DESIGN AND ACCESS STATEMENT

Sevington Inland Border Facility,
Ashford, TN25 6GE

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Author	SA
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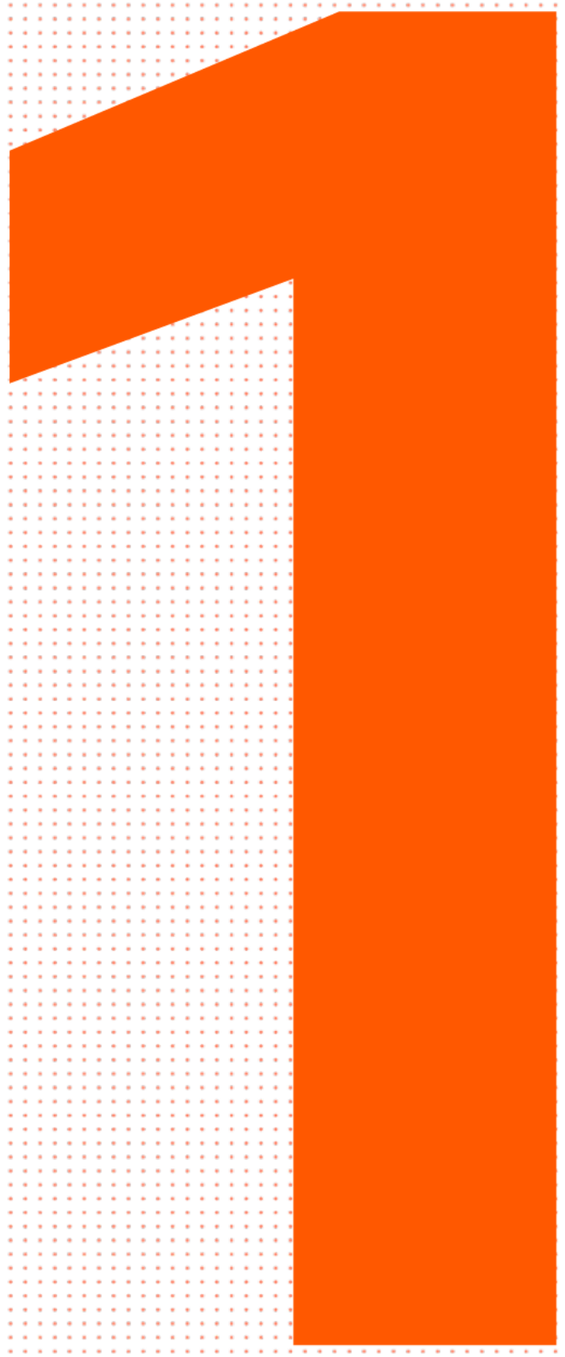

1.0 INTRODUCTION

1.1 PLANNING APPLICATION PROPOSAL

This Design and Access Statement ('DAS') has been prepared by Chetwoods on behalf of Department for Transport ('DfT'), Department for Environment, Food and Rural Affairs ('Defra') and His Majesty's Revenues and Customs ('HMRC') (collectively 'the Applicant'), in support of a planning application in respect of Sevington Inland Border Facility ('IBF'), Mersham, Sevington, Ashford, TN25 6GE ('the Site').

The proposals seek to secure full planning permission for the existing IBF and Border Control Post ('BCP') on the Site. This involves 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 IBF and BCP, operating 24 hours per day, seven days per week.

The DAS supports the full planning application for the Site. The purpose of this document is to explain how the proposed development has been designed in response to the surrounding context and planning policy.

Fig. 1 – Aerial view of the Site

Site Analysis

2.0 SITE ANALYSIS

2.1 SITE LOCATION

The Site falls entirely within the jurisdiction of ABC, and is located to the south-east of Ashford, at Junction 10a of the M20, approximately 50 miles south-east of London and 22 miles west of Dover.

The Site is highly accessible via major highways infrastructure, being directly connected to the A2070 which, in turn, connects to the M20 at Junction 10a just a short distance from the Site access point.

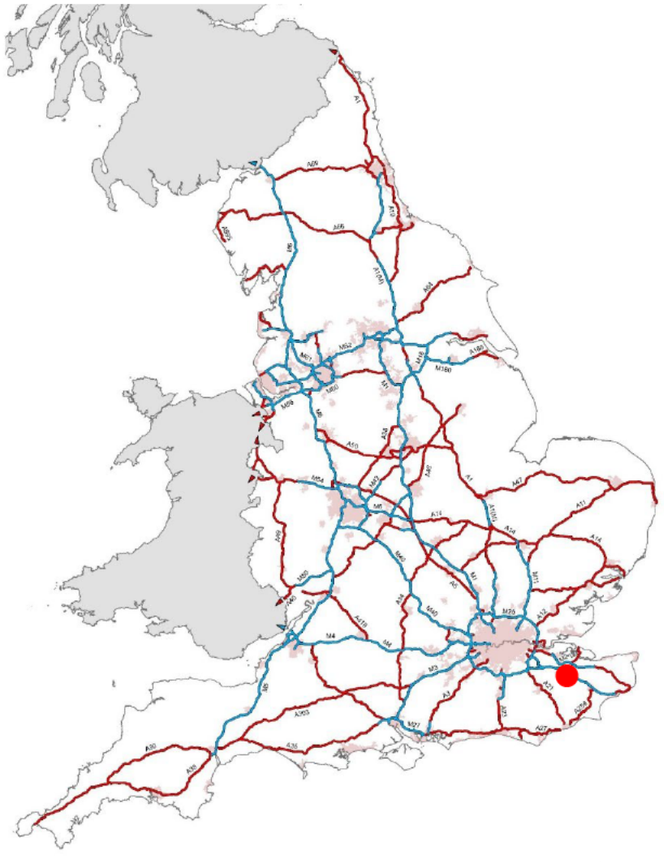

Fig. 2 – Strategic Road Network

The Site is strategically located near a key HGV route between the Port of Dover, Eurotunnel and the rest of the country, and this positioning means that HGV traffic is kept away from urban areas, residential properties and local communities.

