

Dover IBF

The United Kingdom (UK) has left the European Union (EU) and a transition period was in place until 31st December 2020. This booklet explains the Government's plans to introduce an Inland Border Facility alongside the A2, near Dover. The booklet also details how interested individuals and organisations can submit comments on the proposals.

Update

Some slight changes and additional information has been made to the proposal plan as our proposals develop. Therefore to reflect these updates the period to submit comments has been extended to 23.59 on 17th November 2021.

Background

Her Majesty's Revenue and Customs (HMRC) is progressing plans for the Dover IBF. The site will carry out customs checks, comprising documentary and physical inspections of goods entering and leaving the country including document checks on consignments covered by the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and market surveillance. It will include parking areas for HGVs, vans and cars while waiting to be processed for customs purposes, as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site. HMRC's proposed use of the site will require approval, which is being

sought by the Government under the requirements of a Special Development Order (SDO).

The Dover IBF proposals are designed to ensure that there are no significant or long-term environmental effects. HMRC has undertaken a review of options for the use and layout of the site and is engaging with community and technical stakeholders. You can view copies of letters sent to local residents on our webpage: www.inlandborderfacilities.uk

Inland Border Facility Location

The Dover IBF is proposed alongside the A2 in Kent, near to the villages of Guston and Whitfield, just outside Dover. The proposed facility would be located off the Whitfield Interchange between the A2 and the A256, providing access to the Port of Dover and the M2 motorway. The site is approximately 15.2 hectares in size, comprising two parcels of land, divided by the Roman Road which runs through the area north to south. In the Dover District Local Plan this site is allocated to be developed for employment use.

How to comment on the proposals

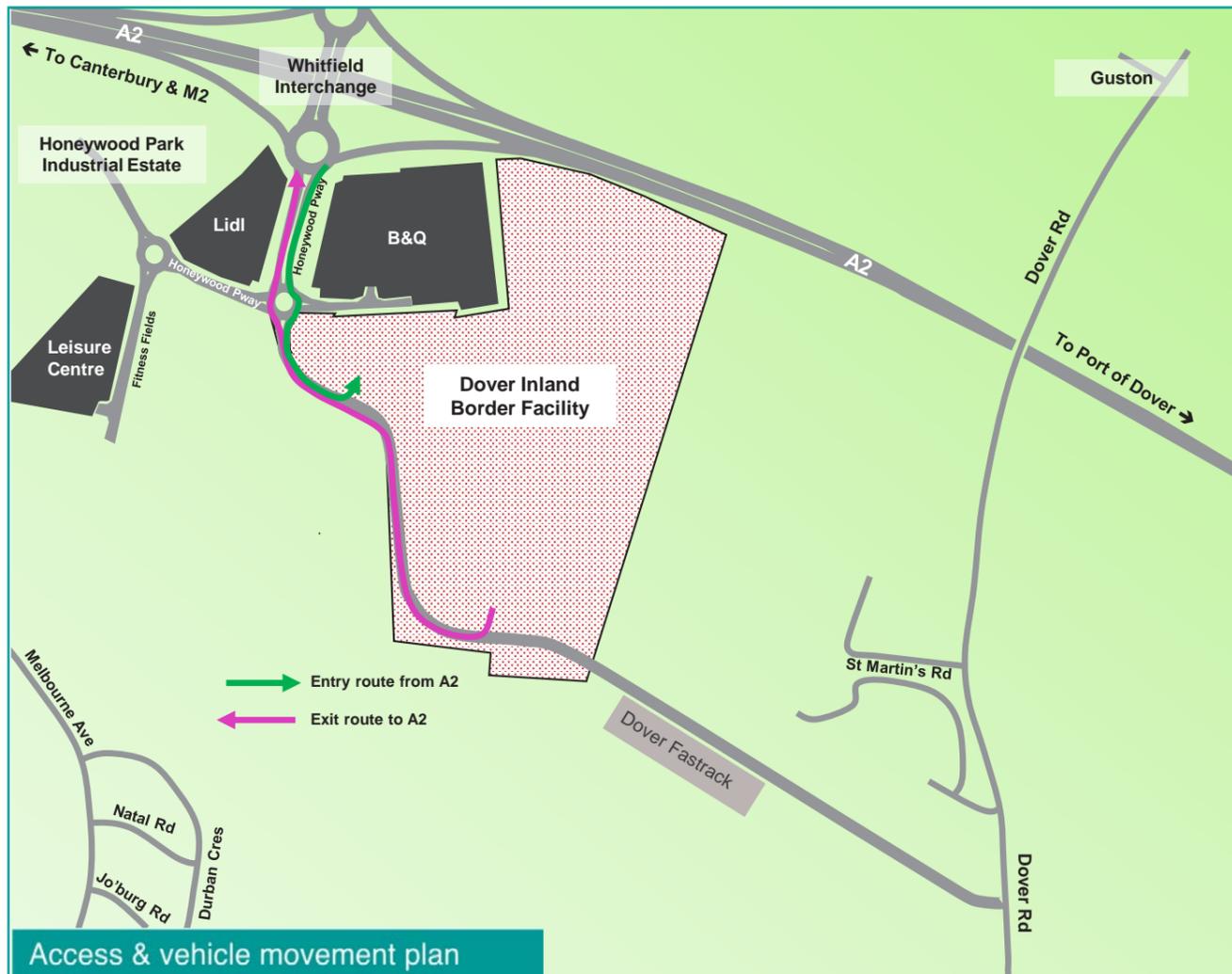
This booklet provides information about the Government's proposals for the Dover IBF. If you would like to submit comments about this proposal, you can do so from **25th October until 23.59 on 17th November 2021** by completing the Online Feedback Form (<https://www.surveymonkey.co.uk/r/DoverIBF>). Details about how the Inland Border Facility will operate and Frequently Asked Questions can also be viewed on our website. **Even if you commented on the previous proposals in January and February 2021, this is a new, smaller proposal, and as such we would be pleased to hear your comments. Comments made previously will not be included in this consultation report.**

