienced lengthy unplanned power cuts, frequent broadband outages (also experienced by others in Church Road) flooding and a water leak. Therefore, the following information needs to be published to provide confidence that the site is being constructed		No	Yes (within 100 metres)
12109928511				Traffic	The amount of lorry movement from the site will make it difficult to move around the 2070 from Kingfisher Close. Also the extra pollution emitted from the extra lorry movement will increase has this been taken into consideration and the increase noise level of lorries and standing traffic on the 2070.		No	No
12109896060				Traffic	1.) The signposting in and around J10A has been simplified for HGV lorries. Guests coming to my house tell me the signs helpful. 2.) Traffic flow at peak times on the 2070 is very slow, and lorries now come through Mersham village. The roads are deteriorating and at these times traffic hazardous in the village		No	In the area (within 1,000 metres)
12109864689				Environment	So many commuters in this space, their fumes entering the atmosphere are not dispersing, how can you control this?		No	In the area (within 1,000 metres)

12109858452			Traffic	Environment		The main concerns are. 1.) The impact of traffic on our rural lane via staff car park. If a 3 shift system is in operation then at any one time 100+ cars will be trying to enter at the same time as 100+ cars will be trying to leave staff car parks, all trying to access the A2070 so we need proper traffic man agreement and slip roads at this junction. 2.) Light pollution and noise pollution. We are already finding the lighting on this site intrusive, it is clearly visible from our cottage, surely the soil that is being moved over Highfield cane should have been prioritised to provide proper early-bonding as weak as acoustic fencing!	I live close to the route (within 100 metres)	In the area (within 1,000 metres)		
12109807277	Site purpose	Site location	Site operations	Traffic	Environment	Site Construction	The fact that building has already commenced on this site just emphasises the utter corrupt this government has on ordinary people. Anyone else riding rough shod over planning would be taken to the cleaners. At least I have a clear conscience, I neither voted for BREXIT nor this Conservative government. We already have increased traffic noise and pollution from the not needed construction of J10A but now we know why this suddenly got the go ahead! The environmental impact is huge, noise pollution, light pollution!! Could go on but there is absolutely no point.	I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12109783381	Site purpose	Site location		Traffic	Environment		As WILLESBOROUGH residents, we live one mile from this proposed lorry park, we have, for the past 10 years, endured endless disruption to our lives due to a continuous succession of the 20 works, delays and chaos. Most recently the work on junction 10A has been a nightmare for us. And now you are inflicting a lorry park on top of all this. To add insult to injury you ask for feedback weeks after the work has started AN ABSOLUTE JOKE! SHAME ON YOU!	No	No	
12109756466			Site operations	Traffic	Environment		1.) Concerns over air pollution from constant HGV movements. 2.) Concerns over noise pollution at night with 24 hours operations. 3.) Concerns that many of the HGV's will proceed to the Waterbrook truck stop facility after leaving the inland borders facility, or indeed prior to arrival at the facility, this will have a major impact on the already busy A2070 and in particular the Waterbrook roundabout which already suffers major tailbacks at evening rush hours. The high numbers of HGV movement via the site traffic lights is also likely to cause tailbacks from the A2070/ M20 link road back onto the A2070	I live close to the route (within 100 metres)	Quite close (within 250 metres)	
12109690721					Environment		To reduce the environmental impact of this very unfriendly environmental facility it's critical the Eastern parcel be designated a protected green space into perpetuity. Furthermore, a strategy to fast track a planting programme of the Eastern parcel of native trees of significant numbers, meadow plants and reinstate hedgerows to offset the increased carbon emissions resulting from this development. This initiative would give the local community some confidence that the Government's desire to protect the environment whilst building for the future has a solid foundation.	No	I live close to the route (within 100 metres) Yes (within 100 metres)	
12109689382	Site purpose	Site location	Site operations	Traffic	Environment		Why has this monstrosity been built in our countryside without consulting the residents of Ashford beforehand? This whole project is completely unnecessary considering the public were promised at the general election in 2019 and the referendum in 2016 that we would be leaving the EU WITH A DEAL. We were told an "oven ready deal" was in place and there would be frictionless trade between the UK and the EU. This entire project is a complete waste of public money and this car park has been built without any thought as to the residents of Ashford and Kent. Not only will this car park cause an increase in pollution with trucks queuing up with engines running, there will be an increase in litter from the increased traffic (for example, "truck bombs" lining the roads). The wildlife from the surrounding areas will now disappear from the area - if it wasn't already killed by this construction. There will be portable toilets now lining the motorway and surrounding areas. During the COVID 19 pandemic this dangerous and can lead to the spread of the virus as these facilities do not normally contain hand-wash facilities and we are constantly reminded by this government that hand washing is the first thing we should be doing to prevent the spread of the virus. Truck stops notoriously cause an increase in prostitution. Perhaps this is the kind of newly created jobs that this government is welcoming as a result of this facility? The traffic around junction 10 will now increase the time to travel around Sevington and Willesborough as well as the rest of Ashford. This could have a dangerous effect on the nearby William Harvey hospital and could cause many lives to be lost unnecessarily. This car park (or Farage Garage as it has been coined) along with the restrictions along the M20 towards London have now made Ashford a very unattractive part of the country to live.	Personal credit card	No	In the area (within 1,000 metres)

12109593819	Site purpose	Site location	Site operations	Traffic	Environment	Noise and pollution to residents living in the vicinity.	<p>Response 26.10.20: My biggest concern is the impact of the extra traffic on that junction in the form of noise, congestion, air and other pollution before and when the site becomes operational on residents of the Highfield estate which borders the A2070. It will be impossible to sleep with any bedroom windows open – as these are the same height off the ground as the facility. The resulting lack of fresh air has great implications during our warmer weather both in winter and especially in summer. The potential for noise impact in back gardens will be so great that they will probably not be the haven they currently are for residents in other words useless. I am interested to enquire why the east of the site is not being developed but instead used to create a noise barrier when actually that is required on the west of the site where it is in close proximity to the A2070. Yet the potential for impact is greater on the west of the site as there is a greater population density along the A2070. Could the possible cause be NIMBYism and greater political influence of the Mersham residents?? Are our property prices likely to reduce as a result of this development? What is the view of the local estate agents? Have they been asked to submit responses? What is our local MP [REDACTED] doing to oppose this development or at least to visibly take a stance on behalf of the residents of the Highfield Estate, he is after all the MP for the whole of Ashford not just the rural areas. What financial compensation will there be for the residents of the Highfield estate who will have disturbed nights as well as noise and pollution levels that exceed the current levels? Has the local public health department been involved to consider the health effects of the environmental and noise/light pollution on the residents of Willesborough in Ashford? Where is the evidence of this involvement documented and who from the public health department has given approval. Will there be a commitment to plant and care for a huge number of trees to aim to provide a natural barrier and screening along the A2070 which would also hopefully form a new wildlife habitat. When will our comments and the answers to our questions be published and available to us? When will we receive thoughtful responses to our comments that demonstrate that those in government who are making these decisions understand the impact of this threat on the 'Englishman's home or castle.' Which must surely be the underpinning logic to the whole Brexit debacle.</p>	I live close to the route (within 100 metres)	In the area (within 1,000 metres)
12109255207	Site purpose					Brexit is f***king pointless you racist A***holes.	I live on the route	In the area (within 1,000 metres)	
12109248960	Site purpose	Site location	Site operations	Traffic	Environment	Site Construction	<p>Having lived through total chaos over the 3 years due to the new junction 10a construction we will now have to put up with a further period of disruption while site is constructed and after therefore this will lower ongoing traffic disruption due to light increase in traffic and a poorer environment to live in, all of which will infect on our mental health. We feel that we have been totally used over the last 2 years regarding increasing traffic flow ect. No thought was even given to local residents when developing the MOJ site the new road plans have been designed for a totally different purpose and have also lost our walking area for our dogs</p>	I live on the route	Quite close (within 250 metres)
12109166795	Site purpose				Environment	We would like the land East of Highfield lane to become a wooded area to include a by way for local Equestrians, walkers and dog walkers. A wooded area would hope fully reduce noise, soak up water and encourage wildlife back to the area.	No	In the area (within 1,000 metres)	
12109159722			Site operations	Traffic	Environment	<p>Local roads must no be allowed to be used as a cut-throughs. This always happens when Stack/Brock is invoked with lorries trying all possible other routes: "Prominent signage" - needs to account for all routes to and from channel ports, not just the M20 e.g. how do you include leaving Dover and heading straight onto A2/M2, or Folkestone onto the south coast routes (via Rye, Hastings, Brighton ect)? How about freight traffic approaching the channel; ports via the M2/A2 or from the south coast route? Signs need to be NOT just in English. DO not assume every foreign driver understands, especially if any jargon is involved. Hint - why do so few foreign lorry drivers pay the DAFT charge? Try Google Translate of "have you paid the DART charge?" in various languages and see what nonsense you get. Use of other languages also applied to any leaflets, posters, Apps, information videos ect. Fines are proposed for using the wrong route: Ok, if you can enforce it, collect fines and show that it is being enforced. UK has a lamentable record of collecting fines from foreign drivers for speeding, parking, toll evasion ect. How will it be different? If the process is not improved, fines will be totally ineffective. You need to ensure that the evaders will be prevented at the border facility/port/tunnel ect from entering/leaving UK this time, or next time, if the fine is not paid. Local minor roads are already in a poor state. Urgent investment is needed to prevent their rapid destruction by the changes in traffic flow (even just by local traffic trying to avoid the Border Facility/Lorry Park/Brock/ Stack ect chaos). Need to manage the effects of Brock being invoked at the same time as border or border facility delays. It will happen. This area has suffered significantly many times due to just Stack being in place, on its own. How will congestion for local and non-freight traffic at 10a be prevented once lorries are negotiating their way to and from the Inland Border Facility? You may have new traffic lights coming at the site entrance/exit but that itself will cause a back-up of traffic. This junction is now the only M20 junction at Ashford with coast facing slip-roads (as they were removed from J10). It will not take much for traffic to back up on the off-slip onto the M20 itself, due to the limited distance involved. Very dangerous. A regular Highways Agency diversion, if there are M20 problems, is via the M2, A251 (which is totally unsuitable). How will this be accommodated? The temporary soil storage area, the 'eastern parcel', must be returned to green land, suitably restored and landscaped, once its use has passed. It must not be allowed to be developed at a later date with the excuse that it's already a brown field land.</p>	No	No	
12109089629		Site location		Traffic	Environment	Site Construction	<p>Could we please comment on the fact that junction 10A was built to receive pressure on junction 10 at peak times. Now this facility is being build and in operation there will be an extra 1000+ plus lorries using this junction negatives the advantages of 10A for ease of moment, to local traffic is null and void. Site construction with cause untold disruption noise and dust which we are already experiencing. The environment impact is obvious will cause a lot more flooding. 1000+ extra lorries and people with breathing dieses pollution causing asthma and people with breathing problems distress. Not to mention the displacement of mammal and invertebrate species. 4 plus years of hell build it somewhere else is a disgrace.</p>	I live on the route	In the area (within 1,000 metres)

12109051088	Site purpose	Site operations	Traffic	FACILITY AND ROAD CAPACITY AND DRIVER CAPACITY	1. THERE DOES NOT APPEAR TO BE A FACILITY FOR ANIMAL CARE AND VETERINARY SERVICES . 2. SEVINGTON WILL BE THE PRIMARY FACILITY AS THE LORRY CAPACITY FOR OTHER LOCATIONS, EG EBB'S FLEET IS VERY LIMITED. MANY LORRIES CURRENTLY USE THE A2/M2 BUT ARE MORE LIKELY TO USE THE M20 TO USE SEVINGTON FACILITY. . 3. WHAT FACILITIES FOR DRIVERS WILL EXIST AT SEVINGTON PARTICULARLY IF THEIR VEHICLE IS HELD FOR A PROLONGED PERIOD? WHAT ARRANGEMENTS EXIST TO PREVENT LORRIES PARKING IN LOCAL ROADS? . 4. THE SLIP ROAD EXIT FROM THE LONDON BOUND CARRIAGeway OF THE M20 IS UPHILL WHICH WILL RESULT IN LORRIES ACCELERATING SLOWLY FROM THE TRAFFIC LIGHTS AND LIMITING THE CAPACITY OF THE JUNCTION. . 5. THE COMMITMENT TO NOT STORE TOP SOIL ABOVE 2 METRES ON THE EASTERN PARCEL OF LAND HAS ALREADY BEEN BREACHED. HOW CAN WE BE SURE THERE WILL NOT BE FURTHER BREACHES REGARDING OTHER COMMITMENTS IN THE PROPOSALS? WHAT IS THE FUTURE USE FOR THE TOP SOIL? . 6. THE EASTERN PARCEL OF LAND MUST BE RETAINED AS A GREEN BUFFER TO PROTECT MERSHAM VILLAGE FROM INAPPROPRIATE USE AND DEVELOPMENT. THE LAND SHOULD BE GIVEN TO ASHFORD BOROUGH COUNCIL TO BE DEVELOPED AS A QUIET RECREATION FACILITY WITH WOODLAND, GRASS AND CYCLE / PATHWAYS THAT CAN CONNECT TO OTHER GREEN AREAS AROUND ASHFORD AND THE WIDER LOCALITY. . 7. ALL FORMS OF POLLUTION ARE A CONCERN AND MUST BE MITIGATED TO THE MAXIMUM EXTENT WITHOUT REASONABLE FINANCIAL CONSTRAINT.	No	In the area (within 1,000 metres)		
12108903198	Site purpose	Site location	Site operations	Traffic	Environment	the Village Alliance community group in Mersham and the parish council in the area some of which also members of CPRE. We are committed to ensuring that development that is needed is done with respect for the community, countryside and environment of area and seek improvement wherever possible. All of our group are residents of the Borough of Ashford . The Sevington site is large –66 acres and prominent being on higher ground at the north eastern edge of the industrialised area of Ashford. It is visible from the Area of Outstanding natural beauty to the north and from the countryside and villages that surround it – notably Sevington village to the west and south which includes listed buildings, and Mersham village to the east. These sensitivities mean that the following are particularly important : 1) maintaining excellent communications with these neighbouring communities throughout the construction phase, responding to issues and questions quickly and using the parish council and other local communication channels to tell residents what they might see or hear ideally before it happens. 2) Avoiding light spill and light pollution locally and into the surrounding countryside: Completing the design of the site facilities to focus lighting where it is needed without light spill – shielded downwash lights, no upward reflective concrete. Completing the design and construction of the bunding to ensure that when HGVs move around the site as directed by the marshalls their lights do not cause horizontal light spill nuisance to neighbours or the countryside. This horizontal light protection needs to take account of many long distance HGVs having driving lights at the top of their cabs in addition to normal headlights. 3) Limiting noise pollution and air pollution by structural bunding to contain movement noise within the site and clear signs and instructions to turn off engines while stopped. These are all essential as it is a 24 hr operation and there are residential properties close by. (adjacent motorway noise is contained by being in a cutting below the level of the site and acoustic screening). 4) The provision of plug in charging points, and provision for hush-kitted mobile generator charging stations for chilled trailers so that HGV's do not run their diesel chiller units while on the site, however many there are. 5) Limiting the site area to west of Highfield Lane. It is already well established that the pre-existing outline planning permission for industrial use does	Ashford CPRE which is part of CPRE Kent, located in Charing in the Borough of Ashford. CPRE Kent is an independent charity federated to national CPRE, the countryside charity.	No	In the area (within 1,000 metres)
12108719033				Environment	I would like confirmation that a) lorries parked will not have their engines running and that there will be electric points to enable the drivers to have their lorries idle and not pollute the environment. b) a buffer zone between the site and mersham ie maybe a field of trees to cope with the emissions from the number of lorries c) no access from the site to Mersham village	Just as a concerned resident seeing that we were given no opportunity to make our views known	I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12108152961				Mitigation to reduce impact on local community	This site is the Gateway to Britain. It is important that it showcases the best that we can offer in terms of facilities and organisation. The world will be watching. There are a great many ways the site can be created to ensure it is a benchmark for good design. The 'sheds' can be painted as in the original planning permission, the smaller facilities can be designed to a higher specification. The John Lewis building at 19 in Ashford has an award winning design as although it is essentially a block but it is clad with natural products. Hopefully, even if not immediately, these facilities can be clad in such a way that they blend into the landscape. Lighting should be designed to protect Ashford's Dark skies, this should include the low level lighting between buildings and along the security fencing. Light spill can be seen for many miles. The light from the construction site can be seen to the north at the base of the AONB and to the west in Aldington. This must not be the case when the site is actually in use. Noise pollution is a major concern to local residents as the noise from both the new junction 10a and the Highspeed Rail Link impact the area. This site should try to minimise sound from idling vehicles queuing to enter the site and night working. Siting so many diesel vehicles in one place will contribute to air pollution, the proximity to residents and the Pilgrim's Hospice means the site should have its own monitoring station and plans of how to reduce the daily pollution levels. You state there will be a robust plan in place for dealing with hazardous cargo. These should be located away from houses and the public rights of way. It should be noted Kingsford Street is not a suitable vehicle escape route. Please do look at the work that was done for the Lorry Park that was once proposed for Stanford junction 11. This highlighted many potential problems, however these will have been addressed at the excellent new water/brook site. In the future development of the site, once it has ceased to be used to reduce the impact of Brexit, The east of the whole site is WE15 this field is agricultural land, it does not have planning permission for development. It is essential this remains as a green buffer in perpetuity to be used as an amenity for all the residents of Ashford. This land is doubly valuable, it is the last undeveloped land between the spread of ashford and the villages to the east. However during the lockdown the route along Highfield lane and across the ridge of the High Field back into the surrounding lanes became a valuable recreational route. As a mitigation to all the development to the east of ashford this land should become a part of britain's permanent publicly accessible landscape. The actual use of the land should be decided by local groups in conjunction with Ashford Borough Council.	I live close to the route (within 100 metres)	Yes (within 100 metres)		

