4. The Development

Introduction

4.1. This chapter provides a description of the Development for which a detailed planning permission is being sought for the continued use and operation of the existing IBF. It is upon this basis that the technical assessments have been undertaken. Reference is made to the planning application drawings and reports submitted for approval, including site boundary, block plans, landscape and detailed planting plans and the off plan area measurement report which contains floor space area schedules.

4.1 Reference has also been made, where appropriate, to other supporting planning application documents, including the Design & Access Statement, Sustainability Statement, Energy Statement and Operational Waste Management Strategy insofar as these provide further detail in relation to the documents submitted for approval. A full list of planning application documents is provided in **Chapter 1: Introduction**.

4.2 This chapter is supported by the following figures:

- **Figure 4.1:** Selection of Relevant Planning Application Drawings.
- **Figure 4.2:** Access and Parking.

Description of the Development

Overview

4.3 The Applicant is seeking planning permission for the Development by way of a detailed planning application. The description of the Development, as defined by the planning application form, is provided as follows.

> *"Retention of the existing buildings, Goods Vehicle parking spaces, entry lanes, refrigerated semi-trailers, staff car parking spaces, access, site infrastructure, utilities, hardstanding, landscaping and ancillary facilities and associated works; and ongoing use of the site for an Inland Border Facility and Border Control Post, operating 24 hours per day, seven days per week"*

4.4 Permission is being sought for the retention of 17,277 GEA (gross external area) (16,348 sqm GIA – gross internal area) buildings of Sui Generis land use classification and associated hardstanding comprised of goods vehicle parking spaces, staff car parking spaces, paving, entry lanes, and landscaping.

4.5 Further information about the way in which the assessment has regard to the above is provided in **Chapter 2: EIA Methodology**.

Table 4.1: Planning Application Drawings

Drawing Title	Drawing / Report Reference
Existing Block Plan	5861-CA-00-00-DR-A-00001_P01
Landscape Masterplan	SEV BCA-ELS-00-DR-L-2418-24-S5_01
Detailed Planting Plan – Sheet 2	SEV-BCA-ELS-00-DR-L-2418-24-02_S5_00
Detailed Planting Plan – Sheet 3	SEV-BCA-ELS-00-DR-L-2418-24-03_S5_00
Detailed Planting Plan – Sheet 4	SEV-BCA-ELS-00-DR-L-2418-24-04_S5_00
Detailed Planting Plan – Sheet 5	SEV-BCA-ELS-00-DR-L-2418-24-05_S5_00

4.6 Further details of the Development, as defined by the planning application components submitted for approval, are provided below.

Siting and Layout of Built Development

4.7 The **Existing Block Plan (Drawing 5861-CA-00-00-DR-A-00001_P01)** shows the layout of the Development, the orientation of the buildings and structures, access roads, goods vehicle lanes, HGV parking, car parking, landscaping and perimeter.

4.8 The entrance and exit for HGVs are both located in the north of the Application Site via the M20 motorways and the A2070 link road. Goods vehicles follow a one-way system which encircles the Application Site and leads back to the separate exit located next to the entrance. Employees have a separate entrance and exit located to the west of the Application Site via Church Road.

4.2. Buildings within the Development are predominantly comprised of industrial units utilised for border processing purposes and checking facilities for the examination and inspection of goods. The remaining structures are office use, welfare units, plant and storage facilities. All buildings are set back at least 25m from the perimeter of the Application Site for security purposes.

4.3. On the Application Site, buildings and structures can be categorised by their government department and use. At Sevington IBF, the Defra Border Control Post (BCP) is an inspection post designated for carrying out inspections on goods entering the UK via the short straits. As shown in **Drawing 5861-CA-00-00-DR-A-00001_P01**, the Defra BCP buildings are situated consecutively running along the centre of the eastern side of the Application Site, orientated in a north-west to south-east direction. These are comprised of the Defra border control post offices, inspection sheds A to E, and refrigerated storage trucks / semi-trailers. Externally to the east of the Application Site is the BCP HGV parking, overflow parking and swim lanes which service both the BCP and the IBF.

4.4. In the west of the Application Site, the HMRC IBF is located for the processing and permitting of import and export goods. This is comprised of an import/export office for paperwork inspection and permits, IBF inspection sheds, and welfare facilities. These buildings consecutively run in a north-east to south-west direction. The south section of the Application Site is the HGV car park and waiting area, to provide traffic management for HGV's arriving via the swim lanes to the east.