Why do we need Inland Border Facilities?

Her Majesty's Revenue and Customs (HMRC) are engaging with interested individuals and organisations to explain the need for Inland Border Facilities (IBFs). Previous rules on trade, travel, and businesses for the EU and UK continued to apply during the transition period, until new rules were brought into effect from 1 January 2021.

The new rules require additional customs and transit checks to support ports like Dover. Where there is no space at ports for new border infrastructure, the Government has provided new Inland Border Facilities where these checks and other activities will take place.

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.



Highways and transport

Traffic modelling

The Inland Border Facility will not be used as a lorry park for traffic management. Initial strategic traffic modelling assessments have taken place which show no significant impacts as a result of the scheme. Vehicles we'd expect to attend the IBF would already be travelling along the A2/M2 route so we will not be adding additional traffic to the area. Further traffic modelling is ongoing and will be reported in detail in the Transport Assessment. Modelling is being undertaken for multiple junctions in the vicinity of the Inland Border Facility site.

HMRC will be working closely with National Highways who manage the Strategic Road Network, and Kent County Council who will manage the local road network, when the site is in operation.

When the site is operational, and if required, there will be regular monitoring of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the site. Where necessary, mitigation can be

implemented through operational processes and the Operational Management Plan (OMP).

Traffic flow & access

Directing vehicles to the Inland Border Facility

HGV traffic will access the site from Dover Fastrack via the Whitfield Interchange on the A2 (junction with the A256). Dover Fastrack obtained planning consent in early 2021 and construction will commence in 2022 by Kent County Council and Dover District Council.

HGVs travelling eastbound on the M2 will join the A2 and pass Canterbury. Entrance to the Inland Border Facility will be via the eastbound slip road off the Whitfield Interchange.

From the Port of Dover HGVs will use the elevated Jubilee Way to exit the port and continue northbound on the A2, following signs for Canterbury and the M2. The Dover IBF will be signposted via the westbound off-slip from the A2 at Whitfield Interchange.

Prominent road signage

Prominent road signage will be located on the route to and from the Port of Dover along the A2 corridor for those HGV drivers required to report to the Dover IBF. There will also be signs outside the site entrance to advise about the facilities on site.

Environment and landscaping

As part of the site-specific proposals for the Inland Border Facility environmental studies will be completed 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 under SDO requirements and are designed to ensure no significant long-term environmental effects. Given the current temporary nature of the Inland Border Facilities, reinstatement plans will be prepared for implementation when activities on the site cease with the intention to ensure a biodiversity net gain.