12108149175			Traffic			<p>Having recently completed Junction 10a which has finally relieved the overload on junction 10 that we have experienced for the last 10 years, we are very concerned about the amount of traffic movement this proposal will cause. The comment in the information booklet saying that the studies indicate that there will be no impact on local traffic want some believing when you say that up to 1700 lorries could be on site at any one time. These vehicles have to get on and off the site, going in from junction 10a looks ok, but crossing the dual carriageway to exit the site doesn't look very practical for an HGV lorry. In the past it has been indicated that a roundabout would be built there to provide access to an industrial estate on the site. It is not practical for lorries to turn left onto the A2070 and use the small link roundabout as this will just cause local traffic issues. There are already too many lorries using these roads to access the Waterbrook lorry park which is about to double in size. Also if the A2070 is overloaded with lorries it will cause more problems for ambulances trying to access the hospital.</p>	No	In the area (within 1,000 metres)	
12108090697	Site location					<p>I am ashamed of my country- the people of Ashford that pay their council tax and have voted for conservative have had even been allowed to have their say. I live within 100yards of this proposed car park for lorries and chaos. The increased traffic alone will cause me much suffering and impact on not only my life, with noise, commuting and the pollution levels that something of this scale brings but the damage it is doing to the children of Ashford. How dare you, let me park 2,000lorries in your back garden Boris and see how you feel about it. The councillors of Ashford have no spine to speak up for their people- as long as they are on the payroll. Bring back Labour is all I say</p>	I live on the route	Yes (within 100 metres)	
12108077216	Site location					<p>As a conservative voter you have lost my vote for life!!! This is a horrendous eye sore to the people of Ashford that have dealt with Brexit bollards and operation stack for years. The pollution to our children, the chaos on the roads, the greenery you have destroyed and the bedlam you've have unleashed on our homes is heartless! Why have a lorry park in the middle of a family town, have it somewhere where people's livelihoods are not being degraded in the value of their homes diminishing- you are building a lorry park in my back garden! My children will be breathing in those fumes- how would you feel looking out of your bedroom window to that, having your small children breathing in those fumes. You should be ashamed of yourself, put it through a community vote and you will lose- you are mistreating you're position this should be a democratic vote! No, no, no to ANOTHER lorry park in Ashford!!!!</p>	N/a	I live on the route	Yes (within 100 metres)
12107977955	Site operations	Traffic	Environment			<p>1) Your map for access indicates left 'into' and right 'out of' access from the site. But the road layout doesn't allow for right turn on exit from the site. The 'as built' layout means HGV traffic leaving the site turns left, turns round the 'three leg' roundabout and returns down the other side of the dual carriage way to 10A! 2) You say no HGV idling will be allowed; but how about the persistent 'hum' of refrigeration units? 3) Drivers will want to 'go shopping' at local Tescos as they do now. What arrangements will be in place to prevent that?</p>	No	Quite close (within 250 metres)	
12107938688	Site location	Traffic	Environment	Property values & compensation		<p>There is a road being built right opposite the property/ drive, which i can find next to no information with what it will be used for. This road will increase traffic in very close proximity of the property. Increased risk of damage to property and vehicles, due to site construction. Did have a few near misses right outside property/drive when this road was being first being to make the access road. Increased environmental noise/light pollution right outside the property front door. Negative effect on property values. Lack of information for appropriate compensation?</p>	I live on the route	Yes (within 100 metres)	
12107854077				Green buffer to protect Mersham		<p>We need our field to the East of Highfield Lane to be retained as a Green Buffer Zone, to protect Mersham from further encroachment. We believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility.</p>	No	In the area (within 1,000 metres)	
12107812016				Green buffer zone to protect Mersham		<p>We need our field to the East of Highfield Lane to be retained as a Green Buffer Zone, to protect Mersham from further encroachment. We believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility.</p>	No	In the area (within 1,000 metres)	

12107786407	Site purpose	Site location	Site operations	Traffic	Environment	I think it is most important to note that the Sevington site is not "made up of two parcels of land divided by Highfield Lane". The site known previously as MOJO is only the land on the western side of Highfield Lane. The other area of land is entirely separate from the MOJO site in the Local Plan and it has a completely different planning designation. I think it is most wrong and misleading to refer to these two areas as two parts of one site. It is ludicrous to state that the storage of soil on this land for 12 months, to a depth of 2 metres throughout the site is "designed to ensure no significant or long-term environmental effects". This area is a key nesting ground for skylarks, a species that declined by 75% between 1972 and 1996. The movement of lorries to deposit this soil, (I notice that you do not tell us what the total number of vehicle movements will be to move this soil) along with the deposition of open soil to a depth of 2 metres, will ensure that skylarks lose another important site. It is most unlikely that they will return. You will carry out a study of the likely environmental effects of the soil move. I can save you some money there. The impact of depositing 2 metres of ungraded and unsorted soil across the entire site will mean the total removal of any environmental value whatsoever from the site. As you have already started depositing soil in large quantities on this site, your study will not be able to establish the base line data for ecology that a normal planning application would be required to produce, over a 12 month period. This is environmental vandalism of the highest order. You are intending that this soil will remain on this site forever, and it is disingenuous of you to suggest anything different. Unless you have another site lined up for the task of checking loads, then this site will continue to deliver this function in perpetuity. Even if you were to return this soil to the original site, the destruction of the environmental value of the eastern site would be complete and would remain so forever. May I suggest a different approach? If the soil that you are already depositing on the eastern site was to be landscaped effectively enough, it might be possible to create a nature reserve across the whole of this site which could begin to provide some limited compensation for the habitat destruction already perpetrated on the western site. The creation of a nature reserve, and the transfer of the ownership of this land to an organisation such as the Mersham Parish Council or the Kent Trust for Nature Conservation would confirm that Department for Transport's assertion that "there is no intention to build on the eastern parcel of land". A further concern for the eastern site is biosecurity. If the long-term purpose of the site is to carry out biosecurity checks, how can the biosecurity of the local area be protected? Similarly, the import and export of live animals is a highly contentious practice. How can the local area be protected against any people taking their legitimate right to protest about such actions? To move to the western site, it is disconcerting to read that it will "include parking areas for HGVs and other vehicles" So, despite protestations to the contrary, one of the purposes of	None	I live close to the route (within 100 metres)	In the area (within 1,000 metres)
12107738340		Site location				Mersham is a charming village and its ancient character is under threat by progressive encroachment by the increasing use of the surrounding green buffer zones. This should not be permitted to carry on particularly when you consider that Ashford desperately needs regeneration and has lots of sites that could be used for re-development. The field that is to the east of Highfield Lane should remain as a Green Buffer Zone. This will protect the village of Mersham from more encroachment. Less development will mean better biodiversity to compensate for the loss of it after the creation of the border facility. I encourage you to reconsider the grave impact this will have on the local environment and the village of Mersham. Please stop the spread of this development and consider other options.			
12107648931	Site purpose	Site location		Traffic	Environment	The High Field (Green Buffer Zone) is required to protect the environment and the village of Mersham/community; green space for community benefit.	N/A	No	In the area (within 1,000 metres)
12107461922				Traffic	Environment	Effectiveness of Consultation Period Effectiveness of Consultation Period The non technical summaries of the Construction and operational management plans which are required by the SDO are not available during the consultation period. The land to the east of Highfield Lane is reported to be used for the temporary storage of top soil, no mention of the installation of power cables which is clearly visible. This does not fit in with the , some enabling works granted by ABC in 2017. The consultation period is for a period of 2 weeks, commencing 2 months after construction has started, therefore I conclude this exercise is highly questionable. Plus it is based upon false information, which makes me conclude is a tick the box exercise. Traffic Clear signage is required to prevent lorries entering Mersham & surrounding villages. What will be done to stop the A20 being used as a short cut during Operation Stack? A dedicated hotline is required to report vehicles parked in the local villages, with an immediate response expected. To clarify it's location the site should have a unique postcode. Environment The land to the east of the site (between Highfield Lane & Blind Lane) should be categorised as protected local green space, with a plan to plant trees & flowers, a petition for this is supported by ABC & KCC. This would provide a natural border to the site providing visual & noise buffering & protect residents with protection against the development of the site. At a time where the countryside is under many threats (HS2, Brexit Lorry Parks etc.) it will create an opportunity for the DOT to show it does consider the protection of the countryside to be an important issue. It is an ideal opportunity to replace the trees lost by the M20 J10A development.	(None)	No	In the area (within 1,000 metres)
12107326366				Traffic		Disappointing again that the residents of Highfield Willesborough are again being subjected to more traffic noise and air pollution by excessive traffic. The orbital road B2070 is already heavily congested despite the opening of J10A which took over two years to complete totally disrupting our lives. Lorries pulling up and braking as they approach J10 is a noise and pollution issue already as this is 24Hrs of continuous noise. This also coupled by SECAM being located very close to Highfield as well with continuous sirens (a requirement I agree). What does not help is Highways England or KCC have just cut down a large number of trees along the top of the embankment with no consultation with residents! The trees acted as a noise and pollution barrier as well as reducing the visual impact. This was done to allow traffic to see the signs better?! These trees need replacing. Why is the East side of the new border facility being left when that is the furthest away from the residents of Highfield? This puts the lorries closer to us which makes no sense at all? Surely common sense would be to put the lorries further away from the houses nearby in Highfield. This area is becoming a 'nightmare' to live in and I have concerns for both our mental well being and our health. It is now far too noisy to use our garden for relaxation and with the development of the border facility the noise and air pollution is only going to increase dramatically. I strongly object to the proposal. Much more noise pollution measures must be implemented along with adequate compensation for local residence.	No	I live on the route	Yes (within 100 metres)
12106327882	Site purpose					We were assured by the Tories at the election, when they promised to get Brexit done, that border controls would not be necessary between the UK & Europe and the UK & Ireland. Assuming what they told us was true, why is it necessary to scar our country with these massive lorry parks?	No	No	No

12105905012	Site purpose	Site location	Site operations	Traffic	Environment	<p>The following points are necessary for sustainable delivery of Sevington and Waterbrook Facilities in Ashford.</p> <p>Parking and Access • A hotline number to be set up (similar to what was used during CTRL construction) to report lorries parking up to wait their entry time at Sevington / Waterbrook in adjoining rural roads. ABC can assist with parking enforcement and have a strong track record of working with KCC and DfT on this, the areas where there are enhanced restrictions on lorry parking in Ashford should be extended to roads surrounding Sevington. • Highways England to bring forward the "Bellamy Gunner" Scheme of traffic lights at the McDonalds/Orbital roundabout. The trigger point for this is 500 occupations at Finberry which Crest are close to, and now needs to be urgently delivered with additional lorry movements in the area. This is of most relevance to the Waterbrook site. • Freight vehicles to use the A2070 only to access the Sevington Border Facility, not Church Road which must be for staff car park access only. ANPR to be located at Church Road to enforce. Signage will be required in A20 in Mersham and surrounding roads. Particular care is needed to ensure no adverse impact on access and egress to the William Harvey Hospital, 111 Contact Centre and SECAM "Make Ready" Centre. • The DVSA to have additional enforcement powers to ensure that vehicles use only the proscribed route to enter Sevington and Waterbrook beyond October 2021 to cover the full 5 years of operation. • Deceleration and acceleration slip roads to be considered for the A2070/Church Road exit to avoid accidents from the increased traffic usage from the Sevington staff car park. Routes through the staff car park should be designed to ensure congestion at shift change over dates is avoided. • Staff parking will be required at Waterbrook, the adjoining roads cannot cope with the number of staff required. On-site Activity • A system of marshals on each site to ensure lorry engines do not idle and sufficient electric charging points must be provided for refrigerated lorries (is 20 really enough at Sevington and 7 at Waterbrook?) New generation "whisper" generators are proposed, rather than noisy diesel generators, but embedded mains connection would be preferable. All lorries arriving on site should immediately turn everything off once marshalled to parking. • Neither Border Facilities are to be used as a rest area, lorries which need to spend rest time due to tachograph rules to be directed to the Truck Stop in Waterbrook. Three separate postcodes to be provided from the Royal Mail for the Sevington & Waterbrook Border Facilities and the Truck Stop so that drivers know which site to go to without disrupting local traffic. • The office buildings on site at Sevington to be ground floor only, addressing concerns over height and setting near to St Mary's Church, Sevington. The sheds used for checking vehicles should be no higher than the VOSA site in Waterbrook and as far away as possible from listed buildings in Church Road / Highfield Lane. • Sophisticated containment cells are required for drainage at both sites and the design must address the "Stodmarsh" pollutant issue which Stour Valley</p>	Resident	I live close to the route (within 100 metres)	Yes (within 100 metres)
12105880512	Site location			Environment		<p>This is a heartfelt plea that the land east of the Ashford facility i.e High Field be designated as a Green Buffer Area for Mersham in the next Local Plan. Mersham is a small rural community a friendly and quiet family village, which we call home. Establishing this space as a permanent green buffer zone in the next local plan would help protect the integrity of the village for our children and the many families who live in Mersham. If the land were to be designated as a green buffer zone there is a great opportunity for it to be used by the community and also used to improve biodiversity and actively off-set the impact of the development. As a parent of young children I worry very much about the environment our children will inherit and the problems they will have to deal with on our behalf. This gesture would help to off-set the impact of the necessary scheme and be a great example of responsible development.</p> <p>Thanks in advance for your consideration.</p>	n/a	No	In the area (within 1,000 metres)
12105811293				Environment		<p>The village of Mersham has been subject to disproportionately high levels of encroachment due to ever expanding development of green buffer zones. This should not be allowed to continue, especially when the nearby town of Ashford is in dire need or regeneration with many sites available for re-development. The field to the East of Highfield Lane to be retained as a Green Buffer Zone, to protect Mersham from further encroachment. This area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility. I urge you to consider both the impact on the village and the environment and shelve this needless development once and for all!</p>			I live close to the route (within 100 metres)
12105799931		Site operations	Traffic	Environment	green buffer zone	<p>Has a traffic impact been undertaken on the new J10a roundabout - if so what are the findings. Presumably there will be queuing of traffic back from the new lorry entrance/ exit - is this expected to reach J10a? What alterations are required to the J10a roundabout, entry and exit slip roads as these appear to have adverse cambers that lorry traffic in particular may struggle with? What assessment has been undertaken on light pollution from the site? What measures will there be to segregate pedestrians & cyclists from the lorry traffic at the entrance? Especially given the closure of the PROWS across the site. What impact has been assessed to the broadband and mobile phone connections to Mersham? Will tall timber noise barriers (such as those used on CTRL) be installed between the site and Highfield Lane to mitigate the effects of the operation of the site to pre-operation levels? Speaking for myself and my family we would request that DfT designate the land between [REDACTED] as a green strip protected from development. This could be planted with trees (offsetting some of the fumes from the sites (incl Sevington)). Is adequate waste water disposal capacity for the site? What effect will there be on the hydrology of the Aylesford Stream?</p>			In the area (within 1,000 metres)
12105787517	Site location					We need the land between Sevington and Mersham to be labelled as green buffer. This will be used as a bio diverse boundary		I live close to the route (within 100 metres)	
12104293909			Traffic	Medical Facilities		Main concern is the management of traffic entering and leaving the site. If this is not managed correctly then there is a great risk the town of Ashford will be gridlocked especially as there is due to be a large building construction of housing due to take place late 2020/early 2021 on Kennington Road. What further plans are in place to manage the complex if Operation Brock is implemented? Furthermore what additional provisions are planned for any impact this site will have on local medical services e.g. ambulance and hospital if the site is operating at full capacity with almost 2000 lorries and site staff in situ?		No	

12103970972			Site operations	Traffic	Environment	<p>- What levels of particulate do you anticipate in the air, given the number of people living in very close proximity to the site...in the Highfield estate just across the A2070?? - I cannot find any specific reference saying that this site will have sufficient electrical hook ups available - and on January 1 2021 - to cater for the potential numbers of refrigerated vehicles on site. Will these definitely be available in time AND in sufficient numbers? - How do you plan to make certain that there are never more refrigerated vehicles on site at any one time than there are vacant electrical hook ups available for them?? How will you ensure that engines are turned off immediately vehicles become stationary?? - How are lorries leaving this site supposed to get back to Jct 10a? If they have to turn left and go to the new roundabout on A2070 then may they not then decide to join the M20 London-bound at Jct 10 rather than 10a? If so they will be adding to the congestion at 10 that 10a was supposed to reduce! Also, the local car traffic northbound along the A2070 already backs up at the new roundabout north of the Barreys Road junction. Slow moving lorry traffic going round this roundabout will exacerbate the delays and blockages - I hope you plan to completely prohibit lorries from going west at the Orbital roundabout and then attempting to take either Newtown Road or Boys Hall Road as a short cut. Both are completely unsuitable for heavy lorries</p>		No		Quite close (within 250 metres)
12103758373					Land to east of Highfield Lane	<p>Please ensure this land (at present being used for the store of topsoil) is used as an indigenous, and local, wildlife sanctuary: As a wild meadow, incorporating a number of different types of ponds, in perpetuity for the local people.</p>	An individual	I live close to the route (within 100 metres)	Yes (within 100 metres)	
12103153340					Land adjacent owned by DofT	<p>I am concerned with HGV's finding their way onto local roads, should the M20 get congested. Adequate signage should be provided on the A20, particularly at the entrance to Mersham, directing traffic to the IBF. A permanent Road Closed sign should be provided at the entrance to Kingsford Street, to prevent site traffic now and HGV's in the future from trying to access the site. Kingsford Street is a cul de sac and has never had a permanent sign provided by KCC, since completion. It is a narrow lane, with many walkers, joggers, cyclists, children, ponies and disabled vehicles. Signage at the entrance needs to be provided urgently. The IBF should have a unique post code to help reduce errant vehicles. I am concerned about idling vehicles or generators, causing noise and air pollution. Sufficient plug ins must be provided. I am concerned about light pollution - currently flood lights used on the site and visible from miles around. The lighting must be such to protect the night sky. I am concerned about traffic congestion on J10a and particularly at the entrance and exit to the site. Traffic lights on the link road, may well cause traffic backing up to J10a and consequently onto the motorway. I am concerned about the future of the IBF site once the HMRC and DEFRA no longer need it. We do not want 18 metre high warehousing and low paid, low quality jobs. This is not what Ashford needs or deserves after so much disruption. We need high quality, low rise buildings and quality jobs for Ashford. This is Kent's Gateway to Europe and needs high quality buildings that befit it. I am concerned about the destruction of biodiversity, wildlife, birdlife - skylarks and trees and ancient hedgerows. I am pleased to see that the hedge edging Highfield Lane will be retained. But how are you going to offset the biodiversity loss of the site? What is happening to the Anglo-Saxon and ancient archaeological artefacts which have been found on site? Are they being preserved and is it possible for the records to be in the public domain? I am concerned about the excavations which have occurred on the perimeter of the land to the East of Highfield lane in order to divert overhead cables underground. This work was unannounced and has caused much disruption to neighbouring residents. Has there been any environmental assessment as to the damage caused by this work to the land, to wildlife and to the hedgerow? The most important point for the village of Mersham and the local community is the land to the East of Highfield Lane - The High Field - to be protected as a Green Buffer Zone to protect the future identity and integrity of Mersham as an ancient settlement. We would like the land to be passed from the D of T to Ashford Borough Council and Mersham Parish Council to provide a Community Benefit and compensate for the imposition of the Border Facility on our village. We would like to see this land preserved as a Green Space to provide a biodiversity gain to offset the biodiversity loss caused by the Border Facility. Provide an area of tree planting to offset carbon loss, footpaths, accessible to all and enhancement of the pond area. This could be a positive outcome</p>		I live close to the route (within 100 metres)	Quite close (within 250 metres)	
12103013672	Site location	Site operations	Traffic	Environment	DofT	<p>I am concerned that sufficient plugs ins are provided so that vehicles with refrigeration units to not have to run their engines or generators on site. This would be unacceptable noise and air pollution. I am concerned with light pollution - all lights must comply with regulations protecting the night sky. I am concerned about traffic: firstly the entry and exit point to the site is going to be traffic light controlled. I am concerned that a buildup of traffic on the link road will cause tail backs to J10a and the slip road onto J10a from the south. I am also concerned about HGV's using local roads, should there be disruption on the M20. There should be signage at the entrance to Mersham directing vehicles to the site and a permanent "Road Closed" sign at the entrance to Kingsford Street. This has never been provided by KCC since the closure of the road and the temporary signs were removed. We have site traffic coming down this very narrow lane, with many walkers, children, joggers, cyclists and horse riders and disabled users. The Site should have a unique post code to aid site location. I am concerned with the destruction of biodiversity, wildlife, birdlife - skylarks, trees and ancient hedgerows. The hedge bordering Highfield Lane must be retained. A Petition of over 2500 signatures has been presented to Ashford Borough Council, to protect the land to the East of Highfield Lane as a Green Buffer Zone protecting the ancient village of Mersham. This petition was unanimously supported by all Ashford Borough Councillors and strongly supported by the Leader, Gerry Clarkson, who has vowed to secure and protect the land. The land to the east of Highfield Lane is owned by the DofT and we wish to see it preserved as a GREEN BUFFER ZONE to protect the village of Mersham from encroachment. The land needs to be passed to Ashford Borough Council and Mersham Parish Council. Negotiations need to begin between the DofT and Ashford Borough Council, who wish to provide this Buffer Zone. A Buffer Zone will help provide a biodiversity gain to offset the biodiversity loss caused by the IBF. Planting an area of trees would help offset the carbon footprint of the IBF and provide visual and noise protection. Planting will create a wildlife habitat, again offsetting the loss. It would provide Mersham and the local community with a Community Benefit, compensating for the disruption caused by the construction of the IBF. The Government and Boris Johnson have signed the Leaders' Pledge for Nature, which pledges to prioritise a green recovery and protect a further 400,000 hectares of English Countryside. This would be the opportunity to do so. "Turning words into action", "because biodiversity is happening today and is happening at a frightening rate". This is an opportunity to provide a good news story, for local communities, who have suffered such enormous disruption due to the construction of the IBF and the movement of lorries expected in the future.</p>	The Village Alliance	I live close to the route (within 100 metres)	Quite close (within 250 metres)	