4.5. Two overflow HGV car parks can be found, one in the southern-most part (Tango) and the other in the northern-most section (Romeo) of the Application Site. These are primarily used to hold

goods vehicles (including HGVs), should there be disruption at the Port of Dover, Eurotunnel, or on the strategic road network.

4.6. The perimeter of the Application Site is comprised of low maintenance amenity grassland. Public Right of Way (PRoW) AE639 and Bridgeway runs along the eastern perimeter of the Application Site, which was diverted and upgraded to a bridleway to benefit equestrians and cyclists. Other landscaping features are the ponds which are part of the Sustainable Urban Drainage System (SuDs) for the Application Site, of which there are seven in total, located to the east, north and west. A viewing corridor can be seen running through the centre of the Application Site in a north-east to south-west direction. This is placed to maintain visibility between the spires of two churches, Church of St Mary (Grade I listed building) in Sevington and the Church of St John the Baptist (Grade 1 listed building) in Mersham.

Land Uses and Quantum of Development

4.9 The Development comprises a mix of 23 industrial and office buildings of Sui Generis use which are listed in **Table 4.2**. These do not include ancillary cabins such as security huts and electrical services.

Table 4.2: Floorspace of Main Buildings (Excluding Ancillary Cabins and Security Booths)

Building	Use	Area (m^2 GIA)	Area (m^2 GEA)
Building 1	Shed E	1178.7	1223.7
Building 2	Office 1	921.3	958.6
Building 3	WCs	25.6	28.8
Building 4	Hub	693.7	735.0
Building 5	Shed D	591.2	621.4
Building 6	Shed C, Office 2 & Portacabin	2445.8	2571.3
Building 7	Shed B & Office 3	2417.6	2537.3
Building 8	Shed A & Office 4	1654.8	1740.6
Building 9	Alpha Building 1	226.2	248.0
Building 10	Alpha Building 2	226.4	248.2
Building 11	Drivers Welfare	124.8	154.6
Building 12	HMRC 1	693.1	734.8
Building 13	HMRC 2	694.9	735.5
Building 14	Border Force 1	101.3	111.7
Building 15	Inspection Shed 1	645.0	674.3
Building 16	Welfare 2	101.3	111.6
Building 17	Inspection Shed 2	644.0	673.8
Building 18	Border Force 2&3	203.2	223.4

Building	Use	Area (m² GIA)	Area (m² GEA)
Building 19	Inspection Shed 3	643.1	673.6
Building 20	Drying Room	203.2	223.2
Building 21	Inspection Shed 4	643.9	674.4
Building 22	Welfare 5	101.7	111.9
Building 23	Inspection Shed 5	643.6	674.3

4.10 The Development also comprises landscaping, including SuDs and amenity grassland, and hardstanding, much of which is utilised as parking for HGVs, semi refrigerated trailers and staff car parking available off Church Road. The Development also includes electric vehicle charging points and staff cycle spaces.

4.11 The total floorspace of all buildings including ancillary buildings such as cabins and security huts, landscaping and hardstanding, and the numbers of parking spaces, are presented in **Table 4.3**.

Table 4.3: Total Land Use Quantum and Parking Spaces

Land Use	Floorspace Area (m²)		Number of Units / Keys
	Gross External Area (GEA)	Gross Internal Area (GIA)	
All Buildings and Cabins (Sui Generis)	17276.7 m² *	16348.2 m² *	23 Buildings + Ancillary cabins
Refrigerated units	-	-	19
Electric hook-up points	-	-	24
Entry lanes	-	-	42
Electric vehicle charging spaces	-	-	2
Staff Car parking spaces	-	-	357
Accessible Parking			10
HGV parking spaces (plus 240 in the 42 entry lanes)	-	-	984
Staff cycle parking spaces	-	-	60

*Final floorspace areas for all buildings including ancillary buildings and cabins.

Quantum of Sui Generis Use

4.12 The Development includes a total of 17,276.7 m² (GEA) of Sui Generis use including inspection sheds for the inspection and examination of goods vehicles; welfare units; offices and security sheds which equates to 16,690 m² (GEA) floorspace across 23 buildings and 586.7 m² (GEA) floorspace of ancillary cabins across the Application Site.