The Site also benefits from good proximity to Ashford International train station, from where connectivity to the wider public transport network is facilitated.

Fig. 3– Site Location

2.0 SITE ANALYSIS

2.2 SITE CONTEXT

The local context exhibits a mixed-use character, with surrounding development consisting of residential dwellings, farm buildings, farmland, St Mary's Church, large-scale retail (Ashford Retail Park and Tesco Extra), industrial units, logistics facilities, Ashford International Truck Stop, Network Rail land and the high-speed railway line (Eurostar, Southeastern and Southern).

1. Ashford Retail Park
2. Tesco Extra
3. Network Rail
4. Ashford International Truck Stop
5. Industrial Units
6. St Mary's Church
7. Residential Dwellings

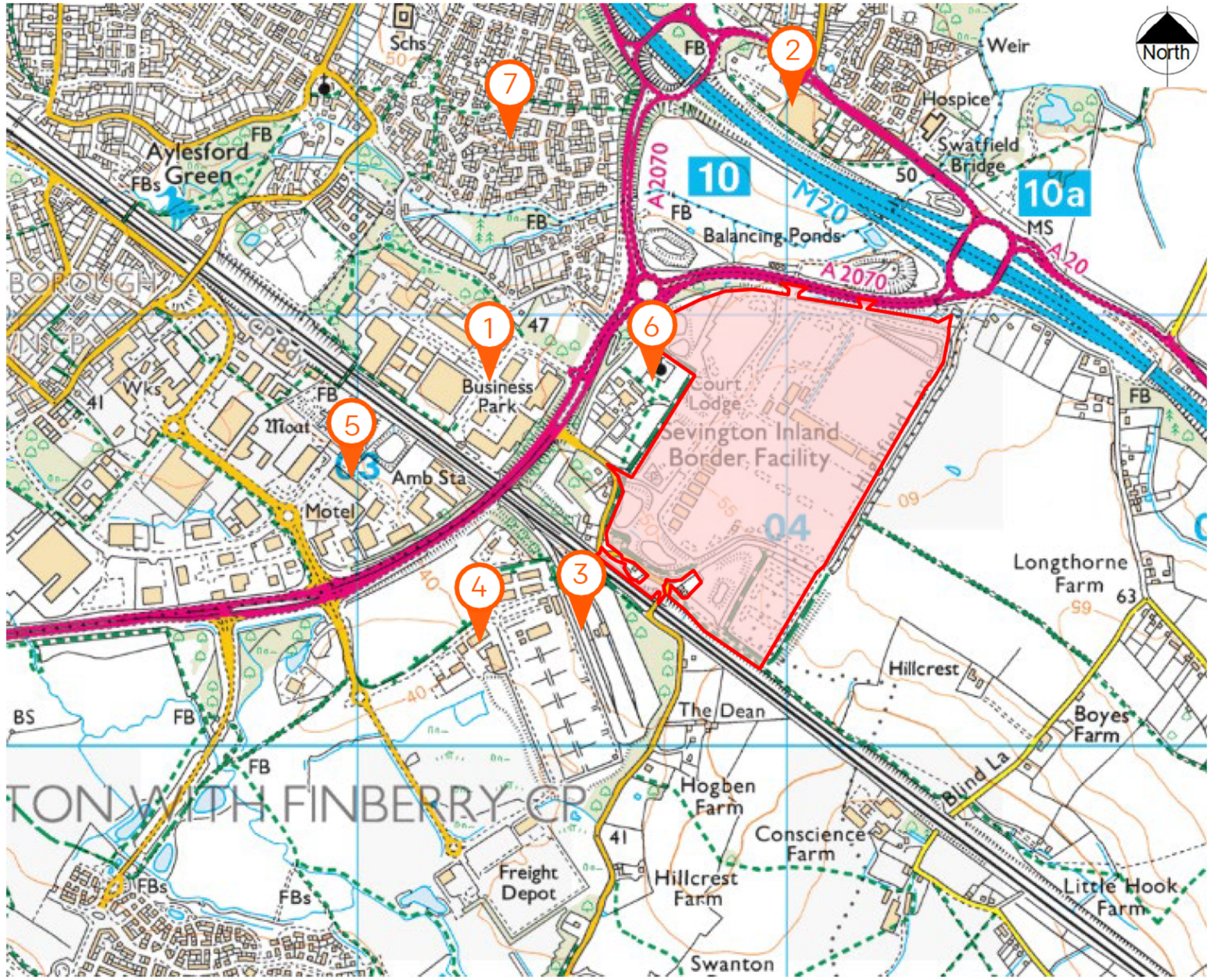

Fig. 4 – Site Context

2.0 SITE ANALYSIS

2.3 SITE DESCRIPTION

For the purpose of this planning application, the Site comprises a single parcel of land, covering a land area of approximately 48 hectares ('ha'). The Site comprises an operative IBF and BCP, benefitting from temporary permission under the SDO.

It is noted that a second parcel of land, formerly known as 'Sevington East' and covering a land area of approximately 45 ha, falls within the same ownership, but is excluded from the red-line boundary for the purposes of this application, given that no built development is currently situated on or is proposed for this land. Sevington East consists of undeveloped farmland and has been subject of landscaping and biodiversity enhancements.

The IBF acts as a location for checking of goods transiting to and from the UK. The Site includes parking areas for Heavy Goods Vehicles ('HGVs') and other vehicles, as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the Site.

Accordingly, the Site consists largely of hardstanding, together with industrial type units, modular buildings, refrigerated semi-trailers, containers, staff car parking, access and estate roads, drainage ponds, soft landscaping and associated site infrastructure

For goods vehicles, Site ingress and egress is facilitated via the A2070 and an access point on the Site's northern boundary. A second access point on the Site's northern boundary connecting to the A2070 provides emergency access only, and an access point at the north-eastern corner of the Site is utilised for servicing.

The staff car park is accessed from the west via Church Road which, in turn, connects to the southbound approach of the A2070 (Bad Munstereifel Road).

A public right of way ('PROW') previously passed through the Site, but this has now been lawfully diverted so as to extend up Highfield Lane and around the Site. The PROW extending through the eastern parcel was upgraded from a footpath to a bridleway as part of the temporary permission.