12102905102			Site operations			I am concerned that there must be sufficient plugs in so that lorries are not idling on site or using generators to keep refrigeration units going. This would cause intolerable noise and air pollution for local residents, particularly as the site is in close proximity to the Pilgrims Hospice and the William Harvey Hospital. I am also concerned about light pollution and the night sky. Currently the flood lights being used can be seen from as far away as Aldington. This is unacceptable in the long term and suitable, low light pollution lights should be used		I live close to the route (within 100 metres)	Quite close (within 250 metres)
12102894643					Site future usage	Whilst I fully understand and appreciate the need for the site during the early years post EU and consider Ashford to be a suitable location with its proximity to the channel as well as connected transport networks. Ashford itself however is a small traditionally market town which has seen a huge amount of development, much of it good, in recent years. However I do feel that the imposition of this site and the one further down the road will have a detrimental impact on the residents of Ashford with increased traffic, pollution and damage to the environment. To this end I do feel it only right that once the site is no longer needed that at least some of it is given back to the community, perhaps as leisure facilities or wildlife parks.		No	No
12102692103	Site purpose	Site location	Site operations			Wholeheartedly support the proposals to provide much needed space for lorries to park up, rather than stacking up on motorway or industrial parks. If anything, the capacity should be increased to cover the adjacent field to ensure capacity is not reached immediately in 2021.		No	No
12102593490				The Land East Highfield Lake		I would like to see the land left as a green buffer zone - I believe the land should be left so dogs can walk freely and children can play safely - Mersham residents can make use of the land for walks and social events.	Not Applicable	I live close to the route (within 100 metres)	Yes (within 100 metres)
12102574720	Site purpose	Site location	Site operations	Traffic	Environment	This area of Ashford is under immense pressure from various developments. We have had the construction of the new junction 10 which has caused major traffic issues for a long time now and we are yet to see any benefit from it. There are also a number of housing developments which are decimating what little countryside we have left. There has also been the shambles on the M20 with operation Brock and now the Moveable Barrier Project. The construction of this Inland Border Facility is the last nail in the coffin for this area. The amount of traffic that will be generated will make this village of Mersham buffer with noise and pollution. This site is also right next to a Grade I listed church which has ruined its position. It has been very disappointing that the residents weren't consulted in any way until construction had started. The quality of life in this area will be poorer for this facility being constructed. I think the people in this area are due an apology !! for the way this has been handled.	Not Applicable	No	No
12102552890					XX	What will happen in the event that onward journeys are delayed. Is there food available facilities for two or more days?	Not Applicable	No	In the area (within 1,000 metres)
12102545942	Site location		Traffic	Environment		Worried about rubbish, noise, environment in the local area. Build up of traffic additional problems with refugees. Crime rates going up.	Not Applicable	No	In the area (within 1,000 metres)
12102532738			Site operations	Traffic		My main concern is the traffic. The recent 'improvements' to junction 10/10A are a joke. They have removed the eastbound entry and westbound exits from junction 10, funneling every thing via 10A. This includes coastbound lorries. Even at the moment, with reduced traffic due to Covid and no major freight, the area becomes gridlocked. It will be untenable with 1000+ lorries trying to get to the park. Residents and locals will suffer.	Not Applicable	I live close to the route (within 100 metres)	Yes (within 100 metres)
12102525405					Restoration	I am concerned as to the future use of the adjoining land currently being used for temporary soil storage. This was previously separated by a well-used cycle path at Highfield Lane which was closed with no consultation and minimal notice for construction works. The cycle path should be restored with the land used for soil storage planted with trees to offset the carbon emissions from the two adjacent lorry parks creating a "strategic gap" between Highfield Lane and Blind Lane to prevent further encroaching development towards the village of Mersham, thus maintaining it's village character.	Not Applicable	No	In the area (within 1,000 metres)
12102520391	Site location	Site operations	Traffic	Environment		It's vital that the High Field (east of Highfield Lane) should be retained as a Green Buffer Zone to protect Mersham. This area must be used as a green space for community benefit to offset the biodiversity loss caused by the border facility.	Not Applicable	I live close to the route (within 100 metres)	In the area (within 1,000 metres)
12102516343	Site purpose					It has got to go some place and we need it.	Not Applicable	No	No
12102513239	Site purpose	Site location	Site operations	Traffic	Environment	Your letter of 9/10/20 refers to us receiving a letter dated 7/8/20 - we did not receive this. The number of HGVs mentioned in this letter "limits to 1,700 per 6 months". This alone could cause potential gridlock on the approaching roads. The potential fumes from this amount of lorries could cause horrendous air quality. What about noise from generators running refrigeration units? We need also confirmation that the land on eastern side will be preserved and not built on to protect not only our village but also to offset the biodiversity loss caused by the clearance facility. We have endured years of building IOA to now when we finally thought we had come to an end to find out the real reason for building IOA!!	Not Applicable	No	In the area (within 1,000 metres)

12101268874		Site operations	Traffic	Environment	Compensation	<p>As a resident directly affected, my house is [REDACTED] have serious issues with the site. Our concerns are noise, light pollution, environmental pollution, and traffic issues. This was previously a quiet semi rural location, we now face noise and disruption 24 hours a day, 7 days a week. A previously dark field will now cast light into the sky, meaning we will now need curtains where we previously needed none. Our outlook will now be on HGV's instead of a field of crops. We face disruption daily, and this is causing huge personal stress to myself and my family. The staff entrance is via a small lane, leading to a dual carriageway. When the staff leave in shifts I can see long delays in even leaving my home. The recent road changes have meant longer delays joining the A2070 as it is, without hundreds of workers. Lastly, my house value has reduced massively, to the tune of tens of thousands of pounds. I am now in a situation where I can't sell, unless I reduce the price drastically, as no one wants to live [REDACTED]</p> <p>[REDACTED] We are stuck here for at least five years until anyone knows what will then be on the site. What compensation will be offered to residents in this position, who have worked hard their whole lives for a peaceful life, to have it shattered through no fault of their own. We have been told it will be for five years? What after that? As residents we have had to chase for any information, most of which has come from social media. The whole situation is unacceptable.</p>		I live close to the route (within 100 metres)	Yes (within 100 metres)
12100770513					Resident security	<p>With the quota for trucks also being extended onto Waterbrook park (I believe there was a figure of 400 trucks to over spill over there) - what measures are being put in place to guarantee safety and security from any potential illegal immigration coming out of the truck stop? I am a Finberry resident and there is a Bridleway that goes directly from Waterbrook Park into Finberry, which at the moment is a relatively safe community. This bridleway could be used as an escape route into Finberry and then out into the wider countryside. Will the DfT/HMRC provide security assurance for Finberry residents somehow? Perhaps install CCTV around the Finberry bridleway entrance. Additionally, there is the need for a footway at the end of this bridleway as walking the bridleway and back down the main Finberry entrance is a popular circular walk/run by residents. With the increase in the amount of trucks going into Waterbrook Park we shouldn't have to walk on the road. The location I refer to is [REDACTED]</p>		I live on the route	In the area (within 1,000 metres)
12100482539	Site purpose	Site location	Site operations	Traffic	Environment	<p>1 I'm concerned that this site will be subject to 'mission creep' - especially give the changeable mindset of government just about everything. How do we know that it will remain temporary and that it won't be repurposed to something else? 2 If the county border is to be the new border for the Kent Access Permit, then the location of these parks in mid Kent would seem superfluous 3 How are good operations going to be balanced against the supposed temporary nature of the site? If toilet facilities (with associated water supply, drainage and power supplies) are going to be installed, how is that going to be dealt with when (if?) the site eventually ceases to operate? What facilities will be available to drivers so as to avoid spoiling the area with waste? Will there be catering and fuel available or will they be expected to do without/drive away and back again? 4 All of this will affect traffic in the area very badly. There were severe delays at key junctions even before Chilmington Green was built. This lorry park will push even more local traffic onto minor roads, which are not fit for purpose. It's going to delay access to the William Harvey hospital from certain directions, and people's lives will be at risk because of ambulances being held up 5 The pollution caused by lorries having to run engines to keep refrigeration units going will have a severe impact on the health of local residents. Also, the impact of the waste generated by lorry drivers will have to be dealt with sensibly. This has all been imposed from on high in a hurry, has anyone done an impact survey on wildlife? Light pollution will also be made worse. All in all this is a huge blot on the landscape and the effects will be wide ranging. Operation Stack in 2015 severely affected the lives of people a long way from the M20, and this will do too. I'm appalled that your distance from site questions seem to imply that only those within 1km will be affected. This is going to be detrimental a lot further away than that.</p>	No	No	
12100298300	Site location		Traffic			<p>The stated mitigation for traffic disruption due to HGV congestion in and around Ashford whilst the Sevington site and Brock are operational makes no acknowledgement that with the availability of modern satellite navigation technology, many HGV drivers will simply ignore "recommended" routes and find the quickest and most direct route to re-join the M20 in both directions if there is any disruption. From years of experiencing Operation Stack, and during the installation of Junction 10A as well as closures related to Operation Brock we know that many lorries will chose to use local residential roads. This includes Hythe Road which is also designated as the A292 – this is the quickest route for any vehicle wishing to progress between Junctions 9 and 10a off-motorway. We have experienced very heavy traffic whenever there is a closure or disruption involving these junctions. With lorries on the road 24 hours a day there is a significant negative impact on our amenity and quality of life. Heavy loads are causing damage to the road and our houses shake significantly whenever one passes – many non-UK registered vehicles simply ignore the speed limits. Clearer consideration needs to be given to making the obvious routes for lorries to "work around" Ashford unavailable – a "No through route for HGV" designation and enforcement presence at the Junction 10/Mace Lane roundabouts would be particularly welcome. Given that fines for speeding do not appear to be a deterrent, I doubt that a financial penalty alone will be sufficient to persuade drivers to only use Junction 10a if this creates significant delays, and with the Inland Border Facility in such close proximity to Ashford more care for the impact on the local area needs to be demonstrated.</p>	I live on the route	In the area (within 1,000 metres)	
12099911692	Site location	Traffic	Environment		<p>Although I live [REDACTED] from the proposed site, [REDACTED] where the lorries will be "housed". We are affected by the number of lorries that travel through the Ashford area on a constant basis and the impact this has on the roads and environment in the area as a whole. The green buffer zone goes a little way to mitigate the impact of the fumes from the lorries, but I would ask that issues such as break downs, accidents and refrigerated lorries be looked at. How will any accidents/blockages on key entry roads be dealt with? Hopefully as swiftly as possible to ensure there is no gridlock, especially to roads leading to the hospital and town centre. What extra planting is going to be done e.g. trees, to offset the pollution posed by the potential parking of 2,000 lorries when Brock/Stack is up and running, bearing in mind that refrigerated lorries have to run all night to keep their produce from spoiling.</p>	No	No		

12099288082				Environment		I do not feel that we were properly advised as a whole local community. I do not believe the government have handled trade negotiations due to Brexit well. I believe this should be put for another referendum now people understand they have been mis-sold Brexit and the impact on Kent including the environment, homes, business and infrastructure. In addition to the misery of Covid and costs we will be trapped with lorries. We need our field to the East of Highfield Lane to be retained as a Green Buffer Zone to protect Mersham from further encroachment. We believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility.		I live close to the route (within 100 metres)	In the area (within 1,000 metres)
12099163493				Traffic		I'm writing as a business owner with premises [REDACTED] within a few hundred meters of the proposed development. The literature states that "initial strategic traffic modelling assessments have taken place which show no significant impacts as a result of the scheme". To anyone who knows the area, this is clearly wrong. Assuming the maximum 1,700 capacity is utilized, then this is equivalent to an average 1.2 trucks per minute. In reality this is 2.4 trucks per minute as you have to consider both arrival and departure. Despite it being a 24 hour operation, there will not be a flat traffic usage of the site. Allowing for a concentration based on an 18 hour day results in 3.1 trucks a minute (and this also ignores peak traffic conditions). This may not sound much, but this is a key access route into Ashford and its growing business areas. 3 trucks a minute is every 20 seconds. And given traffic lights which will require vehicles to stop for (let's assume 45-60 seconds) this is 2-3 extra lorries on roundabouts with every red traffic light. The roundabout in question at junction 10A is very poorly designed, despite it being new, with access to the south-bound motorway requiring a very sharp and slow turn. The lorries will be slow, will cause congestion and will not result in "no significant impact" as suggested. The conclusions are wrong. This will cause problems. And it will not be possible to guarantee that this will be at peak capacity only for a short period of time. This is a completely flawed solution that aims to solve one problem resulting traffic chaos in Ashford, again after many years of very poor traffic conditions.	Visarc Ltd	No	No
12096821604	Site purpose	Site location	Site operations	Traffic	Environment	Site purpose: The purpose of providing parking for 1700 lorries is unclear. It doesn't seem to be a replacement for using half of the M20, Junctions 8 to 9, as a lorry park. What facilities for drivers will be provided? Site location: Too far from points of entry to the UK (Dover and Cheriton) to the UK. Too close to urban and suburban Ashford and to its large regional hospital and A&E Department. Disruptive to local daily traffic movements and has the potential to block the progress of emergency ambulances. Pollution concern for residents - some very close by at Sevington, many others living close to the A2670. Site operations: See Location, Traffic, Environment. Traffic: The only access/egress to the site is via already overloaded urban road network. In the process of creating Junction 10A, 2 of the Junction 10 slip roads (eastbound on-slip and off-slip westbound) were removed forcing local private and commercial traffic onto diversions and intensifying bottlenecks. Traffic entering and leaving the new site will feed directly into this. Environment: the value to the environment (and so to our health) of approx. 93 hectares of land despoiled, in addition to the land already denuded by the Junction 10A works, cannot be restored in months, years and possibly decades. See also comment above under 'Site Location' on pollution. Other: I do not live within 1000 metres of this site but I live in this town and this country. Daily life involves moving from place to place for many legitimate reasons, e.g. work, retail, car maintenance, family, friends, health, leisure... Those living close to the M20, as so many of us do, has been disrupted repeatedly for more than a year now. We all deserve a voice in what happens next.		No	No
12096315106	Site location	Site operations	Traffic	Environment		We came to live in Mersham in 1987 believing it to be a village on the outskirts of Ashford which at that time was a very busy market town. The town had a good variety of shops, restaurants and 2 supermarkets, one within the town and one on the ring road. During the past two decades the town has diminished to such an extent that visiting it is extremely depressing. Mersham, however until the past few years has retained its identity as a village, however, the construction of junction 10a and since this summer learning of the creation of a new lorry park , our village faces being swallowed up by an ever growing industrial estate. The increase in traffic has meant that walking to the school and to the local shop (as there are few pavements) has become quite dangerous with cars and heavy vehicles passing through the village so as to avoid hold up at junctions 10 and 10a. The news that the field behind Kingsford Street had been purchased from AXA by the government and was to be used to dump the soil from the lorry park site came as a crushing blow to all who live and own properties in Mersham. I write now to support the request that has been made for Mersham to retain the field known as High Field as a green buffer for perpetuity and to end suggest that it be made into an area planted with many long living trees such as oaks, chestnuts and similar together with grass areas and possibly tracks winding through it so that the residents can enjoy a walk and children can ride their bicycles , neither of which can now be done safely in our village. I would ask that screening off from the lorry park with high fencing and hedging to minimise noise and light pollution be an essential feature to the boundary as otherwise it will be a constant annoyance to neighbours and the village in general. I am convinced that if this area, High Field is not maintained and acknowledged as a green leisure area but just returned as a field then the risk to it becoming developed for more industrial use at some point in the future will remain a strong possibility and a threat to Mersham's identity as an ancient village.	Personal comment	I live close to the route (within 100 metres)	In the area (within 1,000 metres)
12096282801				Environment		I understand the government need for the facility and nobody wanting it in their village. However, I feel it is imperative to afford the local residential area some protection from being engulfed by this urban spread. The local residents deserve some protection from the environmental damage caused to our beautiful countryside. In addition the increased noise, light and toxin pollution we are now forced to live with. One way this could be achieved is the land to the East of Highfield Lane, Mersham, should be retained as a green buffer zone, a community benefit, to create enhanced biodiversity and protect Mersham from the encroaching development.		No	In the area (within 1,000 metres)