Building Heights and Massing

4.13 The Development includes a number of buildings ranging from 57.79m above ordnance datum (AOD) to 68.6m AOD in height. The tallest building, at two storeys, is building 8 (Shed A & Office 4), which is the furthest building located in the east of the Application Site. The height and number of storeys for each building is set out in **Table 4.4.**

Table 4.4: Building Height, Number of Storeys and Façade Materials

Building	Storey No.	Building Façade Materials	Maximum Height (m AOD)
Building 1 – Shed E	1	Corrugated iron sheeting and roller shutters	66.08
Building 2 – Office 1	2	Cladding	65.22
Building 3 – WC's	2	Cladding	60.42
Building 4 – Hub	2	Cladding	64.84
Building 5 – Shed D	1	Corrugated iron sheeting and roller shutters	67.02
Building 6 – Shed C & Office 2	1-2	Corrugated iron sheeting and cladding	67.12
Building 7 – Shed B & Office 3	1-2	Corrugated iron sheeting and cladding	67.80
Building 8 – Shed A & Office 4	1-2	Corrugated iron sheeting and cladding	68.60
Building 9 – Alpha Building 1	2	Cladding	64.36
Building 10 – Alpha Building 2	2	Cladding	64.34
Building 11 – Drivers Welfare	2	Cladding	64.67
Building 12 – HMRC 1	2	Cladding	64.34
Building 13 – HMRC 2	2	Cladding	64.18
Building 14 – Boarder Force 1	1	Cladding	60.31
Building 15 – Inspection Shed 1	1	Corrugated iron sheeting	66.14
Building 16 – Welfare 2	1	Cladding	59.81
Building 17 – Inspection Shed 2	1	Corrugated iron sheeting and roller shutters	65.71
Building 18 – Boarder Force 2&3	2	Cladding	62.56
Building 19 – Inspection Shed 3	1	Corrugated iron sheeting	65.04
Building 20 – Drying Room	2	Cladding	62.02
Building 21 – Inspection Shed 4	1	Corrugated iron sheeting and roller shutters	64.37
Building 22 – Welfare 5	1	Cladding	57.79
Building 23 - Inspection Shed 5	1	Corrugated iron sheeting and roller shutters	63.74

Materials, Façade Treatment and Finishes

4.14 The materials for the Development including all buildings, cabins, fencing (including acoustic and security fencing) and lighting, are comprised from aggregates and minerals from primary, secondary and recycled sources as well as manufactured construction products, including modular style buildings for offices and inspection facilities.

4.15 The modular style buildings described in **Table 4.4** comprise a mixture of corrugated iron sheeting and cladding. Materials for the external cladding are a combination of horizontal and vertical profiled metal panels, typically light grey, dark grey and white. The extensive use of lighter greys on building elevations helps to reduce the visual bulk, and the incorporation of horizontal grey bands on external walls of the offices and the fenestrations also reduce visual bulk by breaking up the long external wall areas.

4.7. The Development's buildings and inspection facilities have been designed with the view that they could potentially be re-used or re-purposed elsewhere in the future.

Pedestrian, Cycle and Vehicular Access and Circulation

4.8. All goods vehicles and HGVs arriving at the Development via the M20 motorway are required to enter via a left turn on the A2070 Link Road. HGVs must then use the one-way circular internal road system which circulates the Application Site and exits in a separate lane next to the entrance in the north.

4.9. Vehicular access to the Development for staff only is from A2070 Bad Munstereifel Road turning on to Church Road. Here the staff car park can be accessed via a restricted barrier. Access may only be granted to visitors who hold a visitors permit and access code. Staff exiting via the staff car park are required to make a right turn onto Church Road, then a left turn only onto the A2070 Bad Munstereifel Road leading to the A2070 Orbital Park roundabout which can be exited towards the M20 motorway.

4.10. Restricted pedestrian and cycle access to the Development is provided for staff only and accessed via the staff car park on Church Road. This is provided via a shared use path which links to the existing path network running adjacent to the A2070.

4.11. Vehicular, cycle and pedestrian parking and access points are shown on **Figure 4.2**.

Parking

4.16 Car and cycle parking is provided within the Development for the use of site employees to the north-west of the Application Site via Church Road. Parking provision is summarised in **Table 4.3.**

4.17 Car parking is located to the north-west of the Application Site with 357 parking spaces available for employees. Two spaces are allocated for electric vehicle charging. 10 spaces are allocated for blue badge / accessible parking.