On-Site vegetation is dispersed throughout in pockets and corridors, and consists largely of grass, wildflowers, a limited number of shrubs, and riparian planting in association with the ponds.

Fig. 5– Site Location

2.0 SITE ANALYSIS

2.4 EXISTING SITE PHOTOS

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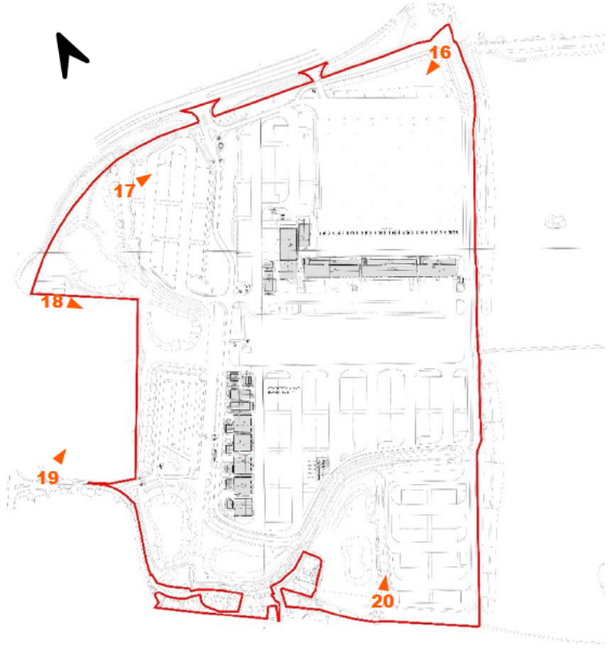


Planning Context

3.0 PLANNING CONTEXT

3.1 PLANNING POLICY

The development plan for the Site consists of the Local Plan 2030 (2019) ('the Local Plan') and Kent Minerals and Waste Local Plan as amended by the Early Partial Review (2020) ('Minerals and Waste Local Plan').

Other material considerations for the planning application include the National Planning Policy Framework (2024) ('NPPF'), National Planning Practice Guidance ('NPPG'), and ABC's Supplementary Planning Documents ('SPDs'). There are no Neighbourhood Plans encompassing the Site.

Pursuant to the Local Plan, the Site is subject to the following designations:

- Landscape Character Area;
- Grade 2 Agricultural Land;
- Mineral Safeguarding Area;
- Archaeological Potential;
- Wharves and Rail, affecting the southern part of the Site adjacent to the railway line; and
- Affordable Housing Viability Zone.

Whilst Sevington East is excluded from the red-line boundary for the purpose of this planning application, it is noted that additional designations affecting the eastern parcel only include 'patches' of archaeology.

Pursuant to the Environment Agency's ('EA') Flood Map for Planning, the Site is within Flood Zone 1, indicating a low probability of flooding from rivers and the sea. Based on the mapping of long-term flood risk, the Site is at very low risk of flooding from surface water, rivers or the sea, and flooding from groundwater or reservoirs is identified as being unlikely in this area.

3.2 PLANNING HISTORY

Temporary permission was granted by the Ministry of Housing, Communities and Local Government ('MHCLG') (and then the Department for Levelling Up, Housing and Communities ('DLUHC')) on 1st December 2020 (and then again on 23rd December 2020, 24th November 2021 and 28th April 2022, to account for evolving operational requirements) pursuant to a Special Development Order ('SDO'), under Article 4(1)(a) of The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020. This permission covered a land area of c.67.5 ha (both the eastern and western parcels) and included the currently-operative IBF and BCP. The temporary consent expires on 31st December 2025, and upon expiry the land is required to be reinstated. Key parameters of the temporary IBF (pursuant to the most recent SDO) include the following:

- Up to 855 goods vehicle parking spaces;
- Capacity for 260 goods vehicles in 42 entry lanes;
- 357 staff car parking spaces;
- Formation of a new permanent access (main access to the M20 junction 10a link road) and an emergency access / small vehicle ejection point to the north, access of Church Road into the staff car park, emergency access points off Highfield Lane;
- Diversions and extinguishments to PROW;
- Erection of buildings and structures for border processing purposes of up to 34,500 sqm to a maximum height of 8.5m;
- 24 (19 permanent and five reserved) refrigerated semi-trailers covering an area of 870 sqm;
- Security fencing and noise attenuation bunds and fences to a combined maximum height of 5m;
- CCTV columns to a height of 8m;
- Lighting columns to a height of 12m;
- Drainage and all associated engineering;
- Site preparation works;
- Hard and soft landscape works; and
- Site-wide ancillary infrastructure.

This facility is currently operative, although is not yet operating at full capacity.

Proposed Scheme

4.0 PROPOSED SCHEME

4.1 PROPOSED SCHEME DESCRIPTION

Pursuant to this application, full planning permission is sought for 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 IBF and BCP, operating 24 hours per day, seven days per week.

In summary, the proposals incorporate the following:

- 984 goods vehicle parking spaces;
- Capacity for 240 goods vehicles in 42 entry lanes;
- 357 staff car parking spaces;
- Main access to the M20 junction 10a link road and an emergency access / small vehicle ejection point to the north, access of Church Road into the staff car park, emergency access points off Highfield Lane;
- Erection of buildings and structures for border processing purposes with overall GIA at 16,348 sqm and a maximum height of 9.1m;
- 24 (19 permanent and five reserved) refrigerated semi-trailers covering an area of 870 sqm;
- Security fencing and noise attenuation bunds and fences to a combined maximum height of 5m;
- CCTV columns to a height of 8m;
- Lighting columns to a height of 12m;
- Drainage and all associated engineering;
- Hard and soft landscaping; and
- Site-wide ancillary infrastructure.

The proposals would enable the retention of the existing facility in its current state.

Whilst fully built-out and currently operative, it is noted that the facility is not yet operating at full capacity, and that operations are anticipated to continue to intensify into the future, within the levels assessed as part of the previous SDO and this planning application.