						Mersham Parish Council Response to Sevington Inland Border Facility Consultation Parish Council Response 1.Signage Road signage should be added on the A20 directing traffic to the site and diverting the same away from entering Mersham. Disruptions on the M20 will result in traffic using A20 as an alternative 2.Idling Vehicles and associated noise and exhaust pollution Sufficient vehicle plug in points must be available to ensure that there is no risk of vehicles idling while located on site. Capacity planning for the number of charge points required must be based on the maximum capacity of the site and the resultant limitations on the ability to share points between vehicles by vehicle rotation. 3.Errant Parking Additional enforcement measures must be implemented to prevent errant parking of HGVs in the roads in the Mersham, South Ashford and Sellindge area. Specifically, a hotline should be set through which residents can report parking issues and expect immediate corrective action. 4.Site to have unique post code to help reduce errant vehicles 5.Release Waterbrook site as early as possible to allow it to be used as a lorry parking facility. We understand that the Waterbrook site is being held vacant as a resilience contingency. The site should be released as early as possible with the option to be reassigned to border facility operations at short notice if required. This will help reduce errant parking in the area. 6.Band East of Developed Site The field east of the developed site (between Highfield Land and Blind Lane) should be categorised as protected local green space, together with a programme to plant trees and meadow plants. This would deliver key benefits demonstrating a balanced strategy between country demands and local disruption. Specifically, the categorisation of the site and planting of significant numbers of trees •Would replace the trees lost due to the M20 J10A development in the immediate proximity of those very recent losses •Would help offset the growing carbon emissions from the adjacent site and associated traffic complementing the recently announced Government Woodland Carbon Guarantee scheme •Would provide local residents with visual and noise buffering •Would provide some stability and protection for the local community from the inevitable future development of the Sevington Inland Border Site •Would create a wildlife habitat and environmental oasis near the many south Ashford developments 7.Concerns re the validity of the consultation process We wish to express concerns re the validity of the consultation process on the following grounds •The information provided via the consultation portal lacks the details to allow any but the lowest level responses. e.g. the site diagrams are very low-level block diagrams giving no information on the nature or detail of the buildings e.g. heights, specifications, appearance etc •The information provided is not believed to be factually correct. Specifically oBand East of Highfield Lane. This is reported to be used solely for temporary storage of topsoil. This omits to mention the installation of underground power etc that is visible on the site. •The information provided	Mersham Parish Council	I live close to the route (within 100 metres)	Yes (within 100 metres)
12096062566	Site purpose	Site location	Site operations	Traffic	Environment				
12095756192				Traffic		From the indicative layout shown it appears that there is NOT a connection (over the railway bridge) to Cheeseman's Green Lane. I fully support the proposal on the basis that NO vehicular connection is provided from the site to the railway bridge and Cheeseman's Green Lane.		No In the area (within 1,000 metres)	
12093924703				Traffic	Environment	Drivers staying in that park?	This is already a busy section of road and roundabout. This section already has planned residential building about to start which will add to the current traffic so then adding this amount of movement of lorries will cause chaos and congestion and clog up this entire section of the town. Surely a location closer to the port which is not located in a town would be able to serve this purpose more effectively with less disruption. Concerns about the monitoring process to ensure lorries do not use any other routes round the town or go through the town centre.		No In the area (within 1,000 metres)
12093854117				Traffic	Environment	Drivers staying in that park?	This is already a particularly busy roundabout and area with more residential building already planned nearby which will add and affect traffic. Adding this amount of movement of lorries to this is going to cause chaos and congestion and clog up this entire section of the town. Surely a location which is not directly in a town and closer to the port would be a better site that can solely serve this purpose. How can you monitor to ensure all lorries only use the designated route not go through the town centre or use other routes or motorway junctions?		No In the area (within 1,000 metres)
12093810022				Traffic	Environment	Various	Although we believe that stakeholder engagement has not been optimal with Mojo, particularly the secrecy around the announcement, we have been pleased to be engaged as stakeholders by the Minister in recent weeks. It is imperative that stakeholder engagement, particularly with local residents, is a consideration beyond the public consultation period. Following discussions at our public Parish Council meetings, we have reached the conclusion that the following points need particular attention. •The Border Facility must not be used as a rest area. Lorries which need to spend rest time due to tachograph rules to be directed to the Truck Stop in Waterbrook. Three separate postcodes should be provided from the Royal Mail for the Border Facility, the Truck Stop and the new Waterbrook Lorry Park so that drivers know which site to go to without disrupting local traffic. •A system of marshals are needed on site to ensure lorry engines do not idle; sufficient electric charging points must be used for refrigerated lorries. New generation "whisper" generators are proposed, rather than noisy diesel generators, but embedded mains connection would be preferable. •Night pollution must be taken into account and mitigated wherever possible, as it is already a nuisance to residents •Additional enforcement measures must be implemented to prevent errant parking of HGVs in the roads in the Mersham, Finberry, South Ashford and Sellindge areas. Specifically, a hotline should be set through which residents can report parking issues and expect immediate corrective action. •The buildings on site should be ground floor only, addressing concerns over height and setting near to St Mary's Church, Sevington. •Freight vehicles must only use the A2070 only to access the Border Facility, not Church Road which is for staff car park access only; ANPR should be located at Church Road to enforce. Signage will be required on the A20 in Mersham. •Related to the previous point, a full traffic assessment of the Church Road junction with the A2070 must be carried out before Jan 1st 2021, to account for increase in traffic using this road to enter and exit staff car park. We propose a slip road may be the best course of action in order to keep traffic flowing from the direction of Junction 10. •Related to the previous point, Highways England should bring forward the "Bellamy Gunner" Scheme of traffic lights at the McDonalds/Orbital roundabout. The trigger point for this is 500 occupations at Finberry which Crest are close to, and now needs to be urgently accelerated with additional lorry movements in the area. •The DVSA to have additional enforcement powers to ensure that vehicles use only the proscribed route beyond September 2021 to cover the full 5 years of operation. •Sophisticated containment cells are required for drainage and the design must address the "Stodmarsh" pollutant issue which Stour Valley developments now need to address. This includes the Sevington order Facility. If filters get blocked there needs to be a timetable and commitment to fix this quickly. If there is a spill, we must have confidence that the system will protect the environment. •The site east	Sevington with Finberry Parish Council. Contact details here: http://www.sevingtonwithfinberrypc.org.uk/community/sevington-with-finberry-parish-council-13425/contact/	No In the area (within 1,000 metres)

12093013220				Traffic		I am concerned as to how you will enforce traffic to use Junction 10a - as they will ignore signage and follow their stanav which will direct them to Junction 10. Also, to have any meaningful impact, any fines on drivers using the wrong route must be payable instantly or their load gets impounded. I am also concerned at the increased traffic this will cause in the area. We already get a significant number of lorries stopping on the A20 to use Tesco, Crookfoot causing traffic blockages.	No	In the area (within 1,000 metres)	
12092876010	Site purpose	Site location	Site operations	Traffic	Environment	Your letter of 9/10/20 refers to us receiving a letter dated 7/8/20 - we did NOT receive this. The number of HGVs mentioned in this letter "limited to 1,700 per 6 months". This alone could cause potential gridlock on the approaching roads. The potential fumes from this amount of lorries could cause horrendous air quality. What about noise from generators running refrigerator units? We need also confirmation that the land on eastern side will be preserved and not built on to protect not only our village but also to offset the biodiversity loss caused by the clearance facility. We have endured years of building 10A to now when we finally thought we had come to an end, to find out the real reason for building 10A!!	No	In the area (within 1,000 metres)	
12092533322				Traffic	Environment	Hello. I am writing to you to ask what is being done to mitigate the high levels of air pollution that will result from the 2 inland border facilities in Ashford. I live [REDACTED] Sevington facility which puts my family and I in direct contact with the extra nitrogen dioxide particles that will result from thousands of diesel lorries passing through this facility no doubt at low speeds each week. The health impacts of this is going to be detrimental to hundreds of residents who bought houses here without any prior knowledge that this facility would be dumped on our doorstep. I would also like to know what is being done to increase biodiversity at the Sevington site as it has destroyed many wild flowers from the old footpaths in what is already an over developed area of Kent? What level of nitrogen dioxide increase do you expect at these 2 sites? Will levels of nitrogen dioxide be measured at surrounding housing estates before and after the sites go live? Will it be up to Ashford Borough Council to mitigate the impacts of this site by for example planting more trees or is it highways England or as is common nobody really knows whose responsibility it is if anyone's? I am extremely concerned about the impact on our quality of life by this increased traffic and especially the health of my 4 year old son by breathing in the inevitable increased air pollution particles. [REDACTED]	No	In the area (within 1,000 metres)	
12092488879			Site operations	Environment	Land to the East of Highfield Lane	The information given in the website is very limited in scope, as well as inaccurate in some aspects, and so it is difficult to comment in any detail. Vehicles must not be allowed to idle on site. 20 plug in points will not be anything like enough to prevent constant engine running. Vehicle movements at night should be minimised in the interest of the immediate neighbours. The land to the east of Highfield lane should be set aside as protected green space in perpetuity. A mix of native woodland, nature trails, and possibly some form of amenity use should be introduced. This would achieve many benefits for the village and the wider community. The Waterbrook site should be allowed to be used rather than mothballed until it is needed. There is already a huge problem with lack of facilities for lorry parking in E Kent.	No	In the area (within 1,000 metres)	
12091831486	Site purpose		Site operations	Traffic	Environment	The entire operation came as a surprise to the local residents however the need is understood. There are 2 sections to the Project. The first is the Border Facility itself which is currently under construction. As the construction was planned to start at the beginning of winter I am very surprised that at no point have you considered using a wheel wash for vehicles leaving the site during construction. I understand from my extensive experience in construction that all sites should have a wheel wash installed in order to mitigate the risk of mud on the highways which make the road very slippery and can cause accidents. I assume that your risk register has not covered this point either from a safety point of view or environmental one. I note from the plan of the access and egress of the site that the lorries will be left in and right out and I assume therefore that there will be traffic lights installed at the junction with the new section of A2070. In view of the number of lorries being mentioned that will be going in and out of the facility on a daily basis it will mean that section of the A2070 will very quickly get blocked back to junction 10A and the slip road. I would be interested to learn about the traffic modelling that has been carried out to mitigate the risk of this happening. The other phase of the Project which is causing me more alarm is the desecration of a perfectly good field to the east of Highfield lane. You are it is understood using this as a dump for the topsoil from the Border Facility site and I know that with top soil it must be spread thinly otherwise its quality is ruined. The question is what happens to this field after the Contractors have left. It was a green field and it is essential that it is returned to an area of green open space. I am sure that there will be considerable lighting of the Border Facility and therefore it is important that trees are planted on the field in order to block out the light pollution from getting to Mersham. This is the last field before you get to the village so together with planting trees an area of biodiversity should be developed in this area. It is vital that this field be protected in perpetuity as a green wild area and that no building of any sort should be allowed here. I wait to see the proposals that are developed for this site. Regards [REDACTED]	I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12091686035				Traffic		Far too much congestion in the area and traffic hazards/	Christ Church Willesborough	No	In the area (within 1,000 metres)
12091468422	Site purpose	Site location	Site operations	Traffic	Environment	HGV's clogging up motorway & Junc 10 & 10a, and finding a way into our local road & villages, SatNavs are notorious for sending lorries the wrong way and end by driving through our village. Noise pollution if lorry engines are idling or generators running to keep refrigeration units going. Also air pollution with the site next to residential properties, and what about William Harvey and Pilgrims Hospice, as well as light pollution I can see the lights from my house in [REDACTED]. There has been no concern for the destruction of wildlife, birdlife-skylarks trees and ancient hedgerows, this is yet again raping Kent. This is what worries me as well as run off pollutants from lorry spills. What will happen when the site is not needed by HMRC & DEFRA, will we then find large 18mtr high warehousing with people earning low paid jobs, is this what Ashford needs. This land MUST be designated as a Green Buffer Area to protect Mersham from any encroachment and to preserve the identity of our village, this land must be preserved as a green space to provide a biodiversity gain to offset the biodiversity loss of the Border Facility, trees to be planted, footpaths accessible for all. I TRUST ASHFORD BOROUGH COUNCIL AND KENT COUNTY COUNCIL TO DO THE RIGHT THING PLEASE HELP US, WE NEED YOUR HELP DESPERATELY	No	In the area (within 1,000 metres)	

12089426098	Site location	Site operations	Traffic	Environment	The public engagement process	<p>Generally other comment: I find this to be very low quality public engagement. The information is not merely repeats the same information that is on the website, which is sparse in terms of detail. Several of my 'comments', below, are necessarily in the form of questions, as so little information is provided, particularly in respect of site operations. Site location: It is disingenuous to state that lorries entering and leaving the site will not pass close to residential properties. Hundreds of lorries will be parked in very close proximity to both the hamlet of Sevington Church and to properties on Kingsford Street. The eastern part of the site should be designated as a permanent green buffer to protect the latter and other residents of Mersham. I fear that the little hamlet of Sevington Church, however, is doomed to be completely swamped by this lorry park. Will the site lines across the lorry park retain the present views of the delicately beautiful steep of Sevington Church? It can be seen from far away at present. Site operations: Will lorries enter and exit the site 24/7? Allowing all-night activity would exacerbate the potential for noise, fumes and light pollution affecting residents of both Sevington and Mersham, as well as neighbouring rural villages. How many toilets and showers will be available for use by the hundreds of lorry drivers forcibly stranded at the park? What refreshment facilities will there be for them? Who is footing the bill for all the electricity, gas and water required for these facilities? Is this going on to Ashford's council tax? What steps are being taken to ensure that the lorry park does not attract prostitutes and other vices? How will it be policed? Plentiful plug-in points need to be available to prevent drivers of refrigerated lorries from running their engines on site, which would add further to the inevitable air and noise pollution. Traffic: Aldington village is relatively distant from this site, but Aldington & Bonnington Parish Council's traffic statistical data indicate that, whenever Operation Stack is in effect, or when some other problem is blocking the M20 and/or the A20, daily traffic movements through that village grow to the thousands, rather than the hundreds. Has the modelling taken account of worst case scenarios in terms of the likely numbers of lorries trying to exit the M20 at any one time? Have the timings of the traffic lights on J10A been taken into account in this modelling? Environment: It is inconceivable that the constant arrival, manoeuvring, parking and departure of hundreds of lorries cannot cause major air, noise and light pollution to the site and surrounding villages. What is being done to mitigate this?</p>	No	No	
12088138177	Site location		Traffic			<p>I am inspired to see such proposals come forward although do ask whether they are large or extensive enough? I believe that we will need triple this number of facilities and each of the facilities should be much larger. The Ashford and Ebbsfleet facilities need to be 10 times larger to deal with the trade that we need to process smoothly, and need to be future proofed for the growth in trade we want.</p>	No	No	
12087147436	Site purpose	Site location	Site operations	Traffic	Environment	<p>I am concerned that after having suffered over two years of disruption due to the construction of M20 Junction 10A - supposedly to ease congestion but it seems to have the opposite effect - there will be yet more disruption with the SIBF construction and operation. There seems to have been very little communication with local residents and no opportunity to object. I was only aware of this proposal in the last few weeks on the BBC SE news programme at which point it was only a 'possible option' according to Michael Gove. I am concerned that the adverse effect the SIBF will have on local traffic, noise pollution eg lorry reversing bleepers, constant day/night running of HGV refrigerated units with their own power supply - I used to live adjacent to Iceland's southern UK depot so I am familiar with this irritant, HGV diesel pollution, and possible light pollution from the site. Will HGV's tend to park up in our streets before/after using SIBF? I am concerned that the supposed five year timescale will be extended, and also about the future use of the land afterwards. This land used to be countryside and should be returned to that in order to benefit the local environment. I am concerned at the detrimental effect this project (in addition to J10A) will have on the quality of life in this locality and the related effect on our house price values. I understand that the end of the transition period requires a facility of this type but am very disappointed that that it has been located immediately by residential housing with very little consultation, when surely it could have been sited in a more remote spot.</p>	n/a	I live close to the route (within 100 metres)	Yes (within 100 metres)
12086804283	Site purpose	Site location		Traffic		<p>This is an ideal site for its purpose with minimal interruption to local traffic routes. Hopefully its use will delay the implementation of Operation Brock by using this facility as a lorry park in times of port delays.</p>	No	No	
12086692253			Site operations		Environment	<p>The new lorry park has removed a large area of environmental green space. It is key that no further development takes place to the area on the East of Highfield lane to preserve biodiversity and create a green buffer between the lorry park and Mersham village.</p>	No	In the area (within 1,000 metres)	
12086608385	Site location		Traffic	Environment		<p>DofT website now live. Please submit your comments: We need our field - The High Field - to be retained as a green buffer zone for Mersham</p>		Quite close (within 250 metres)	
12086427749	Site purpose	Site location	Site operations	Traffic	Environment	<p>Please retain the field used for temporary soil storage as a Green Buffer Zone to be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility</p>	No	In the area (within 1,000 metres)	
12085588902	Site purpose	Site location	Site operations	Traffic	Environment	<p>Nothing in the info provided tells me about the environmental impact - it's all to be decided in the future. Absolutely outrageous that you can be building something without beforehand assessing the noise, air and light pollution for local people. Then there's the pointless cost of it all. Nothing to reassure me that smuggling between Ashford and Dover won't take place. Nothing about the policing of the site. Nothing about dealing with hazardous loads. Nothing about protecting the grade 1 listed church. Nothing about the huge costs incurred by hauliers of all this impacting on the price of food etc. And the description of the location as 'outside Ashford' infuriates me - this is IN ASHFORD. None of this was on the side of the bus it was?</p>	No	No	