4.18 Cycle parking is provided for employees on the Application Site, with the provision of 60 cycle parking spaces located within two bicycle sheds located behind HMRC 1 and a further 4 bicycle sheds located behind the HMRC hub and the Defra BCP.

4.12. Goods vehicles and HGV parking is provided within the Development with up to 1,224 spaces (984 + 240 in 42 entry lanes). These are located to the east of the Application Site, where the Defra BCP HGV parking, goods vehicle overflow parking (Romeo) and swim lanes lies upon hard standing and to the west of the Application Site comprising the HMRC IBF HGV car park, good vehicle overflow parking (Tango), and waiting area.

4.19 There are 24 refrigerated semi-trailer spaces (19 permanent and 5 reserved) available near the Defra BCP sheds and 24 electric hook-up points for refrigerated vehicles, therefore 5 hook-up points are available for further vehicles if required.

Servicing and Deliveries

4.13. Maintenance and delivery vehicles access the Development through the main entrance via the access junction on the A2070 Link Road.

4.14. Emergency vehicles can access the Application Site either via the main access junction on the A2070 Link Road, by the emergency entrance located to the south of the main entrance or via the staff car parking on Church Road via A2070 Bad Munstereifel Road. Emergency vehicles will then be directed to the Emergency Rendezvous Point (ERVP).

4.20 A through lane is provided to the north of the Application Site, to the east of the main entrance, for maintenance, delivery or emergency vehicles entering the Application Site to escape any HGV queues.

4.15. Vehicles utilise the one-way internal road system which encircles the Application Site.

Landscaping and Ecological Enhancement

4.16. The existing landscape proposals, at the Application Site, have been reviewed and will be enhanced to align with the requirements set out within the approved Landscape and Ecological Management Plan (LEMP) associated with the IBF, prior to the determination of the planning application.

4.21 The main aims of the landscape strategy is as follows:

- To blend the Application Site into its surroundings and combine with the proposals set out in the LEMP documents.
- Ensure the successful establishment and retention of the landscape scheme and effective landscape buffer planting, particularly along the boundaries of the Application Site to provide an attractive setting and backdrop.
- Where appropriate take opportunities to improve potential habitat value and biodiversity on the Application Site.

4.17. The landscape strategy aims to develop a landscape structure which will mature to create an effective visual buffer to the boundaries of the Development, to be in keeping with the local landscape character, and complement the detailed proposals in the LEMP documents.

Landscape Proposals

4.22 The scale and nature of the Application Site, and the wider context surrounding are important factors in the landscape design approach. This approach is reflected in the LEMP proposals and further supported with the additional areas identified on the **Landscape Masterplan (Drawing: SEV BCA-ELS-00-DR-L-2418-24-S5_01)**. These are shown in further detail on **Detailed Planting Plan, Sheets 2 – 5 (Drawings SEV-BCA-ELS-00-DR-L-2418-24-02_S5_00 to SEV-BCA-ELS-00-DR-L-2418-24-05_S5_00).**

4.23 The proposed additional landscaping comprises native planting, including the tree, thicket and wildflower/species rich grassland to extend and integrate the surrounding landscape character and species distribution into the Application Site, utilising the suggestions recommended in the LEMP.

4.24 The proposed landscape planting for the Application Site has been designed primarily to provide screening to the built form and vehicle movements within the demise, to improve local biodiversity and ultimately for the vegetation to successfully establish.

4.25 The area to the north of the Application Site adjacent the A2070 highways land has been proposed to improve screening of the Application Site from the nearby residential properties housing along the A20 while also offering ornamental/aesthetic value to pedestrians walking along this route. The area is proposed to consist of mixed species thicket planting with a variety of extra heavy and feathered trees, offering a tiered canopy structure and enhanced screening.

4.26 Additional tree planting is proposed around Pond Three, located in the south-west corner, to provide screening for residential properties on Church Road. The planting locations have been carefully planned to account for an existing gas main and its associated easement. In addition, low shrub and thicket planting will be introduced along the diverted public right of way route.

4.18. The existing landscaping at the Application Site has been reviewed and enhanced to comply with the requirements of the approved LEMP associated with the IBF, prior to determination of this planning application. In addition, further landscaping has been proposed as additional mitigation. Further details are provided within the **Landscape Management and Maintenance Plan (LMMP)** which accompanies the planning application. Appended to the LMMP are the Landscape and Ecological Management Plans, prepared in support of the SDO.