4.0 PROPOSED SCHEME

4.2 DESIGN PRINCIPLES & CONCEPTS

The design and layout of the site and built form, as developed by the former project design team, have been guided by the following principles and concepts:

- Setting back of the primary operational areas from the site boundaries, particularly where shared with residential properties, in order to prioritise neighbouring amenity.
- Limitation of built form to two storeys in height and concentration in the central region of the site, to create buffer distances from residential properties, free up space within the site for vehicles and landscaping, and minimise associated visual impacts.
- Containment of the most intensively utilised operational areas, by the surrounding highways, on-Site built form and the adjoining eastern parcel, in order to prioritise maintenance of local amenity.
- Introduction of landscape zones adjacent to the site boundaries in order to soften views towards the site and assist the site to integrate with the local landscape character.
- Protection of the viewing corridor stretching through the central region, free from development, in order to respect the view between the church spires.
- Prioritisation of the delivery of biodiversity net gain, in conjunction with the dedication of land at the eastern parcel for this purpose.
- Siting of the goods vehicle access point so as to facilitate direct access from the Strategic Road Network, avoiding HGVs passing through residential areas and along local roads.
- Provision of a separate access point for all staff cars, bicycles and pedestrians so as to avoid potential conflict with HGVs.
- Flexibility for future adaptability, through use of modular buildings, and retaining large areas of the site free from built form.
- Operational requirements, informing the design and layout of external lighting, fencing, CCTV, landscaping and other site infrastructure.

4.3 DESIGN RESPONSE TO CONTEXT APPRAISAL

An appraisal of the local and regional context has been set out in the previous section of this document.

The selection of the site for the IBF responds to the site's strategic situation on the Strategic Road Network between the Short Straits and the rest of the country.

The positioning of the key site access point for goods vehicles is a further contextual response, enabling HGV traffic to be kept away from urban areas, residential properties and local communities.

The identification of more sensitive residential receivers surrounding the site, has guided the siting of the most intensively utilised operational areas within the site, vehicular routes and built form, and mitigation measures have been designed-in to the site layout accordingly, with the objective of maintaining an appropriate level of neighbouring amenity.

The dedication of the eastern parcel for biodiversity purposes, responds to key planning policies and serves to safeguard against the coalescent of the adjacent settlements.

The maintenance of a viewing corridor between the church spires, responds to this key element of local character.

The maintenance of other areas of the site clear from development responds to the positioning of utilities easements.

The inclusion of Sections 4.2 and 4.3 within the Design and Access Statement are included to provide context to the design principles, and does not imply authorship of, or responsibility, for the design by the authors of this document.

4.0 PROPOSED SCHEME

4.4 SITE LAYOUT

Fig. 6 –Site Layout

4.0 PROPOSED SCHEME

4.5 SCHEDULE OF ACCOMMODATION (GIA)

Buildings 1-23
Gross Internal Areas

BUILDING/FLOOR	USE	AREA sq m	AREA sq ft	INCLUDED AREAS sq m	INCLUDED AREAS sq ft	EXCLUDED AREAS sq m	EXCLUDED AREAS sq ft
BUILDING 1							
GROUND	Shed E	1178.7	12687			Canopy 230.1	2477
BUILDING 2							
FIRST	Office 1	461.0	4962				
GROUND	Office 1	460.3	4955				
	Building 2 Total	921.3	9917				
BUILDING 3							
GROUND	WCs	25.6	276				
BUILDING 4							
FIRST	Hub	346.8	3733				
GROUND	Hub	346.9	3734				
	Building 4 Total	693.7	7467				
BUILDING 5							
GROUND	Shed D	591.2	6364				
BUILDING 6							
FIRST	Office 2	478.2	5147				
GROUND	Office 2	489.2	5266				
	Portacabin	29.2	314				
	Shed C	1449.2	15599				
	Building 6 Total	2445.8	26326				
BUILDING 7							
FIRST	Office 3	478.0	5145				
GROUND	Office 3	478.0	5145				
	Shed B	1461.6	15733				
	Building 7 Total	2417.6	26023				
BUILDING 8							
FIRST	Office 4	323.1	3478				
GROUND	Office 4	323.0	3477				
	Shed A	1008.7	10858				
	Building 8 Total	1654.8	17813				
BUILDING 9							
FIRST	Alpha Building 1	113.1	1217				
GROUND	Alpha Building 1	113.1	1217				
	Building 9 Total	226.2	2434				
BUILDING 10							
FIRST	Alpha Building 2	113.2	1218				
GROUND	Alpha Building 2	113.2	1218				
	Building 10 Total	226.4	2436				
BUILDING 11							
FIRST	Drivers Welfare	62.4	672				
GROUND	Drivers Welfare	62.4	672				
	Building 11 Total	124.8	1344				

Buildings 1-23
Gross Internal Areas

BUILDING/FLOOR	USE	AREA sq m	AREA sq ft	INCLUDED AREAS sq m	INCLUDED AREAS sq ft	EXCLUDED AREAS sq m	EXCLUDED AREAS sq ft
BUILDING 12							
FIRST	HMRC 1	346.5	3730				
GROUND	HMRC 1	346.6	3731				
	Building 12 Total	693.1	7461				
BUILDING 13							
FIRST	HMRC 2	347.5	3740				
GROUND	HMRC 2	347.4	3739				
	Building 13 Total	694.9	7479				
BUILDING 14							
GROUND	Border Force 1	101.3	1090				
BUILDING 15							
GROUND	Inspection Shed 1	645.0	6943				
BUILDING 16							
GROUND	Welfare 2	101.3	1090				
BUILDING 17							
GROUND	Inspection Shed 2	644.0	6932				
BUILDING 18							
FIRST	Border Force 2 & 3	101.6	1094				
GROUND	Border Force 2 & 3	101.6	1094				
	Building 18 Total	203.2	2188				
BUILDING 19							
GROUND	Inspection Shed 3	643.1	6922				
BUILDING 20							
FIRST	Drying Room	101.6	1094				
GROUND	Drying Room	101.6	1094				
	Building 20 Total	203.2	2188				
BUILDING 21							
GROUND	Inspection Shed 4	643.9	6931				
BUILDING 22							
GROUND	Welfare 5	101.7	1095				
BUILDING 23							
GROUND	Inspection Shed 5	643.6	6928				
	OVERALL TOTAL	15824.4	170334				

STRUCTURE TYPE	USE	AREA sq m	AREA sq ft	INCLUDED AREAS sq m	INCLUDED AREAS sq ft	EXCLUDED AREAS sq m	EXCLUDED AREAS sq ft
BUILDINGS		15824.4	170334				
CABINS		523.8	5636				
	OVERALL TOTAL	16348.2	175970				

Fig. 7– Schedule of Accommodation based on Plowman Crawen Off Plan Area Measurement Report

4.0 PROPOSED SCHEME

4.6 EXTERNAL APPEARANCE AND SCALE

The proposal is for a 16,348 sqm of employment floor space. This level of development ensures all floor space is located within this area whilst allowing for appropriate circulation, servicing, parking, access areas and required landscaping.