12085245897				Traffic	The effect on building developments for 1000s of houses that rely upon junction 10a being available to all traffic.	The amount of lorries as cited by yourselves appears to mean that junction 10a will be devoted to customs and lorries. There will be no room for cars. Ashford is a major development site and as such many thousands of houses have and are due to be built. The developers for all these sites have submitted plans that include the availability of junction 10a in order to accomodate all the extra traffic. Junction 10a will not be available - so what is going to happen to all the traffic? This will be exacerbated by operation brock which means that the motorway lanes are reduced both in number and in width - we have experience this and when there is an accident basically Ashford comes to a halt. There is going to be one huge, huge, huge traffic jam. If you go ahead - which to be honest looks like you will you are completely and utterly nuts.	a	No In the area (within 1,000 metres)
12085164195	Site purpose	Site location	Site operations	Traffic	Environment	The government must make every effort to arrange with the EU so that such facilities will not be required. Two facilities to the immediate east of Ashford will overwhelm local traffic and cause major disruption to local life and the environment. I propose that Ashford host at most one facility. If this site goes ahead the entry and exit must be as close to Junction 10a as possible. I propose that vehicles being processed at the facility shall not be allowed to use Hythe Road and surrounding residential roads, and must at all times take the shortest route to and from the facility to junction 10a. Never junction 10. While parked at the facility the vehicle drivers must be made to switch off the engine of the vehicle. While parked or queuing on the approach to or exit from the facility the vehicle drivers must be made to switch off the engine of the vehicle.		I live close to the route (within 100 metres) In the area (within 1,000 metres)
12085121589					Environment	In view of the recent negative report by Natural England regarding the Stour Valley Pollution problems relating to the Stodmarsh Lakes North East of Canterbury. To which the river Stour from Ashford eventually flows. I would hope that arrangements are being made to ensure that ALL surface water drainings from this site and the new proposed Waterbrook Facility are going to be fully filtered and cleaned prior to being allowed to be discharged into the river system, to mitigate any future pollution build up		No No
12084930542					Environment	I am sad to see the impact on the Mersham Village and its wildlife created by this new site. It is in my opinion, very important to keep the field East to the present site of Highfield lane as a green buffer to minimise the impact for the Mersham Village (price of the houses, and all the noise pollution) and protect this typical Kentish Village, and also to preserve or restore the wildlife we use to enjoy with protected species as Hedgehogs and Great Crested Newts and therefore minimise the Mole site impact or at least mitigate it.		I live close to the route (within 100 metres) Yes (within 100 metres)
12084740914	Site purpose					These sites demonstrate that the public was lied to during the campaign in favour of leaving the EU. They were promised "frictionless trade" and the "exact same benefits" as membership offered. They were also told leaving the EU would permit the UK to slash 'red tape', yet these facilities are being constructed to facilitate additional 'red tape'. This site is therefore wholly redundant & yet another tremendous waste of tax payers' money. Construction should be halted, no more money spent on the un-costed policy of leaving the EU & immediate measures taken to rejoin the EU.		No No
12083736773	Site purpose				Environment	During the EU Referendum campaign, the electorate was promised frictionless trade and "the best and simplest trade deals in the world". This facility is therefore entirely unnecessary. And it should not concrete over yet more of the countryside in Kent		No No
12083164880	Site purpose	Site location		Traffic		I fully support the development of the Sevington site for the intended and necessary purpose for which it is intended. It is situated far enough away from residential areas to cause minimal noise nuisance and close enough to Junction 10A of the M20 to ensure that the proposed entrance and exit points will have minimal effect on existing traffic. It is this last point which to me is the most important and it is also why I do NOT support the development of the adjacent plot, being Waterbrook Inland Facility, because the proposed entrance and exit points will cause unnecessary disruption to existing traffic and resentment amongst local people.		No In the area (within 1,000 metres)
12082186455				Traffic	Environment	Traffic levels are a regular issue in the area with congestion occurring often. Air quality worsens. The more concerning factor is access to the nearby William Harvey Hospital (A&E). This has a large, geographical catchment and relies on the road network. I'm not convinced emergency vehicles will not be impacted by this. I would desperately ask you to ensure access to the hospital is maintained.	No.	No No
12081913288	Site location		Traffic	Environment		I live [REDACTED] and have to use it regularly for work. I think the carnage it will bring is unnecessary. The traffic around that area is already awful, especially around rush hour and there has been lots of work around the area (I'm assuming for work entrances on making the lorry park) for the past 18 months which has caused chaos. I think, if it's bad now, it will only get worse when all those extra lorries will be using it. It's also the main road to the William Harvey Hospital, how is it fair to cause chaos in and around an area where ambulances will be frequently required to go up and down to access the surrounding town and area. Not to mention the environmental impact - 66 acres of fields have been destroyed to make this site and can you imagine the pollution produced by all those thousands of lorries? I just think it will have such a detrimental upon the locals who live in the area!		No In the area (within 1,000 metres)
12081889207	Site purpose	Site location	Site operations	Traffic	Environment	Lolololol congratulations on turning the garden of England into the arsehole of England!	Nigel Farage's proctologist	I live close to the route (within 100 metres) Yes (within 100 metres)

12081758162					Environment	Requesting a Green Buffer Zone on The High Field	I would like the High Field (which is located behind our home (Kenstone) - to be retained as a Green Buffer Zone to protect Mersham from further encroachment. We believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility. [REDACTED]	n/a	I live close to the route (within 100 metres)	Quite close (within 250 metres)
12081752443					Environment	The long term use of the eastern part of the site bordering Mersham	Placing an inland border facility here brings a huge and permanent increase in HGV movements day and night and will greatly increase the noise and pollution / environmental damage on the surrounding landscape and community. Refrigerated lorries will still keep their cooling units running 24/7 despite assurances to the contrary. Who will police their use? The site to the east bordering the village of Mersham should be designated a green zone with no development allowed as a partial offset of the environmental impact on surrounding land flowing from the construction and use of the Sevington site. In the past when any industrial action or weather conditions lead to the threat or actual closure of the channel tunnel and ferry this part of Kent becomes a parking lot with horrendous consequences for local people's lives. This inland facility use as a lorry park serves to bring that same experience to a large degree to local residents on a permanent basis. There is no guarantee the site will not continue to be used or expanded even beyond the current short-term period projected. No thought seems to have been given to screening the site to reduce the noise, light and polluting impact on surrounding communities. This is not the sort of development that Ashford needs as its main gateway for aesthetic, environmental and employment reasons.		No	In the area (within 1,000 metres)
12081679939	Site purpose	Site location	Site operations	Traffic	Environment		I think that this is a great idea, with the new customs clearance needed it is the right thing to do because of the lack of space in Dover Port. The site was going to be used for a massive warehouse (probably Amazon) which would work 24/7 with a large amount of lorry traffic so would be no different as far as residents are concerned. All the anti rhetoric is just from remoaners who think that if they stop this going ahead they will delay or stop Brexit, they will not do either.	No	No	No
12080006246				Traffic	Environment		I have no faith that representations will be listened to. This does not just affect Ashford but it affects the whole of Kent, especially those within the M20. The environment will suffer with the amount of pollution the lorries will spew out and the roads surrounding the Length of the M20 will be gridlocked as people try to avoid the traffic; this is already happening and the madness hasn't even officially started. I live just off Junction 8 of the M20 and it is already becoming a congestion hot spot.	No	No	No
12079976632						The lolz	OMG! Project Fear, apparently! Hahahahaha So, where exactly are all the upsides we were promised? £350m per week for the NHS? How much has this little fiasco cost so far? How much of that has gone straight into the Tory regime's chum's pockets? We will not forget!	All the remain supporters who saw this sort of shit coming.	I live on the route	Yes (within 100 metres)
12079899699	Site purpose	Site location	Site operations	Traffic	Environment		So Brock turning a motorway into a car park that has already led to avoidable deaths Huge lorry parks with increased pollution, how is that better than what we had Cn we expect compensation for the increased traffic,increased costs,increased delays caused by Brexit being badly negotiated by the govt we were promised seamless trade, easier access than EU membership gave and no delays if that was true why do we need a lorry park let alone 3 and an access pass	No	No	No
12079641102	Site purpose	Site location	Site operations	Traffic			Although this is a comparatively large sight, it is in exactly the right area. My Wife and I only live under 1 mile away, for the sake of Our Country, I fully support it.	No	No	In the area (within 1,000 metres)
12079637812			Site operations				The issue of a lorry park in Kent has been on the agenda for many years, with no specific outcome due to the many objections raised against various sites. Junction 10a was built, after more than 10 years discussion, in order to relieve pressure on J10, especially as that affects the A&E at the nearby hospital. The manner of this site acquisition and building commencement by the government is wholly undemocratic, as the whole thing was done in secrecy and by stealth. Now that the site has been prepared, the government are going through the "tick box" exercise of asking the people who will be most affected what they think. If they genuinely want our opinions, then why all the secrecy? Traffic around Ashford is becoming a serious issue for residents. Something like 10,000 houses are being built, with little regard for infrastructure. J10a does not actually relieve J10 that much, as anyone wanting to access A&E coming from east or south has to negotiate both 10a and 10. Adding hundreds of lorries to the mix will cause severe traffic problems to everyone in Ashford. The landscaping works at 10a caused traffic to back up past Orbital Park every day, a major industrial area of the town. Putting traffic lights between 10a and the roundabout on Bad Munsereifel road to allow lorries to turn right will cause traffic chaos, negating any benefits of having the £100m 10a built. If a customs facility is needed, then fine, but why have a lorry park as well? And why all the secrecy? And having started work already, why now the need for a second site next door? Please don't make the residents of Ashford pay for government incompetence over Brexit.	No	No	No
12079560502	Site purpose	Site location					As a long term resident in the only town in Kent that voted remain may I just say that you reap what you sow you utter morons who voted for Brexit. Enjoy the funee	No	No	No
12079540299				Traffic			Jct 10A of the M20 had been designed so that all north bound traffic on the A20 is forced to travel the full circumference of the 10a roundabout to continue their journey. This means long delays for other traffic forced to use that roundabout when HGVs are blocking it due to queuing for your site. This will cause considerable inconvenience for residents going towards ashford and delay ambulances travelling to William Harvey A&E. How will you ensure this doesn't happen?	N/a	No	In the area (within 1,000 metres)
12079535837	Site purpose	Site location	Site operations	Traffic	Environment		Kent voted for it, they knew what they were voting for and they elected the current government to get Brexit done. If this is necessary to get Brexit done, then get on with it. Concrete over the whole of Kent if necessary for the good of the nation. Take it on the chin.	No	No	No

12079523357			Traffic				There appears to be significant under estimation of the traffic build up this will cause to the local area. The current road works with the current level of traffic cause large delays in the area without the addition of large numbers of lorries trying to move around the area. The use of a fine to those drivers using other road networks to get to the site is not a deterrent, drivers will continue to use other roads if it makes their journey quicker.	No	In the area (within 1,000 metres)	
12079428950			Environment				What does the Environmental Impact Assessment (EIA) say about the project's CO2 contribution of the site in construction and operation?	No	No	
12079307695	Site location						I fully support the building of the Project Fear lorry park on the outskirts of Ashford. The educational attainment of this area of the UK has been far too low for too long. Hence when all exporters and people who understand international trade and customs borders were telling people we'd need extra customs checks, the people of Ashford totally ignored them due an inability to analyse facts. A short sharp shock of seeing thousands of lorries trundle past their houses for the next five years will be a price worth paying to teach them about facts and the analysis of facts. I was born in Hornchurch and grew up and attended school in the area. I have	No	No	
12079109140	Site purpose	Site location	Environment	Identity of rural community			I have witnessed the countless changes that are perhaps inevitable in the course of my life here, the arrival of high speed trains for example and the disappearance of the railway works where my grandfather spent most of his working days. Change is hopefully accompanied by progress and can be absorbed in this way. Two summers ago I took my son on a walk along Highfield lane, the road which bisects the two parcels of land in question. Armed with a camera we photographed what we knew would be his and my disappearing childhood. We were told that the field would be filled with warehouses generating local jobs and revenue for the community. The construction of the new Junction 10A has been met with patience, forbearance and relative good-will despite the inconvenience and disruption it has caused over a long period. We have seen the landscape change and felt the encroachment of urbanisation into areas which were unprepared for its impact. With the arrival of legions of diggers and the heavy duty excavating of mountains of soil one feels a sense of industrial rape, the land and the soul of a community being violated in the name of bad planning. It's all very last minute, after all. Maybe it won't even be ready in time and we know now that the contingency site has already been identified and is no doubt on high alert. The impact of this will be felt locally, for now. When the chaos ensues as it inevitably will, there will be a few days of news interest before the people who live in and around the area will be left to manage the aftermath. What is the compensation for this? I pay an extortionate amount of Council Tax for roads that are unserviceable and frankly dangerous, services that are at best inadequate and a laissez-faire attitude to anything that might preserve a sense of dignity or value for the quality of civic life. There must be an end to the encroachment. The parcel of land on which soil has been stored is the only protection that the village of Mersham has from the sprawling concrete giant that has been unleashed in the past twenty four months. Failure to keep this land as a green buffer zone between the new facility and the village would be an unforgivable and voluntary act. Beyond this the restoration of this field as a haven for nature and rural stillness is the minimum that each member of the local community, both young and old, deserves. Landscapes, political and actual change. In times of frightening fluidity that which is not transient, that which was destined to remain is ever more valuable and something to be guarded for the benefit of all of us. I hope that a sense of trust, dignity and honesty will accompany the conclusion of this chapter which has been one of one-sided compromise. The border has now been reached, literally.	I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12079107046	Site purpose						Kent, you voted to leave the EU. Live with the consequences.	No	No	
12079019766			Traffic				I do not object to the building of the Sevington site providing some thought goes into road planning. Please know that due to the thousands of houses that have been built in and around the town over the past few years Ashford roads are pretty much gridlocked in every direction at most times of any day. Ashford does not have the infrastructure to cope currently, however thousands more houses are being built in and around the town - and now a lorry park too. The government needs to seriously consider how this will affect the people who have to use the roads every day as the current ones cannot withstand any more traffic (or traffic lights). Take this from someone who quit his job last year as a result of the traffic congestion. It was taking 40 minutes every day to drive just 4 miles across Ashford.	No	No	
12079015320	Site purpose	Site location	Site operations	Traffic	Environment	cost	I hope everyone involved in this gets syphilis and anal warts. Johnson and Farage can go and fuck themselves. I don't see why i should pay for this shit show just so that you and your tory mates can get richer, eat shit The fact that this project had to be shrouded in a veil of secrecy is extremely revealing. If the need for this ridiculous project was known before voting on Brexit began, why was it necessary to hide it? Didn't people already know what they were voting for? A facility to hide from public view the unnecessary congestion caused, inevitably, by a shambolic government through lies and deceit. Border facilities such as this one are a waste of tax payers money at a time when our loved ones are dying due to a lack of pandemic funding. Shameful!	up yours	I live close to the route (within 100 metres)	In the area (within 1,000 metres)
12079008816	Site purpose	Site location	Site operations	Traffic	Environment	Incompetence	How can you look at yourself each morning in the mirror knowing this catastrophe is avoidable, pointless, expensive, damaging and worthless ?	I live on the route	In the area (within 1,000 metres)	
12078977987	Site purpose						Strange that Quitters voted to tarmac over large parts of Kent. I don't see that mentioned on the side of a bus	I live on the route	In the area (within 1,000 metres)	
12078939427	Site purpose							I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12078931409	Site purpose	Site location	Site operations	Traffic	Environment	Facility needed because of lies and deceit in securing Brexit.	No requirement for this facility was mentioned when politicians went around promoting Brexit. We were going to have the easiest deal ever and there were going to be no downsides of leaving. This is an unsustainable facility introducing delays in distribution and concreting over greenfield land to provide what is an unneeded and wasteful facility. The environmental and business costs that are being incurred are completely avoidable and provide no benefits to the UK. Indeed the requirement for the facility will also make food prices higher, lead to reduced quality in food standards, dates etc. Fuel will be wasted, pollution will increase, local residents and anyone using the highway network will be inconvenienced. Apologies for this travesty should be issued and the work commenced should be halted until the full details of how proposals are needed are going to work are provided. No deal has yet been done as so this has all been a wasteful and unsustainable farce.	The UK Population	No	

12078865209	Site purpose	Site location	Site operations	Traffic	Environment		What an absolute waste of beautiful country side. What's happening to this country???	Mr	No	No
12078855418		Site location		Traffic			Trucks using this facility will use roads like the A28, A251 A 2070 and cause even more congestion than there is at present. Junction 10A is already a nightmare at peak times. The Government have rode roughshod over local considerations and planning processes.		No	No
12078850448		Site location		Traffic			As a resident in a village to the east of the site I consider that when it is in operation, access to Ashford, its shops, station and other facilities including the William Harvey Hospital will be much more difficult. Traffic heading east will have to travel around Junction 10a to access the site and having been processed will again have to travel around Junction 10a. In short, the facility is on the wrong side of the M20! Had it been located on the north side of the M20, then simple off/on slip roads would have obviated the likely cutting-off of Ashford from the east. The construction of the facility on the Sevington site smacks of an ill-considered panic measure that rather than easing the flow of traffic to Dover, will create chaos.		No	No
12078805620		Site location		Traffic	Environment		How do you propose to manage local traffic, on an already increasing population. Kent County Council have accepted new property development, over and over again. This proposal does not take in to account the local residents of Kent. It has been pushed onto us from Westminster. Why are we being invited to comment, after the event. Its just poor from start to finish. Yet again the everyday person loses out...		No	No
12078797002		Site operations	Environment				The environmental damage associated with the proposed surfacing, lighting, exhaust emissions, contaminated run-off, litter and other impacts of the scheme will be significant. It is therefore vital that mitigation equal to the harm inflicted is delivered. This should include significant on and offsite native tree and shrub planting to screen the scheme, sequester carbon and particulates. Further, run-off will inevitably become contaminated by salt, hydro carbons, plastics and heavy metals so silt traps and phragmites reed filter-beds will be required in association with the proposed balancing ponds (these ponds should not be planted but rather allowed to vegetate naturally to provide habitat for uncommon 'pioneer species'). A net gain for wildlife must be delivered as part of this project. Following the Channel Tunnel fire in 1996 lorry parks at Ashford were utilised for freight parking and this proved unsustainably logically challenging and staff intensive. Lessons must be learned from 1996, indeed Op. STACK was born out of this bruising lorry park experience.		No	No
12078724199	Site purpose						This absurd plan is further evidence of how moronic the whole idea of Brexit is. We could simply have stayed in the EU, enjoying all the benefits that it's brought us, and not have had to concrete over half of Kent.	Year	No	No
12078687990			Traffic				With higher demand on the roads, I feel like Ashford will become a car park due to high traffic. Also with higher traffic will cause more issues to access local services including the local hospital.		No	Quite close (within 250 metres)
12078666619	Site location		Traffic	Environment			This was done in a very sneaky manner, but it's happening. My concern is the A2070 which is always busy and extra lorry movements will make the problem worse. Looking at the plans is there a slip being built to access the parking area off the 10A London bound slip if so this will help to alleviate issues on the A2070. If not it is well worth considering.		No	No
12078627292			Traffic	Environment			There should be at least a minimum of 6 month suspension in any housing developments adjacent to a major road that connects to junctions 10 and 10a, i.e. the A20, A2070, A28. If "we" cannot prevent the lorry park, "we" can mitigate the traffic by other means.	I live close to the route (within 100 metres)	No	
12078619087		Site operations					Given the extreme amounts of litter on Kent's roads - a good proportion of which is caused by the haulage sector - I hope that the facilities provided for waste and recycling will be adequate. Moreover, I feel that the facilities provided should be of a high standard and include good quality accommodation and food. This project provides a good opportunity for local job creation, and facilities for businesses providing driver and truck services should be built at this site (and the immediate location depending on the availability of suitable land). Finally, the designs should include solar PV where possible, to help with onsite electricity generation, and good-quality low-impact lighting to help reduce the impact at night.		No	No
12078610625	Site location	Site operations	Traffic	Environment			Will the site be operating 24/7? If so, have any procedures been adopted to reduce the noise and light generated by 100's of HGV's?	No	Quite close (within 250 metres)	
12078553094				Environment			What's the point in inviting feedback and people commenting on something which is already a forgone conclusion?	I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12078531571	Site purpose	Site location					Under the circumstances the facility is well placed to enable lack of traffic problems within the Dover area where I live.	I live on the route	No	