Lighting Strategy

4.19. There is an existing lighting strategy for the Development. This has been reviewed, and lighting changes have been proposed to avoid nuisance and any ongoing negative effects.

4.20. The current lighting strategy comprises external lighting column luminaires, some of which are fitted with baffels to reduce light spill and glare.

4.21. An external lighting survey has established that the lighting levels at the Application Site boundaries are acceptable, however improvements would be required to address direct glare and some upward light spill. The recommendations to address these issues may include:

- All column luminaires to be fitted with baffles to remove the impact of direct glare.
- Replacement of the existing luminaries to a lower wattage to reduce the indirect light spill.

- Review the operation of the lighting control system to establish whether all areas require illumination, or whether some of the lighting can be reduced or switched off at night.

4.22. The proposed lighting will be designed with reference to the relevant British Standards & CIBSE Guidance.

4.23. With the application of the recommendations, the design will minimise visible light, light spill and upwards light, particularly in or adjacent to areas of ecological importance, whilst ensuring a safe and secure environment for all users.

4.24. Further details are provided in the **Lighting Strategy**, which accompanies the planning application.

Drainage

4.25. The entirety of the Application Site is situated within Flood Zone 1, which represents a low probability of flooding with 0.1% Annual Exceedance Probability (AEP) probability. A Flood Risk Assessment (FRA) and Drainage strategy was submitted in support of the SDO application which confirmed no significant risk of flooding but potential risks from surface water run-off and groundwater. The Application Site is located within a surface water Nitrate Vulnerable Zone (NVZ). It is not located within a Drinking Water Protected Area, Source Protection Zone (SPZ) or Safeguard Zone for surface water or groundwater. The nearest SPZ is located approximately 1.5km north-west of the Application Site.

4.26. A **Flood Risk Assessment (FRA)** has been prepared and is submitted as a standalone document to support the planning application.

Surface Water Drainage

4.27. The drainage systems, at the Sevington Inland Border Facility (IBF) and the Border Control Post (BCP) comprise of both foul water and surface water elements which are generally regarded as private drainage, therefore responsibility for maintenance lies with the landowner.

4.27 For the IBF, the surface water drainage system provides attenuation of surface water through a series of Sustainable Urban Drainage Systems (SuDS) including swales, detention basins and infiltration ponds. Run off rates are controlled by limiting post-development discharge to greenfield run off and surface water discharge is managed through controlled outfalls into the existing drainage network, these are two culverts under the nearby HS1 railway line and the nearby Old Mill Stream.

4.28. The existing drainage system has been designed to accommodate storm events up to and including the 1 in 100-year storm event, with an additional 40% allowance for climate change.

4.28 There is no net increase in surface water discharge from the Application Site and no changes are being proposed to the drainage strategy that currently exist.

Foul Water Drainage

4.29. Foul waste from the welfare facilities and the Defra BCP are managed through the foul drainage system, as outlined in the FRA and Drainage Strategy submitted in support of the 2022 SDO application. Public sewers are present on-site, and inspection and maintenance of the drainage

system is the responsibility of the drainage authority. Southern Water is the public utility company responsible for the public wastewater collection and treatment in Kent. An off-site pumping station at Kingsford Street is operated and maintained by Southern Water.

4.30. The Drainage Strategy has not accounted for the discharge of wastewater treatment from the Border Control Post (BCP) because the BCP has its own closed off, below ground, drainage system to capture all wastewater from live animal, plant and produce. The washdown water from the inspection bays used for live animals and plants is drained by an isolated system into an effluent tank where it is tested for contaminants. This is tankered off-site and outside of the Stodmarsh Catchment area.

4.29 High-risk vehicle containment bays are present on the Application Site for vehicles classified as high-risk to persons or the environment so that they can be isolated and managed or to manage a spill incident of the load or leak is from the vehicle itself.

4.30 The BCP foul water discharge from the offices and inspection facilities, accounts for 60% of the estimated site-wide foul water discharge volume. The remaining 40% is generated through the HMRC and DfT office blocks.