The floor space has been set in order to provide a development that is capable of being effectively and sympathetically accommodated on the site whilst ensuring surrounding characteristics or sensitivities are respected.

The heights of the proposed buildings are determined by the specific requirements and do not exceed 9.1m.

There is a one-way system through the site. There are multiple areas on site. These include swim lanes, Border Control Post (BCP), Inland Border Facility (IBF), overflow goods vehicle parking areas, and staff car park.

There are temporary office buildings, staff and driver welfare amenities on site. Additionally, there is a staff car park that can accommodate 357 vehicles. There are 10 single sided units with dock doors and level access doors, using portal bay frame structures with pitched roofs. The site also features a goods vehicle parking area with 984 goods vehicle parking spaces.

The buildings are setback from the road front, which will also help decrease the perception of visual bulk. Proposed landscaping / planting will assist in mitigating the visual impacts of the development.

The design of the facility onto 48ha of former agricultural land was developed with a view to maintaining the landscape and biodiversity of the surrounding area and to screen views of the site from the local villages.

Palisade fencing is provided around the site boundary. Additionally, to reduce noise impact on nearby neighbours, 5m high acoustic fencing and bunds were constructed around the site using excavated material.

4.7 MATERIALITY

The buildings seek to maintain the high-quality external appearance. The design of the elevations is appropriate to the location and in keeping with the development as a whole. 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 buildings elevation helps to reduce the visual bulk and increase the visual prominence. Incorporation of horizontal grey bands on external walls of the offices and the fenestrations will also reduce visual bulk by breaking up the long external wall areas.

Fig. 8 – Office Elevation

Fig. 9 – Inspection Unit Elevation

Access

5.0 ACCESS

5.1 VEHICULAR ACCESS

The primary means of access to the Site for goods vehicles is facilitated via the M20 junction 10a link road. Another access point on the Site's northern boundary supports emergency access on to the M20 junction 10a link road, and access for servicing is also facilitated via Highfield Lane. For staff, access to the car park is via Church Road.

The site and primary access point for goods vehicles have been strategically selected having consideration to the surrounding road network, as required by Local Plan Policy TRA7, so as to facilitate direct connectivity with the Strategic Road Network, and keep HGVs off local roads and away from residential areas. In accordance with Local Plan Policy TRA9, the site affords sufficient space to accommodate all HGV movements and parking on-site, without impacting on the public highway.

5.2 CARPARKING

In accordance with the requirements for Sui Generis uses pursuant to Local Plan Policy TRA3(b), the level of car parking provided on-site is proportionate to the requirements of the operation.

A total of 357 car parking spaces are provided for staff, consolidated within the staff car park in the western region of the Site.

5.3 SUSTAINABLE TRAVEL

A shift to sustainable travel modes is promoted through the Travel Plan submitted as part of the planning application, in accordance with Local Plan Policy TRA8.

As part of this, and in line with the promotion of local bus services pursuant to Local Plan Policy TRA4, a dedicated 'Zeelo' shuttle bus provides free-of-charge services for commuting staff, connecting the Site to Ashford International Railway Station and Ashford Park and Ride.

Within the site, dedicated pedestrian routes have been provided connecting the staff carpark and areas of the site frequented by staff on foot, in accordance with Local Plan Policy TRA5. In order to continue to encourage journeys on foot in the wider area surrounding the Site, the diversion of the PROW has already been lawfully completed, allowing pedestrians to safely navigate around the Site and move between the surrounding settlements.

Local Plan Policy TRA6 supports the provision of cycle parking facilities, at a level to be determined on a case by case basis for Sui Generis uses. Secure cycle parking is provided within the site with capacity for 60 bicycles, and staff lockers, showers and changing facilities are also provided on-site within staff welfare areas.

5.4 CONSULTATION

Consultation has also been undertaken with National Highways and KCC Highways officers (meetings were held on 17th and 24th September 2024, respectively), and the Transport Assessment (including surveys and modelling) and Travel Plan have been carried out in accordance with the scope agreed by officers.

Sustainability

6.1 Sustainability Summary

6.0 SUSTAINABILITY

6.1 SUSTAINABILITY SUMMARY

The Development integrates key sustainability features. The site promotes sustainable transport by providing cycle routes, bus connections, EV charging stations, and HGV parking, reducing car dependency. Additionally, landscaping and ecological improvements align with biodiversity net gain principles, enhancing habitats and supporting long-term ecological health. Waste management practices are efficient, with secure waste segregation and disposal, contributing to reduced pollution and environmental harm.

The development's design incorporates modular construction, energy-efficient materials, and flexible layouts to minimise resource use and waste. The site layout optimises operational efficiency whilst respecting local heritage, and green infrastructure such as SuDS ponds supports biodiversity and reduces maintenance needs.

Landscape

7.1 Existing Landscape Design Proposals
7.2 LVIA
7.3 Landscape Concept Plans

7.0 LANDSCAPE

7.1 EXISTING LANDSCAPE DESIGN PROPOSALS

The existing landscape proposals at the Application Site have been reviewed and will be improved to meet the requirements of the approved LEMP associated with the IBF, prior to determination of this planning application.

The main aims of the proposed landscape are as follows:

- To blend the 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 site to provide an attractive setting and backdrop for the site.
- Where appropriate take opportunities to improve potential habitat value and biodiversity on the site.