12078514959		Site location	Site operations	Traffic	Environment	Waste buildup from Mass HGV	This should be refused. Traffic is a continual issue in the Ashford area, with lorries going all sorts of ways to get to the already full Lorry Park. Unfortunately Lorry drivers constantly throw bags of faeces, bottles of urine out of their window on the Ashford Roadways, at times even when sitting in traffic. The environment of Ashford should never have been considered for this area. Stop 24 services would have been a much better area to undertake such a plan. The site needs strong management, and due to the level and type of vehicles being used, this will not be the case. Ashford residents are being punished yet again. The detrimental effect on continued presence by HGV's is huge, damage to road surfaces which already takes KCC Highways up to 2-3 years to repair properly. Traffic will be unmanageable, residents will be affected, businesses will be affected by the large increase in traffic pollution near resident boroughs. Again, this should be refused. Think of the residents.	n/a	No	In the area (within 1,000 metres)
12078280227					Use of the eastern parcel of land	There is great suspicion in the Mersham community that the eastern parcel of land will be built on in the future and effectively leave no green belt between the village and Ashford. Positively the notes indicate there is no intention to build on the eastern parcel so would it not be the right time to confirm to everybody that this will be kept as a green space in the future? This would then, I am sure, remove the hostility that has built up in the area and will be seen to be "something good" that has come about from the development of the site. As you will be aware uncertainty always leads to rumours and accusations so confirmation that a green parcel of land will be established for the benefit of all would put everyone's minds at rest and will be seen as some positive action taken by the Government during a very difficult time.	N/A	No	In the area (within 1,000 metres)	
12078132634	Site purpose	Site location		Traffic		I believe the Sevington site is an ideal location for the planned customs and lorry park, as required. It has a quick link to junction 10A of the M20 so won't affect local roads. It has my wholehearted support.		No	In the area (within 1,000 metres)	
12075532252	Site purpose	Site location		Traffic	Environment	although I do not live within 1k of this site, I live close enough for it to negatively affect my life. Land East of Highfield Lane. The village needs this field - The High Field - to be retained as a Green Buffer Zone to protect Mersham from further encroachment. We believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility. We hope that our comments during this community engagement period will help shape the future of our field to the advantage of the village and the environment, not to the advantage of developers. Any development will be detrimental to the amenity of the area.		No	No	
12075523846	Site purpose	Site location		Traffic	Environment	Land East of Highfield Lane. The village needs this field - The High Field - to be retained as a Green Buffer Zone to protect Mersham from further encroachment. We believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility. We hope that our comments during this community engagement period will help shape the future of our field to the advantage of the village and the environment, not to the advantage of developers. Any development will be detrimental to the amenity of the area.		No	No	
12075520288					Environment	Land East of Highfield Lane. The village needs this field - The High Field - to be retained as a Green Buffer Zone to protect Mersham from further encroachment. We believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility. We hope that our comments during this community engagement period will help shape the future of our field to the advantage of the village and the environment, not to the advantage of developers. Any development will be detrimental to the amenity of the area.		No	No	
12074841119					Environment	As so much of the local land has been lost due to initially Junction 10, now also 10A & the latest the border facility I feel it is imperative that the land to the East is retained as an open space. We have lost so much of our open space in this sector of Ashford. As a child Broomfield was my playground, now most of it is covered by hospitals, care home & the ensuing car parks. It is imperative that wild life has corridors which the Highfield lane site would assist.		No	In the area (within 1,000 metres)	
12074604568					the adjacent green field site east of the main waterbrooke site	the green field site east of the main waterbrooke site must be kept as a green field separation ecology corridor between the new facility and Mersham if it is not it will degrade the natural beauty of the mersham village and reduce the amenity of setting. it will also provide a natural corridor for nature to continuing using the countryside to travel around the humanized areas.		No	In the area (within 1,000 metres)	
12074468465		Site location		Traffic	Environment	Your aerial photograph/map is out of date - see Google maps. J10a was constructed to relieve pressure on the overburdened J10 important for local people as it is one of the few crossing points in a growing town that is divided by the M20, and provides access to the William Harvey Hospital which serves not only Ashford, but Hythe, Folkestone and Dover. Building the facility with its traffic implications will negate the benefits of J10a. This is very disappointing for the people of Ashford and the neighbouring villages who have suffered greatly over the last 30 years for the needs of people and traffic passing through - High Speed Rail-link, M20 construction, international fibre-optic cable. As a GP I experienced this first hand. The facility however seems to have decided but to protect local people and the pleasant, active village of Mersham with its thriving school, church, pubs and village shop, I completely support the protection of the land between Highfield Lane, Blind Lane and Kingsford Street, retaining it as a 'Green Buffer Zone'. This is important from an environmental perspective too to ensure biodiversity and green corridors for wildlife. It will stop encroachment and preserve Mersham as the separate village it should remain. There should be neither housing nor any commercial or industrial development of this land. Keep it as green space. Enough is enough.		No	No	

12073284380	Site location	Traffic	Environment		<p>The drainage has not been given sufficient thought. The environmental impact has not been considered at all: you risk changing historic villages into suburbs of ashford, destroying their entire nature, destroying prime farmland all so we can import lower quality crops from elsewhere. It is essential that there is no building to the east of Highfield Lane. The newly built junction 10a was an essential development, however the way the roads have been constructed mean that the additional traffic will bring the A20 to a standstill, thus disconnecting all villages south of ashford. Traffic will be driven onto single track country roads which are already unable to cope. The junctions at Stubbs Cross and Clip & Clop will be totally impassable. This development has been given scant thought and will hugely disrupt not to mention spoil an important rural community.</p>		I live close to the route (within 100 metres)	Quite close (within 250 metres)	
12073132854	Site purpose	Site location	Site operations	Traffic	Environment	<p>I do wonder if the plans for the Sevington site to be used as an inland border facility for up to five years is more to do with the permitted duration of the Special Development Order rather than a true statement of the situation? If there is no space at the current border controls at Dover and Cheriton then how will this be better in five years' time? The number of HGV's using the Sevington site is stated as 1,700 reducing to 950 after July 2021. This reduction is predicted due to drivers getting used to the new border process at ports. However, the same documentation suggests the purpose of the Sevington site will be for lorries importing plants, animal products, certain foods and live animals as part of biosecurity border checks. Surely this requirement will be ongoing - are these the predicted 950 lorries? The number of lorry movements via junction 10A sounds concerning. In addition, if the Waterbrook inland border facility is also developed this would mean even more lorry movements via the same motorway junction. You state that Sevington and Waterbrook would not be operational at the same time but if that is the case what is the point of developing the second site? What plans do you have in place to stop the site from becoming a longer stay HGV parking facility and what happens when the site is full - where do HGVs and other vehicles wait? Your documentation states that traffic impacts on the local and strategic network are being assessed and managed and a Traffic Management Plan will be put in place if necessary. How robust will this plan be? This area has a history of problems with inappropriate HGV parking on local roads and laybys. As work has already started on the western parcel of the site and topsoil has been moved for storage to the eastern parcel of land it seems likely that there has already been significant disruption of the natural environment. Undertaking ecological studies at this stage seems far too late in the process. I am confused about the work being undertaken on the eastern parcel of the site. Your documentation states that topsoil has been moved from the western parcel to the eastern parcel for storage but this topsoil storage is only temporary for a period of 12 months. However, your documentation also states that the topsoil will be used to create bunds to mitigate the visual and noise impacts from construction and operation of the border facility. So on the one hand you are saying that the topsoil will be removed and on the other hand you are saying that the topsoil will be used to create bunds which will significantly change the natural environment of the eastern parcel of the site. Your letter of 9 October 2020 states that DfT will be working with the relevant local authorities to consider the future of the eastern parcel once it is no longer needed for the storage of topsoil. As a local resident I firmly believe that this land should be reinstated to as close to a natural local habitat as possible. The site could then be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the development of the inland border facility. This site, to the east of Highfield Lane should then be</p>		No	In the area (within 1,000 metres)
12072893659					Environment	<p>Ashford has been decimated by the construction of too many Lego brick houses; access roads which go through the town and have destroyed both heritage and homes; rail links which do the same. This plot of land needs to be kept as countryside - planted to provide natural beauty and habitat, as well as acting as a buffer against the noise and pollution that this abomination of an inland lorry park is already causing and will cause. Kent is called "the garden of England" and yet is becoming a window box by the day. Residents deserve more consideration than they have received and the environment in which they - and the flora and fauna - live should be treated with care for future generations.</p>		No	No
12071129308				Traffic	Environment	<p>As chairman of the football section of Mersham Sports and social club, we have struggled against local council requirements and the church commission as land owners while trying to maintain facilities for the local community. For 5 years we have tried to purchase a few more acres of land for sports on the other side of the village and secure funding for a new club house. We have had to pay for numerous planning applications and surveys all from hard working volunteers raising funds year after year. Then as a local resident I witness the construction junction 10a which clearly didn't go as planned with all the corrections being made and still comes closing off lanes. 2 years of traffic chaos, now as soon as that project comes to a close, more chaos and road closures. Within a matter of days of hearing about the plan the green field site is being ripped up and soil being dumped within the village of Mersham acres and acres of land being taken over. While the local sports club has to turn children away as we don't have the space to accommodate the local demand for football and cricket. The Government owns land closer to the channel tunnel in the form of MOD land, how is that not a better use of resources or just now absorb another village into the conurbation which is Ashfords uncontrolled expansion.</p>	Mersham Sports Club	No	In the area (within 1,000 metres)
12071105777	Site purpose					<p>Totally agree that the undeveloped area should be used as a Green Buffer Zone to protect Mersham from further encroachment. I believe this area should be used as a green space for community benefit, creating a biodiversity gain to offset the biodiversity loss caused by the Border Facility.</p>		No	No
12071081501					Environment	<p>Proposed green buffer zone must be maintained indefinitely to shield Mersham from Border facility and what will ultimately be a long term lorry park.</p>		No	No
12069440115					Environment	<p>Do not encroach into Mersham by using the Western parcel. Turn this piece of land into a community space with woodland, walks, a park to try and offset the impact on the environment and wildlife of the border facility on the Eastern parcel.</p>	I live on the route	Yes (within 100 metres)	
12068535980				Traffic		<p>We live on the Finberry housing development next to the Waterbrook lorry site. I understand the need for this however we only have one way in and out of the estate, which means we ALWAYS have to use the roundabout at Waterbrook / Orbital. Therefore PLEASE can the road be opened up from Finberry to Bridgefield (Rutledge Way or Damara Way) to ensure that we are not blocked into our homes / estate by the thousands of lorries.</p>	I live on the route	Yes (within 100 metres)	

12068479167	Site purpose			Environment		The best use of the site would be to provide a green buffer zone that would be of community value. The site should be allowed to redress the imbalance on the natural environment caused by the construction of the Border facility. Re-greening and the advice of bodies such as Natural England and other environmental authorities should be sought and proposal put to a forum of local residents.	No	No
						I have looked at the plans for the inland border facility at Sevington and I'm really pleased to see you have covered and are considering many environmental and pollution reducing options. Especially as I live very close by, I will make a suggestion for the Eastern parcel of land and then address my concerns. EASTERN PARCEL OF LAND I have lived on Highfield all my life and watched as fields disappear to urban sprawl. It was a lovely quiet place to walk and enjoy wildlife, watch beautiful sunrises over Sevington Church. I would love to see the Eastern parcel of land officially "protected". It would be lovely if a piece of land could be left to be enjoyed by wildlife and nature also walkers, cyclists, runners and wheelchair users by way of a wide footpath, a place where no vehicles are allowed. I would like to see this piece of land with rare and declining native trees and hedgerows planted all the way round. A place with native wild flowers and meadow and frog pond planted. I hope that the Buzzards, Mice, Bats, Hedgehogs, Newts, Frogs, Bees and Butterflies can return and have a protected habitat that can be enjoyed by both locals and wildlife. I would like to see the wildlife encouraged by way of bee/bat/butterfly/hedgehog hotels and nesting areas. I would love to see a spot in the middle, where you can just stand and take in the protected view of all the churches to the West and East in a line. And a natural wooded play area for the children, with grass banks, wooded stumps, basically a green area to make up for what we keep losing by the urban sprawl all around us. My main concerns are as follows; AIR QUALITY & CONGESTION As lorries are exiting the site and may have priority by way of traffic lights, I have concerns of Traffic congestion backing up to the new roundabout (the one on A2070), then from there backing up down A2070 towards the Waterbrook Park roundabout. Also backing up towards jct 10 as this will cause increased exhaust fume congestion literally in the back garden, (not to mention the car/lorry horns and rude words my little boy is subjected to whilst people are having their road rage). The back up of traffic would also cause vehicles to be unable to exit Barrey Road (the only exit from our estate, we have to go up to this new roundabout in order to leave). We were informed that this new roundabout was being built to avoid this congestion and make it easier to leave Barrey Rd, but seems it will just move the congestion to this new roundabout, a solution needs to be found to avoid us being imprisoned on the Ashford business park estate (just this weekend (both days) shoppers were stuck here, this is even before increased lorry traffic. I would like to see improved road signs. The existing ones that have been placed along here showing the 40mph speed limit are tiny and largely ignored, as people assume it is dual carriage way speed, if you stick to the limit you get undertaken and basically are not keeping up with the flow of traffic. The speed limit signs need to be larger and the speed limits painted onto the road. NOISE POLLUTION The roads have been recently resurfaced, this has reduced the deafening noise pollution from passing traffic (we were	I live close to the route (within 100 metres)	Quite close (within 250 metres)
12068180317			Traffic	Environment	Eastern Parcel of Land			
12068029673				Environment		I ask that the eastern area, currently used for solid dumping, be restored and retained permanently as a green space buffer ground. This is necessary to protect the village of Mersham and its residents. As a previous resident of this area I am very aware of the environmental impact this facility is going to have on the locality. We must maintain a green corridor between the Border Station and the village. Trees should be planted as part of the re greening and the local community should be involved in this landscaping.	No	No
12068012766				Environment		Whilst the development of this land is needed for customs checks when we have left the EU, I and many others feel that the parcel of land to the east of the development site should be restored to a green space after its purpose for the storage of topsoil is no longer relevant. Mersham should be protected from the worst of the effects of this massive development and this field will at least provide some protection and benefit for its inhabitants. There is a feeling that Ashford and its surrounding villages are being over developed and earmarked by this government and the borough council as 'fair game' for any development it wishes to progress with.	No	No
12067979028	Site purpose	Site location	Site operations	Traffic	Environment	I object to this proposal on grounds of the environmental damage to wildlife and the people living near the site. This is a large area which is being ruined by this development, get again wildlife and the natural habitat is being devastated. The increase in traffic and impact on the immediate area and the town of Ashford costs not only in people's health but in terms of health and time. The noise, environmental impact of traffic is considerable. I do not consider this an ideal place to place such facilities and totally unnecessary.	I live close to the route (within 100 metres)	In the area (within 1,000 metres)

12067852952	Site purpose	Site location	Traffic	Environment		The location of this site is too close to local residents homes. Willesborough, Sevington, Finberry and Mersham all surround this site. The additional traffic and additional pollution will be extremely detrimental to people's health, and have huge environmental impacts. Ashford is committed to Carbon Neutrality by 2030 and this will make this objective impossible to reach. There will be an increase in deaths exacerbated by air pollution. Additionally, the site is close to the William Harvey Hospital, and one of the already busiest roundabouts in the town. Buildings already shake, and have damage caused by HGVs who use Willesborough Road and Hythe Road whenever there are issues on the M20. And we believe that there will be even more issues on the M20 after January 1st. We were also assured that this site would bring quality jobs, and that the site will be ready by Jan 1st. If it is to be ready by then, where is the recruitment, and training for these jobs? Or will the staff be transferred from somewhere else, thereby even further increasing the traffic using the roundabouts and roads around the area. This area of Ashford was once beautiful, an attractive entrance to the market town of Ashford, and home to diverse wildlife and plants. This site will make Ashford, and Kent, an unattractive place to visit and stop, and this in turn will have an impact on the local economy. We have little faith that post Brexit procedures will run smoothly, and as a result, all we will have to look forward to is a site that is unclean, and traffic chaos. We need to get more freight onto rail, and promote more local products and services so that we can reduce the amount of traffic travelling through Kent. Instead we are going to have to make Motorways that are constantly at a standstill. During Operation Brock, when the barrier is in place, we have seen an increase in accidents. Now that it is back, there will no doubt be more. If you have to build this site here, and clearly undertaking consultation months after work has been started suggests that this consultation is no more than a box ticking exercise, please at the very least, ensure that every single environmental consideration is implemented. Ensure that the site is carbon neutral. Put solar panels on buildings, ensure that lorries engines are not idling, ensure roads are clearly signed so that lorries can only go a certain way - we don't want them on roads that are not designed to take that amount of weight. Please build hedgerows in, and trees, and please make the site look as attractive as possible. If we had a choice, which it appears we don't, we would request that the site is not placed in this location. It is fundamentally the wrong location. Thank you.	No	In the area (within 1,000 metres)
12067839173				Environment		The field separating Mersham from the development should not be used to store topsoil or anything else. The biodiversity in this location should be protected. Have you not seen David Attenborough's programmes recently! The lorry park has caused enough damage already. Do not add to this! We need insects and wildlife for our own survival!	No	In the area (within 1,000 metres)
12067738508				Environment		The area east of the Sevington Highfield Lane border facility needs to be retained as a green buffer zone to protect the village and wildlife habitats.	I live close to the route (within 100 metres)	Quite close (within 250 metres)
12066984314	Site purpose	Site location	Site operations	Traffic	Environment	We want the land to the East of Highfield Lane, Mersham, to be retained as a green buffer zone, a community benefit, to create enhanced biodiversity and protect Mersham from encroaching development.	No	In the area (within 1,000 metres)
12066929237		Site location	Site operations		Environment	THIS SITE SHOULD RETAIN AS MUCH GREEN BARRIER BETWEEN ITSELF AND ANY RESIDENTIAL PROPERTY IN THE AJACENT AREA DUE TO THE LACK OF PRE-CONSULTATION WITH THE LOCAL RESIDENTS AND ASHFORD COUNCIL PLUS THE AGRESIVE AND HURRIED WORK SCHEDULE	N/A	No
12066737156	Site purpose			Environment	After the 5 years (or less)	The maximum time period of 5 years use by Border Facilities, and the requirement to return the site to open land, should be set in UK Law. Any idea to change either the time period, or the use of the land must require a full planning/environmental enquiry	No	In the area (within 1,000 metres)
12066522671	Site purpose	Site location	Site operations	Traffic	Environment	Why was it decided that the west rather than the east of the site should be developed when this is likely to have a greater impact on homes on the Highfield estate in Willesborough? The impact of night time transport noise and exhaust emissions and the effect of this on daily life. The constant acceleration and deceleration of HGVs emits vibrations as well as noise and particulate matter. How will the impact on local residents of the Highfield estate will be ameliorated, when the mitigation measures are on the eastern side of the site?? Where will the results of the ecological and archeological studies be published so that they can be accessed by local residents transparently?	I live on the route	Quite close (within 250 metres)
12066385591			Site operations		Environment	Regarding site operations: I can't see a mention of vehicles and/or cargo that is impounded. Is this stored on site or taken elsewhere? If taken elsewhere, how often is this taken, i.e. daily so it's not stored onsite for prolonged periods of time? Regarding environment: the topsoil is stored on the eastern parcel of land to create bunds, but only for 12 months. Will there be bunds remaining after 12 months? What is the plan for the land after 12 months? Retuning to farmland or creating a managed environmental/ecological area that fits with the surrounding areas?	no	No
12066352853		Site location				Poor location. Traffic already very heavy in the area, and lorries will be clogging up the roads. We've been asked to put up with enough in Ashford already. You're really making it an unattractive place to live!	No	No
12066219025		Site location		Traffic		Site location- we have just had junction 10a opened to relieve traffic. This will compound problems that this junction was meant to help with special reference to the William Harvey Hospital Traffic- as above These villages around are long standing communities which should be given protection and support from increasing anonymity and urbanisation	No	No
12065607700	Site purpose	Site location	Site operations	Traffic	Environment	If we remained in EU the county of Kent would not be blighted like this. Vote Leave told a pack of lies. The Johnson Vote Leave Government are a disgrace and have let down Kent and Ashford residents. Mersham needs a strategic green gap to separate the parish from Ashford. The statutory instruments have ridden roughshod over local planning and democracy. It's disgraceful. This government doesn't want a deal but simply wants WTO basis and an appalling trade deal with Trump's America. You've let this country down big time.	No	No