The site will be operational 365 days a year and 24 hours a day, with night lighting required. A landscape and visual strategy will be implemented on the site which will provide measures to reduce the potential for adverse environmental effects. Under the SDO requirements no buildings can exceed 15 metres in height. A suitable colour scheme for buildings to integrate them into the surrounding landscape will be implemented and landscaping will be undertaken to reduce the visual and noise impacts for local residents. For St Martin's Road in Guston, it is intended that this is done through the construction of a grassed and planted earth bund, to acoustically and visually screen the site from local residents. The distance between the IBF and local residents in St Martin's Road is about 270m to the staff car parking area and about 400m to the main operation of the site where HGVs will be located.

As part of the SDO submission, a study of the likely environmental effects report will be produced. This study will include consideration of air quality, cultural heritage, landscape and visual effects, biodiversity, 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 October 2020 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 and further analysis is currently being undertaken.

Public Rights of Way

A Byway Open to All Traffic (BOAT) and the North Downs Way National Trail pass through the site. As a result of this we propose to re-route the BOAT and National Trail along the eastern boundary of the Dover IBF site.

Drainage

We are working with a range of stakeholders including the Environment Agency and Kent County Council to implement a design that protects ground water from pollution, as well as managing surface water run-off from the site. The drainage infrastructure will include swales and basins 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 and studies of protected species.

Proposals for the site

The general arrangement plans show the red line boundary of the site, as well as its internal configuration and layout.



Final layout including building locations may be subject to further consideration and change as we consider feedback. The entrance and exit locations are also subject to change.

How the site will operate

Subject to any approval, the site will become operational from late 2022. Staff will be working on site in shift patterns and there will be parking provisions, offices 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. Site staff will include fully trained security personnel, and emergency response staff. Closed circuit television cameras will be positioned across the site to monitor site activities.

After entering the site, HGVs and other goods vehicles will visit the Vehicle Entry Check Point before being directed to a vacant HGV parking space. From there, the HGVs will be directed to the appropriate check. HMRC will undertake customs and transit checks as required. During processing, drivers must remain on the site. Once the checks have been completed, the vehicles will leave the site via the exit gates to continue on their journeys.

Covid-19

To limit risks from the Covid-19 virus; drivers will spend a limited time on site, there will be hot and cold running water, toilets, 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.

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 to critical infrastructure in specified

local authority areas for the stationing and processing of HGVs and consignments entering or leaving the UK. It also allows for the provision of associated temporary facilities and infrastructure. The legislation states that the facilities will have planning permission until 31 December 2025. Should the site be required for longer, a full planning application will be submitted.

The 2020 SDO includes four sections and can be viewed at: www.legislation.gov.uk/ukxi/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

HMRC has been engaging with a range of national and local stakeholders regarding the proposals for Dover IBF, including the local community. You can view copies of letters sent to residents regarding the proposals at our website at: www.inlandborderfacilities.uk

Access to the Dover IBF

Local Roads

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 of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the Dover IBF. Where necessary, mitigation will be implemented through an Operational Management Plan (OMP).

Lorry (HGV) Capacity

The overall parking capacity on the site (that will include for all regulatory checks and inspections) is up to 150 HGVs including parking bays and the pre-screening area.

How we use your information

HMRC is a Data Controller under the Data Protection Act 2018. We hold information for the purposes specified in our notification to the Information Commissioner, including the assessment and collection of tax and duties, the payment of benefits and the prevention and detection of crime, and may use this information for any of them.

We may get information about you from others, or we may give information to them. If we do, it will only be as the law permits to:

- check the accuracy of information
- prevent or detect crime
- protect public funds

We may check information we receive about you with what is already in our records. This can include information provided by you, as well as by others, such as other government departments or agencies and overseas tax and customs authorities. We'll not give information to anyone outside HMRC unless the law permits us to do so.

If you are not happy with how we are using your personal data, you should first contact or advice.dpa@hmrc.gov.uk If you are still not happy, or for independent advice about data protection, privacy and data sharing, you can contact:

**The Information Commissioner's Office,
Wycliffe House, Water Lane,
Wilmslow, Cheshire. SK9 5AF
Telephone: 0303 123 1113 or 01625 545 745
<https://ico.org.uk>**



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& Customs

Dover Inland Border Facility (IBF)