Ultimately the landscape strategy aims to blend the site comfortably into its surroundings and is in keeping with the local landscape character, complementing the detailed proposals in the LEMP documents. A strong landscape structure will mature to create an attractive frontage and an effective visual buffer to the boundaries. This will help to create a positive relationship between the site and its surrounding environment.

A robust and strong landscape structure forms an essential requirement of the overall approach for the landscape design proposals. The scale and nature of the 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 plans.

The majority of planting will be native, including the tree, thicket and wildflower/species rich grassland to extend and integrate the surrounding landscape character and species distribution into the site, utilising the suggestions recommended in the LEMP. The proposed landscape planting for the 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.

The LEMP documents set out proposals to the southern, eastern and western boundaries, any opportunities identified within these proposals have been detailed on the landscape plans.

The area to the north of the site adjacent the A2070 highways land has been proposed to improve screening of the 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 & feathered trees, offering a tiered canopy structure and enhanced screening.

Additional tree planting is proposed around pond three in the southwest corner to provide screening to the residential properties on Church Road. The location of the planting here has considered an existing gas main and associated easement. This will be supported with low shrub/thicket planting alongside the diverted public right of way route.

7.2 LVIA

The Site sits within a gently rolling lowland landscape of agricultural fields at the eastern edge of Willesborough and the land then rises towards the east. The Site contains limited vegetation, but the adjacent plots of land include a few boundary hedgerows and sporadic groups of vegetation. The urban fringe of Willesborough and southeast Ashford form the backdrop towards this part of the study area and define most of the local character at the west of the Site.

The urban setting north and west of the Site provides several intervening features that limit the visibility of the development from that direction. However, the development is visible from the immediate area at the west and around St Mary's church. The topography to the south allows for a few distant views from higher grounds but the intervening features screen the development substantially, allowing only glimpsed views. The eastern part of the study area has an undulating raising topography that allows more views from the farm fields and the edge of Mersham village. Overall, views towards the development are restricted to the immediate vicinity with a few mid and long range views outside the study area.

As a result of the topography and the urban setting adjacent to the development, the surrounding receptors are experiencing views mostly to the immediate locations around the Site. Most medium to long distance views are restricted by intervening features. In visual terms, the localised significant effects are limited to residents in proximity to the development, and the users of adjacent PRoWs.

7.0 LANDSCAPE

7.2 LVIA cont’d

The existing mitigation measures designed in are assisting to integrate the development with the surrounding landscape and reduce the significance of the visual amenity effects. However, the assessment of the current mitigation measures is welcomed, and further measures are expected to improve the visual effects of the high sensitivity users.

Finally, it is worth noting that the development is notable during the night hours from long uninterrupted views such as the Kent Downs National Landscape, however this is viewed in context with the surrounding illumination associated with Ashford.