12065431537	Site location		Environment			Please, once the current site is completed return the site east of Highfield lane back to nature. This area and the residents around have been living with years of construction leading to noise, pollution and traffic congestion. Just when it appeared that the construction was complete it was as if overnight the construction of this "internal border" started without any warning. The village of Needham is in danger of getting swallowed up and who knows what the impact on the flood plain and environment. Combined with operation Brock the last couple of years has been miserable travelling in and around Ashford and we need a break.	N/a	No	In the area (within 1,000 metres)
12065210008			Traffic			As a resident of [REDACTED] which backs on to Junction 10 I have some serious concerns about the impact of this on us. Firstly I note that it says "Prominent road signage will direct HGV drivers down the A2020 and M20". This is not good enough in this day and age of Satnav – the HGV drivers take the shortest route that their Satnav tells them to. There needs to be more pro-active measures to force the lorries to turn right out of the Inland Border Facility and return to Junction 10a, and not let them turn left and proceed to Junction 10. Secondly, this WILL have an impact on residential areas. We already get foreign lorries coming in to Lacton Oast as they seek somewhere to stop overnight. Lacton Oast is a cul-de-sac and they have a devil of a job turning round, and have done damage to property. The Inland Border Facility will cause more lorries to stop in the Ashford area and we fear this means an increase in them in Lacton Oast. We need some restriction – and not another sign! – at the entrance to The Street, Willesborough to stop these lorries.		No	In the area (within 1,000 metres)
12064773327			Traffic	Environment	Local disruption	As we are very local to this development we are very disappointed that no one was informed of this and we have never received any letters except the one dated 9th October. As we are regular users of the small local are worried about the pollution damage to the church and also hope planning for our new car parking going ahead and also. The sum of money going to the church is being given to the church as said to Axa. We are also worried about the land on the other side of Highfield Lane which we hope is being kept as a green space.	I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12064702150			Traffic	Environment	Historical saxon site	I have grave concerns over the use of this site and the volume of traffic, on an already busy roundabout with an A&E Hospital access vital. I personally think that the J10a was poorly conceived and planned. Has caused years of disruption to residents. It has in my opinion not done anything useful to alleviate congestion. The pollution levels at this roundabout are already above recommended levels and putting 10,000 trucks a day queuing on the slip roads is going to cause more of an issue. I don't believe you will stop trucks using J10 as sat navs will take them that. The shorter route & J10A isn't large enough for the volume of traffic either. I believe its vital that a green space should be kept between Mersham and this development, not to engulf our villages into the surrounding town. But probably the most sensible idea would be a 2nd brexit referendum and an end to this costly & disruptive nonsense.	I live close to the route (within 100 metres)	In the area (within 1,000 metres)	
12062450616			Traffic		footpaths	We have been liaising with the agent from DFT re this project, and have had useful dialogue. We are very concerned that once the site is operational, we are going to have a constant stream of TIR vehicles trying to access via Highfield Lane, as SAT NAV sends lots of them here, at all hours of the day and night, and this will only increase once up and running. We have requested that the bollards that are in place at the moment are moved to the junction, so [REDACTED]. We would also be very interested in being offered the opportunity to purchase the land at the end of our property once the area is no longer required by yourselves. We have also requested that the footpath is NOT re-routed [REDACTED]. We have made suggestions about a preferred route. We have also requested that the bin is re-sited	I live on the route	Yes (within 100 metres)	

12062314707	Site purpose	Site location	Site operations	Traffic	Environment	<p>My objection to all of this proposal is the total lack of common decency on your part to advise residents what is happening in their area. The only notification I have had is todays letter (9th October) certainly nothing before hand and what really annoys me is the assumption on your part that you advised me in a letter on 7th August 2020 which simply was not the case and I believe, by looking at some news reports that you agree you did not tell residents. I fail to see when there was a site proposal at junction 11 you allowed that to be discontinued but you have given us no detail at all. Why did you simply not say to the residents near junction 11 you allowed that to be discontinued but you have given us no detail at all. Why did you simply not say to the residents near junction 11 of which there are remarkably few in comparison to our area that you would steamroller over them instead of us?</p> <p>My objection to all of this proposal is the total lack of common decency on your part to advise residents what is happening in their area. The only notification I have had is todays letter (9th October) certainly nothing before hand and what really annoys me is the assumption on your part that you advised me in a letter on 7th August 2020 which simply was not the case and I believe, by looking at some news reports that you agree you did not tell residents. I fail to see when there was a site proposal at junction 11 you allowed that to be discontinued but you have given us no detail at all. Why did you simply not say to the residents near junction 11 of which there are remarkably few in comparison to our area that you would steamroller over them instead of us?</p>		I live close to the route (within 100 metres)	Quite close (within 250 metres)
12062214294			Site operations	Traffic	Environment	<p>I live [REDACTED] the comment that it is not alongside any residential properties is a joke when I can speak to the workers from my drive. Our property is blighted by this 'Lorry Park' and as such the value has decreased massively. When will we be contacted regarding compensation for our losses? With regards to the site being temporarily, 5 years is a long time to be stuck, not being able to sell. What happens to the site after 5 years, and will residents be further affected? Access to staff is via Church Road, a small lane. This will cause congestion as workers try to join the A2070 at a busy T junction. What will be done to mitigate this? What is in place to stop both waterborne and airborne pollutants with hundreds of HGV movements with 100m of my front door? Why is the working area not closer to J10a, away from all residents, with the overflow using the South side of the site? The consultant and engagement from the DfT has been laughable. The residents have been kept in the dark, and risk massive financial loss due to this development. What will be done to resolve this..</p>		No	Yes (within 100 metres)
12061385535						<p>Why do your plans incorporate using Highfield lane. Since it was no longer used as a toad local residents myself included have used it as a safe dog walking Route To walk from Kingsford Street along Highfield lane across the footpath into blonde land and back to Kingsford Street. This has now been denied to locals. Can you not contain the site to the area originally given planning permission. 2ndly for vehicles arriving into the uk. Will security be provided to ensure we don't have illegals wandering around</p>		I live close to the route (within 100 metres)	Yes (within 100 metres)
12061371270					Emergency access gates	<p>Why is it intended to have emergency access gates into Kingsford Street and church road from Highfield lane. These roads are totally unsuitable for Hgv traffic</p> <p>The following points are necessary for sustainable delivery of Sevington and Waterbrook Facilities in Ashford.</p> <ul style="list-style-type: none"> Parking and Access •A hotline number to be set up (similar to what was used during CTRL construction) to report lorries parking up to wait their entry time at Sevington / Waterbrook in adjoining rural roads. ABC can assist with parking enforcement and have a strong track record of working with KCC and DfT on this, the areas where there are enhanced restrictions on lorry parking in Ashford should be extended to roads surrounding Sevington. •Highways England to bring forward the "Bellamy Gunner" Scheme of traffic lights at the McDonalds/Orbital roundabout. The trigger point for this is 50% occupations at Finberry which Crest are close to, and now needs to be urgently delivered with additional lorry movements in the area. This is of most relevance to the Waterbrook site. •Reight vehicles to use the A2070 only to access the Sevington Border Facility, not Church Road which must be for staff car park access only. ANPR to be located at Church Road to enforce. Signage will be required in A20 in Mersham and surrounding roads. Particular care is needed to ensure no adverse impact on access and egress to the William Harvey Hospital, 111 Contact Centre and SECAM "Make Ready" Centre. •The DVSA to have additional enforcement powers to ensure that vehicles use only the proscribed route to enter Sevington and Waterbrook beyond October 2021 to cover the full 5 years of operation. •Deceleration and acceleration slip roads to be considered for the A2070/Church Road exit to avoid accidents from the increased traffic usage from the Sevington staff car park. Routes through the staff car park should be designed to ensure congestion at shift change over dates is avoided. •Staff parking will be required at Waterbrook, the adjoining roads cannot cope with the number of staff required. 		I live close to the route (within 100 metres)	Yes (within 100 metres)

email response	N/A	<p>On-site Activity</p> <ul style="list-style-type: none"> • A system of marshals on each site to ensure lorry engines do not idle and sufficient electric charging points must be provided for refrigerated lorries (Is 20 really enough at Sevington and 7 at Waterbrook?) New generation "whisper" generators are proposed, rather than noisy diesel generators, but embedded mains connection would be preferable. All lorries arriving on site should immediately turn everything off once marshalled to parking. • Neither Border Facilities are to be used as a rest area, lorries which need to spend rest time due to tachograph rules to be directed to the Truck Stop in Waterbrook. Three separate postcodes to be provided from the Royal Mail for the Sevington & Waterbrook Border Facilities and the Truck Stop so that drivers know which site to go to without disrupting local traffic. • The office buildings on site at Sevington to be ground floor only, addressing concerns over height and setting near to St Mary's Church, Sevington. The sheds used for checking vehicles should be no higher than the VOSA site in Waterbrook and as far away as possible from listed buildings in Church Road / Highfield Lane. • Sophisticated containment cells are required for drainage at both sites and the design must address the "Stodmarsh" pollutant issue which Stour Valley developments need to address. This include the Sevington order Facility. If filters get blocked there needs to be a timetable and commitment to fix this quickly. If there is a spill, we must have confidence that the system will protect the environment. • On-site lighting at Waterbrook and Sevington to be angled downward to ensure there is no adverse impact on nearby properties and ensure it complies with ABC's dark sky policy. <p>Boundary & Site to the East of Sevington</p> <ul style="list-style-type: none"> • The footpath across the Sevington site will be diverted towards Church Road which should become an amenity, perhaps something along the lines of the old fishing lakes in Eureka Park, managed by Quadrant. The design should allow subsequent occupiers can build on the initial DfT scheme as far as they can. • The site east of The Sevington Customs Border Facility to be designated as a green buffer area as part of Ashford's Local Plan and work to be started immediately with ABC/KCC to identify ownership / management options for the site in conjunction with the Parish Council. By designating the land to the east of the Sevington Border Facility and managing it sustainably, it will give residents confidence that DfT are serious about carbon offset, wildlife habitat protection, visual and noise impact minimisation for Mersham and nearby ANOB, and to replace trees lost in construction of the Border Facility/J10A. This can set the scene for how the rural areas of the Borough will be protected as we move into the new planning regime set out in the Planning White Paper. DfT to inform ABC who is responsible for taking forward discussions with DfT to achieve this. We have had a series of very helpful Stakeholder Engagement meetings, including one with the Minister on MS Teams. These discussions are integral to get community buy-in and enables the Border Facility to be delivered sustainably. Emerging activities on site and detail have been adjusted to take into account of the feedback received. This is welcomed, and I would like to thank the Team for engaging in genuine dialogue so that detail being worked up will be of good quality. 	N/A						
12120703107	Site location	Site operations	Traffic	Environment		Already a very busy J10 which will get considerably worse for residents. Also new housing estates will increase traffic more. Noise from extra lorries especially will create disturbance. Tremendous damage to the environment with traffic pollution. Not been thought about enough in a residential area. Everything seems to be developed in this part of the country, how about involving other areas.	No	In the area (within 1,000 metres)	
12120688040	Site purpose	Site location	Site operations	Traffic	Environment	How can you possibly have this site with residential so close. It was obviously planned a long time ago with J10A by selfish people and the public were told of J11 with no residential. It's not even lowered for noise or pollution, why not over wear truck stop, plenty of room, surely I don't have to list the health and safety, pollution, dangers of this site.	No	In the area (within 1,000 metres)	
12120673080				Traffic	Environment	noise pollution	Firstly, we didn't receive the letter of 9 October you refer to. The new A2070 road has just been finished after 2 years of misery and pollution for local residents and now we have a further period of noise, machinery, dust, pollution etc. The new road from the new junction at J10A is now being changed already and will soon see degradation from the transit of 1,700 lorries daily. The closure of Highfield Lane and the footpath across the eastern field is disruptive to local residents, especially when we have all been staying more locally due to Covid restrictions. I see no reason for the footpath across the field to be closed forcing us to walk along the busy and dirty main road. There will undoubtedly	No	Yes (within 100 metres)
12120528351				Traffic	Environment		Please confirm as it is my understanding that HGVs will come off at 10A and will merge back onto London-bound at J10. In order to do this they must take the new roundabout just constructed A2070 and carry on back up to J10 to go to London-bound onto M20 not as shown on your detailed map. As this new roundabout will not be able to or even adequate for this volume of traffic. My property [REDACTED]	I live close to the route (within 100 metres)	Yes (within 100 metres)

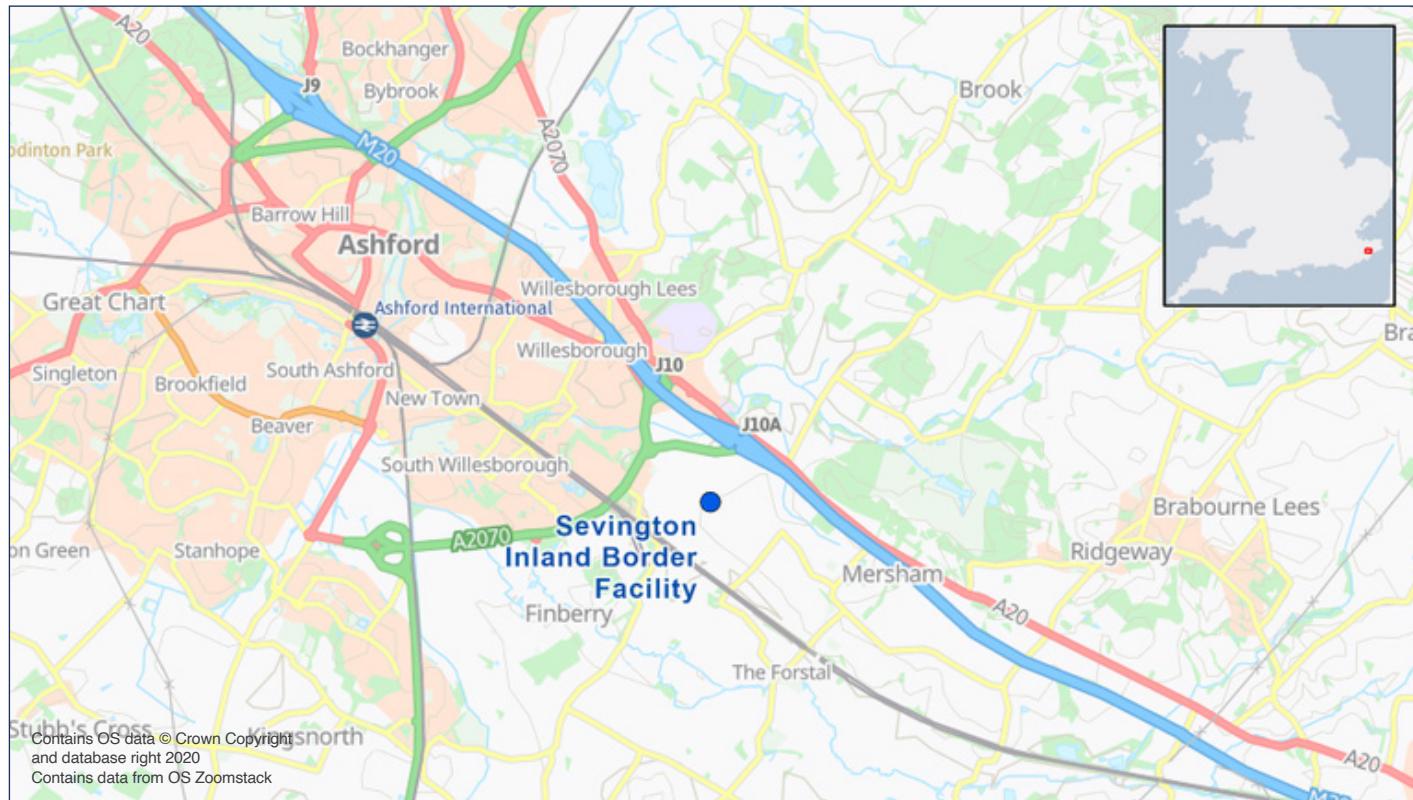
Appendix E. Example Engagement Materials provided to Schedule 3 Engagement Parties