4.31. Sewage from the HMRC office blocks passes through the southern HMRC 65,000 litre tank before it is pumped up and into the site-wide network at a rate of 4 l/s. The BCP has two separate foul water networks as outlined above; one for sewage and another for trade effluent. The network is designed to allow for the Defra BCP office block sewage to discharge straight into the site-wide network at an unattenuated rate of 0.58 l/s. This sewage combines with the HMRC and DfT sewage before discharging via gravity to the Southern Water sewer.

Potable Water Demand

4.32. Potable water is supplied via the water authority, Southern East Water. Water assets have been designed in a way which minimises water use on the Application Site and where applicable non-potable water usage is utilised as rainwater collection tanks with aerated taps are utilised to assist in firefighting at the Application Site

Energy and Sustainability Strategy

4.31 The energy strategy for the Development includes a Variable Refrigerant Flow (VRF) system for heating and cooling, along with natural ventilation for the offices. Mechanical ventilation with heat recovery is used in two of the ten bays of the HMRC offices. Heating in corridors is provided via fixed full-electric oil heaters. The Defra inspection bays in the sheds are equipped with extract fans only, while other shed areas are served by an (Air Handling Unit) AHU attached to a Direct Expansion (DX) system for both cooling and heating. Some areas have only an AHU with Mechanical Ventilation with Heat Recovery (MVHR).

4.32 The Defra sheds have direct electric hot water with storage, and the undressing areas are provided with small storage water heaters. The Defra sheds also feature highly efficient lighting efficacy. Hot water for other areas is provided through direct electric instantaneous under-sink heaters. All areas are equipped with low-energy LED lighting, with occupancy sensing in most occupied spaces.

4.33 The Development is designed with efficiency, sustainability, and environmental responsibility, incorporating long term resilience such as sustainable drainage systems, modular construction, and responsible material sourcing to minimise its environmental impact. It promotes sustainable travel with EV charging points, cycle parking, and a staff travel plan while implementing waste management strategies that emphasise recycling and energy recovery. The Development takes measures to mitigate noise, air quality, and lighting concerns, and efforts to enhance energy efficiency and resource management reinforce its commitment to sustainability. By optimising energy use and minimising environmental impacts, the Development supports long-term ecological benefits and contributes to a low-carbon future. Minimal on-site work will still incorporate energy-efficient and sustainable practices to improve the Development's overall environmental performance.

4.34 Further details are available in the **Energy Statement** and the **Sustainability Strategy**, which accompany the planning application.

Waste Management

4.35 The waste types arising can be broadly split into those generated by having offices, staff facilities including for visiting drivers and general site operations, and those generated by the inspection activities. The contractor responsible for operating the facility has developed operational waste management plans and established arrangements with waste management services providers to deliver off-site waste management solutions for all anticipated waste types. There is no on-site treatment and processing of any type of waste at the Application Site.

Waste arising from offices and staff facilities

4.33. The office activities, staff and driver welfare facilities generate a range of non-hazardous wastes including mixed dry recyclable wastes (e.g. paper, cans, plastics), glass, food waste, sanitary / hygiene wastes and residual waste (non-recyclables wastes from offices etc). Hazardous wastes are also generated, including used spill kits and batteries. These waste streams are subject to contractual targets of less than 5% waste to landfill and at least 70% of waste to be recycled.

4.36 The cleaning team are responsible for emptying internal bins and placing the full bags into external bins in various compounds across the Application Site. Waste collections are arranged by the contractor responsible for operating the facility.

Waste arising from the inspection activities

4.37 The inspections process can result in loads being held and if the reason for the hold cannot be resolved the load will be retained and disposed of. Euro bins are located in each of the border control post inspection sheds. Wastes comprising of animals, animal products, animal by-products, animal feed, waste from holding animals, plants, clinical sharps and sanitary/ hygiene waste is dispatched for incineration. Liquid waste from animal holding areas is also dispatched for treatment off-site.

4.38 Waste collections are arranged by the contractor responsible for operating the facility. For specialist and hazardous waste, collections are arranged on an ad hoc basis. On-site operatives inform the waste contractor of the need to collect the waste. Following the notice being issued, the waste is destroyed within 5 days.

4.34. Further detail on operational waste management practices is provided within the **Operational Waste Management Strategy (OWMS)** which supports the planning application.

References

There are no references associated with this ES chapter

Sevington Inland Border Facility, Ashford
Environmental Statement Volume 1: Main Text
Chapter 4: The Development
April 2025
References