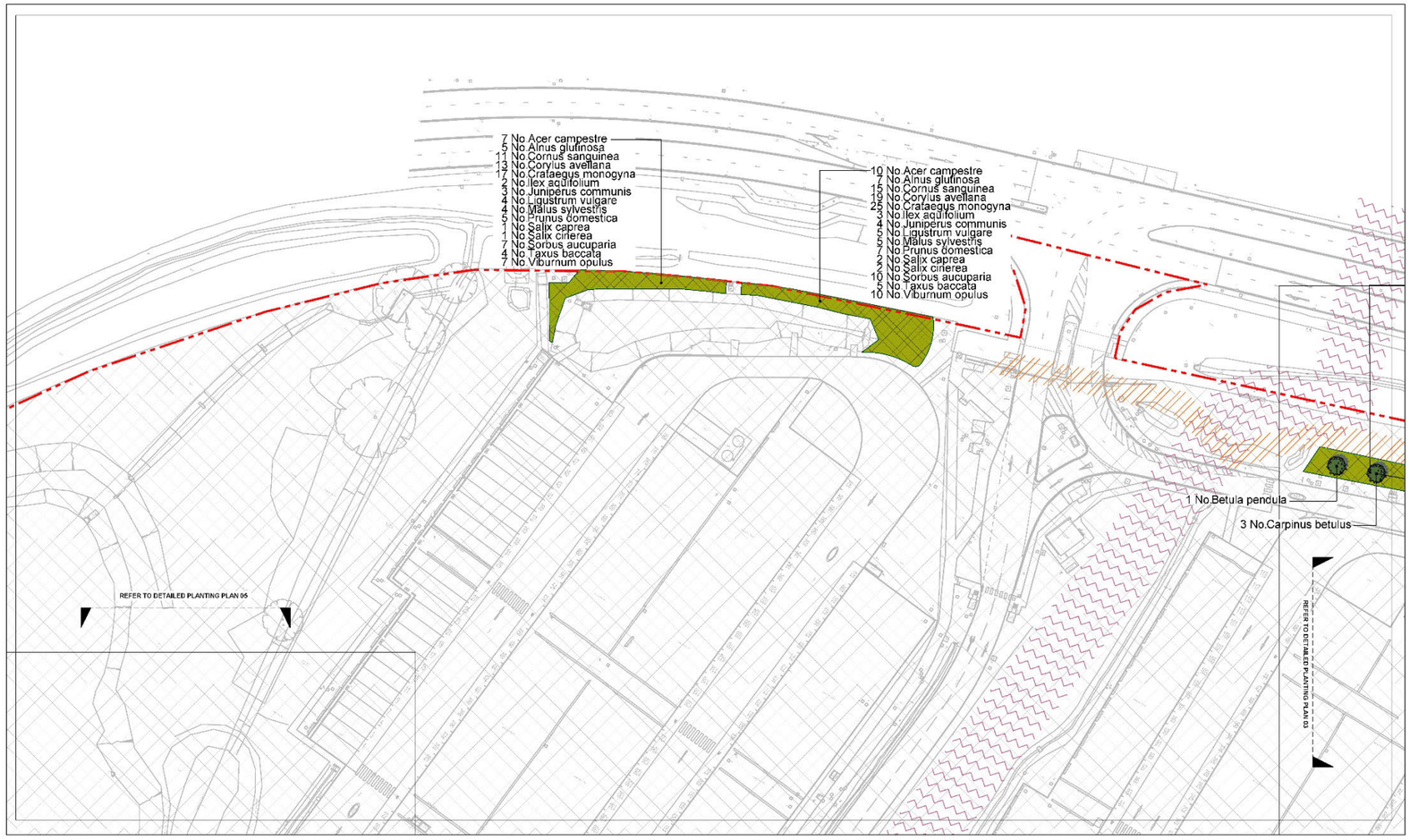
7.0 LANDSCAPE

7.3 LANDSCAPE CONCEPT PLANS

Fig. 10– 2418-24-01.Rev 01 Landscape Masterplan

7.0 LANDSCAPE

7.3 LANDSCAPE CONCEPT PLANS cont'd



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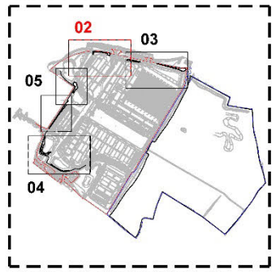
DO NOT SCALE FROM THIS DRAWING

10m 0m 10m 20m 30m
Scale 1:500

Notes;
To be read in conjunction with LEMP documents;
Sevington Inland Border Facility 2020
Land East of Highfield Lane 2023

This drawing is based on topographic survey by Plowman Craven;
49502-PCL-TO-XX-DR-Y-00001-S3-P03

NORTH



DRAWING LOCATION PLAN
nts

KEY

EXTRA HEAVY STANDARD TREES
(Tree pit size: 1000x1000x900mm)
14-16cm stem girth
4.0-4.5m height
1.8-2.1m clear stem
Rootballed
Species
Alnus glutinosa
Acer campestre
Betula pendula
Salix alba

CONIFEROUS TREES
(Tree pit size: 1000x1000x750mm)
2.0-2.5m height
As transplanted
Rootballed
Species
Juniperus communis
Pinus sylvestris
Taxus baccata

THICKET (WOODLAND EDGE) MIX PLANTING
(300mm depth of topsoil + minimum 600mm depth subsoil)
Where woodland or thicket is planted next to a hard surface/kerb/fence, it should be positioned 1m from the edge. Whips/Transplants planted in groups of 3-9 of the same species on a 1.5m grid.
Area to be underseeded with Emorgate EW1 Woodland Mixture at 4g/m²

Whip/Transplants

%	Species	Common Name	Size	Age	Root/Pot Size
8%	Acer campestre	Field Maple	100-125mm	1+1	BR
5%	Alnus glutinosa	Common Alder	800-1000mm	1+1	BR
12%	Cornus sanguinea	Dogwood	800-1000mm	2x	RB
15%	Corylus avellana	Hazel	600-800mm	1+1	BR
20%	Crataegus monogyna	Hawthorn	800-1000mm	1+2	BR
2%	Ilex aquifolium	Holly	600-800mm		BL
3%	Juniperus communis	Juniper	300-400mm		BL
4%	Ligustrum vulgare	Privet	600-800mm	0/2	BR
4%	Malus sylvestris	Crab Apple	800-1000mm	1+2	BR
5%	Prunus domestica	Damson	600-800mm	1+1	BR
1%	Salix caprea	Goat Willow	60-80mm	0/1	BR
1%	Salix cinerea	Grey Willow	60-80mm	0/1	BR
8%	Sorbus aucuparia	Rowan	175-200mm	2x	DR
4%	Taxus bacata	Yew	400-500mm	3x	BR
8%	Viburnum opulus	Guelder Rose	1000-1250mm	1+2	BR

REFER TO LEMP DOCUMENT
Sevington Inland Border Facility 2020

REFER TO LEMP DOCUMENT
Land East of Highfield Lane 2023

EXISTING HERITAGE EASEMENT (shown indicatively)

EXISTING GAS EASEMENT (shown indicatively)

UTILITIES EASEMENT

FENCE

APPLICATION BOUNDARY

REV	DESCRIPTION	BY	CKD	DATE
00	Planning Issue	JL		07.04.2025

BCA DESIGN
Landscape Architects

CLIENT
Department for Transport

PROJECT
IBF Sevington

DRAWING TITLE
Detailed Planting Plan
Sheet 2

CONTRACT NUMBER:	2418-24	DATE:	14/01/25
DRAWING STAGE:	PLANNING	CAD REFERENCE:	2418-24-01 02,02-04
DRAWN BY:	JL	CHECKED BY:	JL
SCALE:	1:500	ORIGINAL SHEET:	A1