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

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

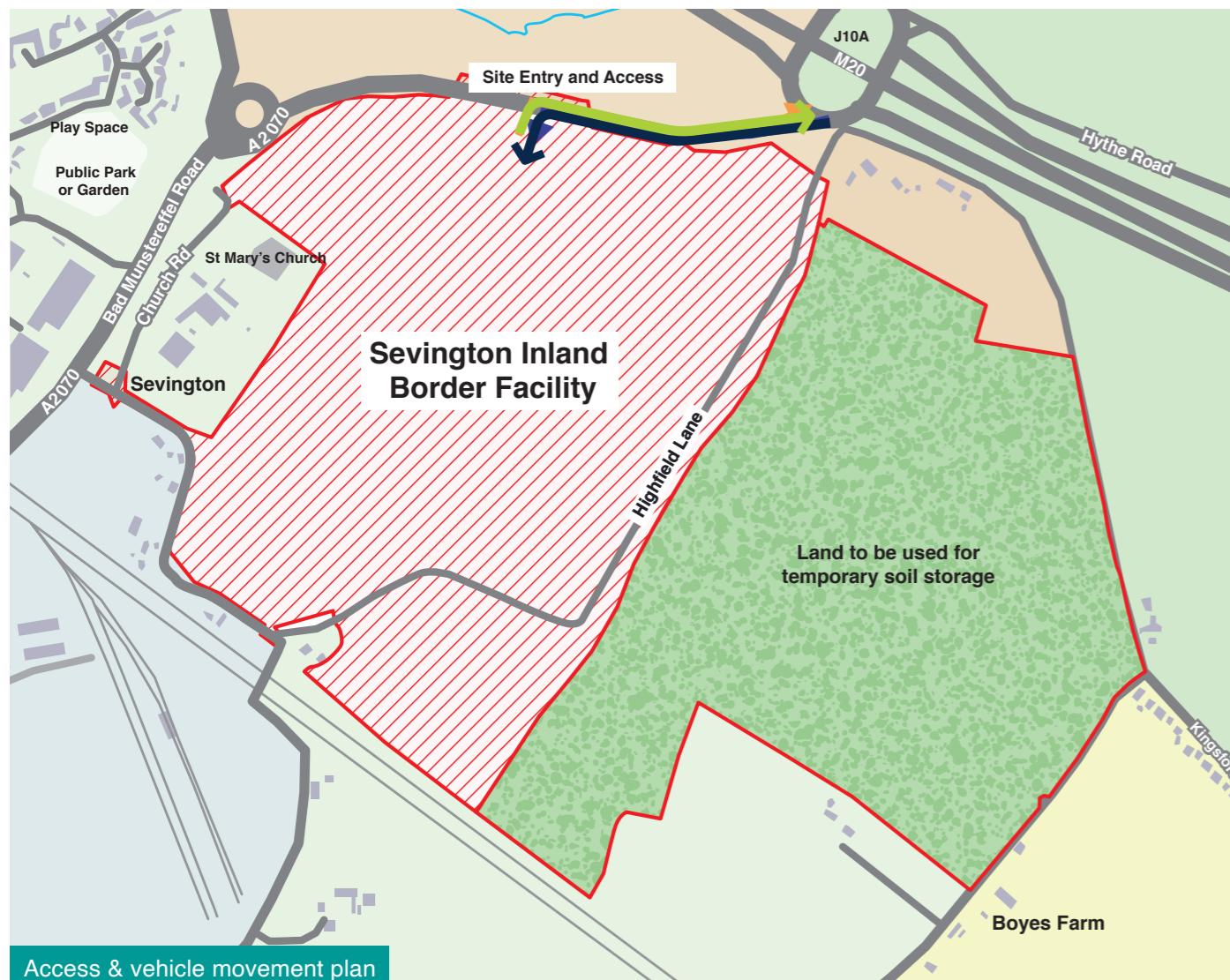
This booklet provides information about the Government's proposals for the Sevington Inland Border Facility. If you would like to submit comments about the Sevington Inland Border Facility proposal, please complete a feedback form and post to: Freepost Inland Border Facilities. Details about how the inland border facility will operate can also be viewed on our website at www.inlandborderfacilities.uk 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 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.



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.

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.

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

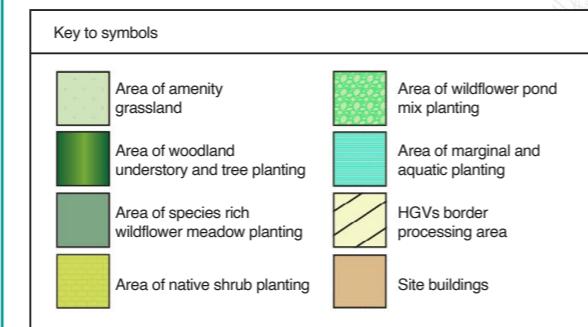
To limit risks from the Covid-19 virus, there will be hot and cold running water, hand cleaning facilities and provision of drinking water.

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

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



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

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

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:

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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
for Transport

Sevington Inland Border Facility, Ashford



Feedback Form

About this feedback form

As part of the Sevington Inland Border Facility proposals, we are preparing a stakeholder engagement report that will record the views of individuals and organisations that provide feedback. If you would like to submit comments about the Sevington Inland Border Facility proposal, please complete this feedback form and post it to: Freepost Inland Border Facilities

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

Your details

Should you not wish to provide personal details, please provide a postcode for your feedback to be included in the stakeholder engagement report.

Title (Miss/Mrs/Ms/Mr/Other):

Name:

Telephone:

Your contact details

We will use these details to contact you and update you on the proposals. You do not have to fill in this section if you would rather we did not contact you.

Address:

Postcode:

Email:

***PLEASE COMPLETE ALL SECTIONS IN BLOCK CAPITALS**

What is your comment regarding?

Site purpose Site location Site operations Site construction Traffic Environment

Other (please specify)

Your comment

Note - If you wish to provide additional feedback, please enclose additional pages to provide your comments.

If you are responding on behalf of an organisation, please provide details below

[Large empty box for organization details]

Do you live locally to the designated HGV route between the strategic road network and the proposed inland site?

I live on the route I live close to the route (within 100 metres) No

Do you live locally to the proposed site?

Yes (within 100 metres) Quite close (within 250 metres) In the area (within 1,000 metres) No

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Inland Border Facilities

Home

Ashford – Sevington Inland Border Facility

Ashford – Waterbrook

Inland Border Facility

Birmingham Airport Inland Border Facility

Ebbsfleet Inland Border Facility

Manston Airport Inland Border Facility

North Weald Inland Border Facility

Ashford – Sevington Inland Border Facility



How to comment on the proposals

This website provides an opportunity for interested individuals and organisations to view information about the Government's proposals for the Sevington Inland Border Facility.

As part of the forthcoming submission of the site proposals, we are preparing a stakeholder engagement report that will record the views of individuals and organisations that provide feedback.

The 14-day period of local engagement regarding the Sevington Inland Border Facility has now closed.

Information Booklet

Further details about the Sevington Inland Border Facility are available to view in an Information Booklet which is available to view and download [here](#)



Site location map

Inland border facility location

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



Department for Transport

From the Parliamentary
Under Secretary of State

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]k

Web site: www.gov.uk/dft

15 July 2020

Dear Residents,

We are aware that you will have seen reports over the weekend concerning the Government's interest in the 'MOJO' site in Sevington, Ashford. We sincerely apologise that information on this matter made its way into the press before we were able to communicate with you directly. We have not been able to inform you of our interest in the site before now for reasons of commercial confidentiality.

We can however now confirm that the Department of Transport has purchased the site and intends to make use of it in the context of our planning for the end of the EU Transition Period. Preparatory works will commence on the land this week, which will include securing the perimeter of the site, clearing the site of grass and vegetation and carrying out surveys.

Why this site?

The 'MOJO' site has been chosen due to its strategic location, with easy access to the M20, the primary corridor to and from key ports within the Dover Straits.

The Government very much hopes to avoid significant traffic disruption on Kent roads at the end of the Transition Period. Significant problems at the border are not inevitable if businesses take the action necessary to prepare for the changes to come. This is why the Government has launched a new communications campaign, and why we are putting in place a range of support and guidance for traders and hauliers, focused in particular at maximising the number who arrive in Kent fully 'border ready'. But a responsible Government must prepare for the contingency

of disruption in this key traffic corridor at the point of what will be a significant change in the nature of our trading relationship with the EU.

What is the planned use of the site?

Plans have not yet been finalised but we envisage two primary uses. First, Government Departments envisage using it as a permanent site for facilities related to future border processes, notably HMRC (as an 'Office of Departure/Arrival' for goods moved under 'transit' arrangements) and Defra (as a Border Control Post for goods needing sanitary and phytosanitary checks). Second, the site may also be used as a contingency lorry holding area for the particular, foreseeable risk of significant disruption at the end of the Transition Period. I would like to stress that there is *no* intention to develop the site as a permanent lorry holding facility for use in the event of cross-channel disruption – this is not a revival of the previous plan for the site at Stanford West.

Our intention is only to make use for these purposes of the western part of the site, which has previously been granted planning permission for commercial development. Our use of the site will require further planning consent, which the Government intends to pursue by means of a Special Development Order process. Residents will of course have the opportunity to make their views on the use of the site known in that context.

What kind of disruption will the works entail?

Initial disruption will be from Church Road into the southern part of the site until access is created from A2070 J10A link road. During Church Road access, there will be traffic lights during the day, but will be manually controlled to minimise delays to residents living on the road. Once the access from A2070 J10A Link road is in place, Church road will be opened to traffic.

During works on the site, to ensure minimum disturbance to the local community, working hours will be restricted to between 07:00-20:00, Monday to Friday, 07:00-17:00 Saturday and no work on Sunday.

The existing Public Right of Way AE639 has been diverted to avoid the working area. Access along Highfield lane will be restricted as this will be part of the site.

Soil bunds will be created adjacent to local residencies to reduce the noise impact from the site.

A map of the affected area is attached to this letter.

What happens next?

Preliminary works will start this week to begin preparing the site. While we do not expect the works will have a significant impact on the surrounding roads, we will continue to monitor the situation closely to ensure any noise and disruption is minimised.

As the scheme begins to develop and construction is due to begin, more information will be provided to you.

If you have any queries about the scheduled works at MOJO, please contact [REDACTED]

Annex: Map of the affected area





Department for Transport

From the Parliamentary
Under Secretary of State

[REDACTED]

[REDACTED]

[REDACTED]

Web site: www.gov.uk/dft

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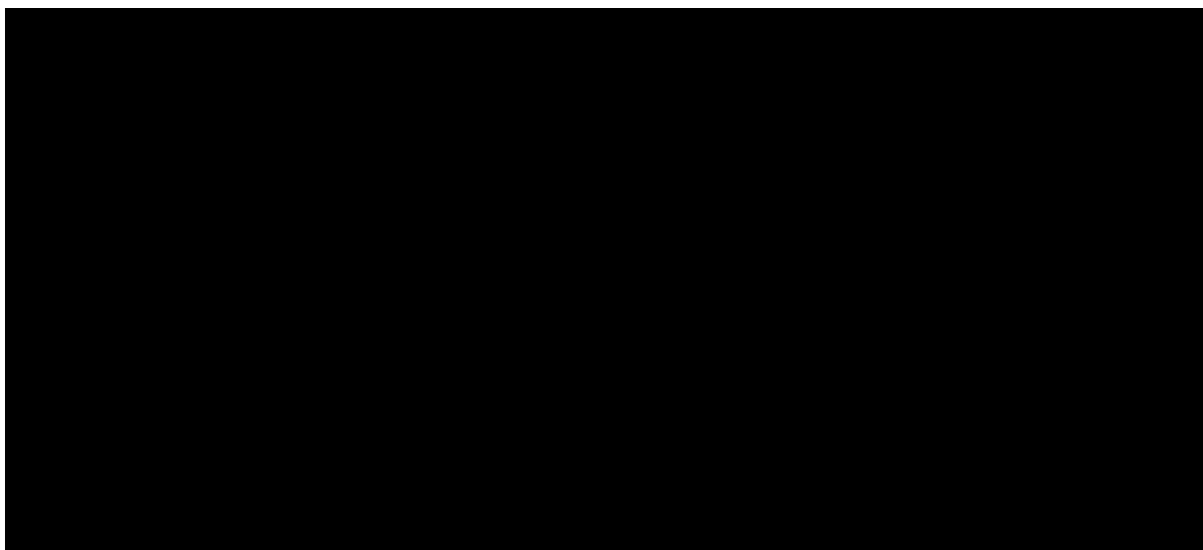
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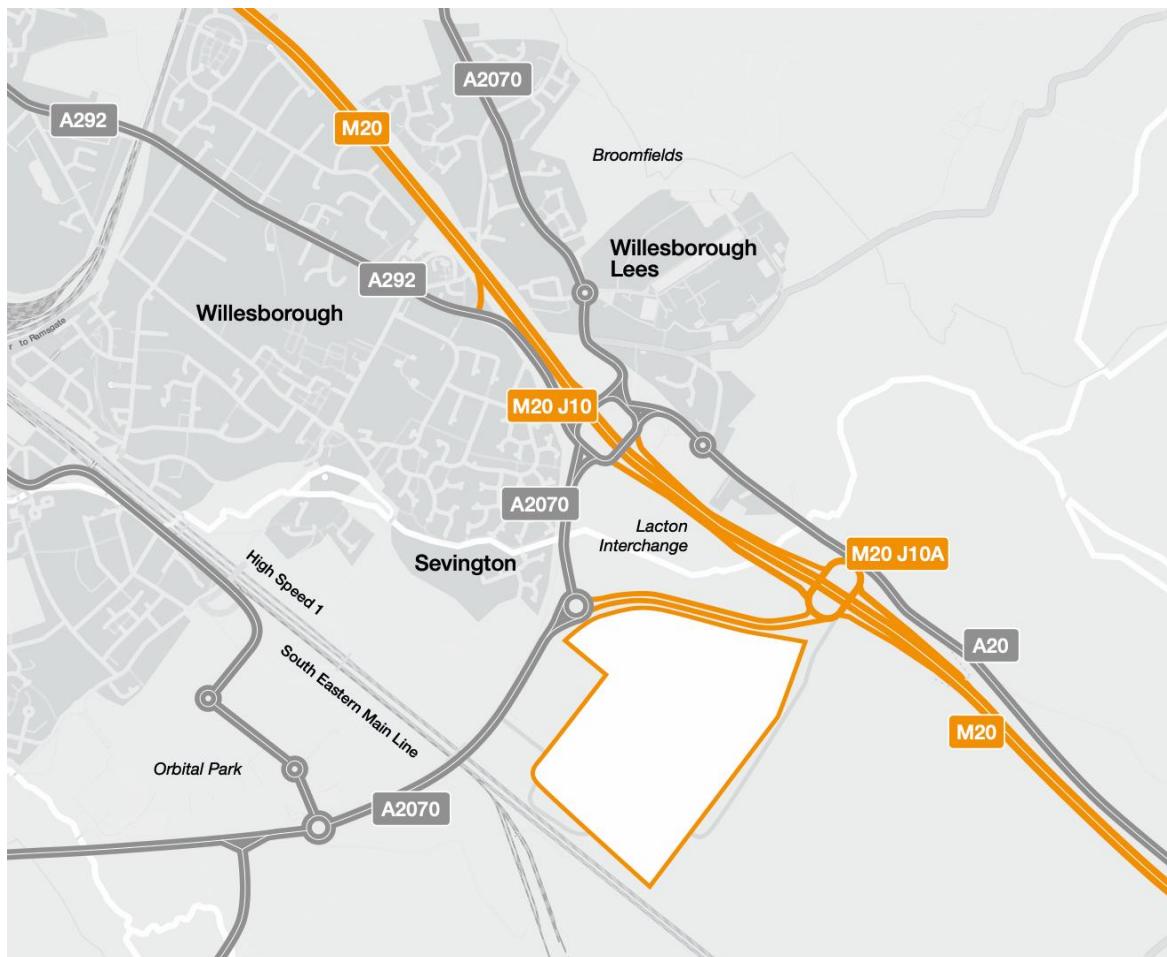
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If you have any queries about the scheduled works at MOJO, please contact [REDACTED]

Yours sincerely,

A large black rectangular redaction box covering the signature area.

Annex: Map of affected area





Department for Transport

Department for Transport

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Web Site: www.gov.uk/dft

7 August 2020

Dear Residents

This is a letter to update you on further planned works on the site. As set out before, there is no planned development on the parcel of land to the east of Highfield Lane. However, you will start to see movement of vehicles and machinery over the coming months on that parcel of land – starting from Wednesday in a limited capacity – as the Department intends to store top soil from the western parcel on it temporarily, limited to 12 months.

The Department is very conscious of any potential visual impact that storing a significant amount of earth and therefore our plan is to keep the height of soil stockpiles to a minimum wherever possible.

To transport the material from west to east, the plan is to crossover at certain sections of hedgerow running down Highfield Lane. We are not yet in a position to do so due to ecological reasons, and so in the meantime this will be achieved by using the turning circle at the northern end of Highfield Lane through an existing access from the west field through an existing access to the east. Highfield Lane has had a permanent Traffic Regulation Order (TRO) since April 2017 prohibiting driving.

Kent County Council are in the process of arranging a full Temporary Traffic Regulation Order to stop all access whilst there is work between the two areas. The existing road surface will be protected with heavy duty matting.

If you have any queries about the scheduled works at MOJO, please contact

[REDACTED]
[REDACTED]
[REDACTED]

Yours sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

Email subject line: Private and Confidential – Notice of formal engagement period for the Department for Transport Sevington Inland Border Facility proposal - The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020

Notice of formal engagement period for the Department for Transport Sevington Inland Border Facility proposal - The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020

Dear [Salutation and name],

I write to advise that the Department for Transport (DfT) proposes to make a submission under article 4 of the above referenced Order to the Secretary of State for Housing, Communities and Local Government for approval to develop an Inland Border Facility (IBF) in Sevington, Ashford, Kent. The effect of any approval will be to use the site as an Inland Border Facility to provide customs and transit checking activities required for hauliers from 1 January 2021 as set out under Article 3 of the Order.

The site will act as an office for starting transit movements of goods in and out of the UK, include stationing areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles entering and exiting the site. Temporary office buildings, staff and driver welfare amenities will also be required.

The Order may be viewed online at:

<https://www.legislation.gov.uk/ksi/2020/928/introduction/made>

The submission of proposals pertains to the area shown within the red boundary outlined in the attached drawings.

- The two General Arrangement drawings show site operations proposed as of 1st January 2021, when DfT and HM Revenue and Customs (HMRC) begin operations on site, and proposed site operations as of July 2021 when the Department for Environment, Food and Rural Affairs (DEFRA) begin operations on site.

As you will be aware, we have been engaging with you on behalf of DfT to seek your views, and this has helped to inform and shape the developing proposals.

The Department for Transport is now seeking written representations from you as part of the conditions to engage with relevant parties set out in Article 4(2)(j) of the Order.

We would ask that you consider the proposals for the Sevington IBF in your written responses and identify any issues. All written responses will be summarised within an engagement report to accompany the submission of site specific proposals.

Written representations must be made during the formal engagement period, which will run for 14 calendar days, beginning **Monday, 12th October** and closing at **midnight on Monday, 26th October 2020**. Comments received after the deadline may not be taken into consideration.

Written representations should be made in the format of either an A4 PDF attachment using organisational letterhead, or by email in a portrait format. The representation should be provided by way of email to the DfT IBF sites Stakeholder Engagement Team, at [REDACTED]

We will continue to work collaboratively with you during this period should you require any support and address any outstanding queries.

Any queries should be referred to [REDACTED]
[REDACTED]



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