PROJECT ORIGINATOR	VOLUME	FILE TYPE	FILE NUMBER	ANCILLARY	REV
SEV	BCA	ELS	00 DR L	2418-24-02	S5 00

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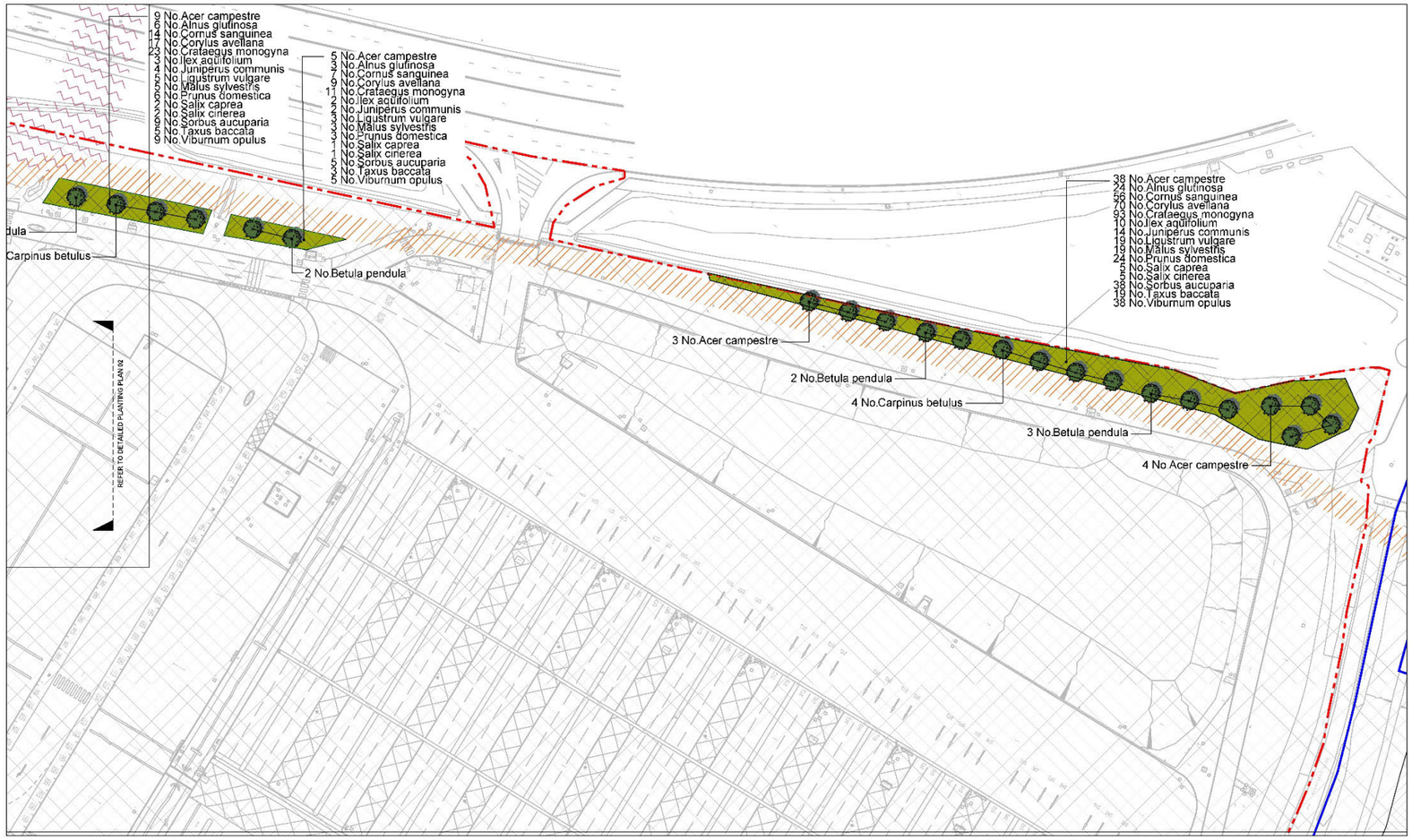
Fig. 11– 2418-24-02 Landscape Detailed Planting Plan Sheet 2

7.3 LANDSCAPE CONCEPT PLANS cont'd

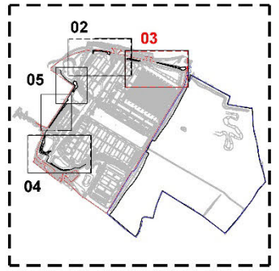


10m 0m 10m 20m 30m
Scale 1:500

Notes;
To be read in conjunction with LEMP documents;
Sevington Inland Border Facility 2020
Land East of Highfield Lane 2023

This drawing is based on topographic survey by Plowman Craven;
49502-PCL-TO-XX-DR-Y-00001-S3-P03

NORTH



DRAWING LOCATION PLAN
nts

KEY

EXTRA HEAVY STANDARD TREES
(Tree pit size: 1000x1000x900mm)
14 -16cm stem girth
4.0-4.5m height
1.8-2.1m clear stem
Rootballed
Species
Alnus glutinosa
Acer campestre
Betula pendula
Salix alba

CONIFEROUS TREES
(Tree pit size: 1000x1000x750mm)
2.0-2.5m height
4x transplanted
Rootballed
Species
Juniperus communis
Pinus sylvestris
Taxus baccata

THICKET (WOODLAND EDGE) MIX PLANTING
(300mm depth of topsoil + minimum 600mm depth subsoil)
Where woodland or thicket is planted next to a hard surface/kerb/fence, it should be positioned 1m from the edge. Whips/Transplants planted in groups of 3-9 of the same species on a 1.5m grid.
Area to be undersceded with Emorsgate EW1 Woodland Mixture at 4g/m²

Whip/Transplants

%	Species	Common Name	Size	Age	Root/Pot Size
8%	Acer campestre	Field Maple	100-125mm	1+1	BR
5%	Alnus glutinosa	Common Alder	800-1000mm	1+1	BR
12%	Cornus sanguinea	Dogwood	800-1000mm	2x	RB
15%	Corylus avellana	Hazel	600-800mm	1+1	BR
20%	Crataegus monogyna	Hawthorn	900-1000mm	1+2	BR
2%	Ilex aquifolium	Holly	600-800mm		3L
3%	Juniperus communis	Juniper	300-400mm		3L
4%	Ligustrum vulgare	Privet	600-800mm	0/2	BR
4%	Malus sylvestris	Crab Apple	800-1000mm	1+2	BR
5%	Prunus domestica	Damson	600-800mm	1+1	BR
1%	Salix caprea	Goat Willow	60-80mm	0/1	BR
1%	Salix cinerea	Grey Willow	60-80mm	0/1	BR
8%	Sorbus aucuparia	Rowan	175-200mm	2x	BR
4%	Taxus baccata	Yew	400-500mm	3x	BR
8%	Viburnum opulus	Guelder Rose	1000-1250mm	1+2	BR

REFER TO LEMP DOCUMENT
Sevington Inland Border Facility 2020

REFER TO LEMP DOCUMENT
Land East of Highfield Lane 2023

EXISTING HERITAGE EASEMENT (shown indicatively)

EXISTING GAS EASEMENT (shown indicatively)

UTILITIES EASEMENT

FENCE

APPLICATION BOUNDARY

OWNERSHIP BOUNDARY

REV	DESCRIPTION	BY	CKD	DATE
01	Minor amendment to align with boundary	JL		08.04.2025
00	Planning Issue	JL		07.04.2025

BCA DESIGN
Landscape Architects

CLIENT
Department for Transport

PROJECT
IBF Sevington

DRAWING TITLE
Detailed Planting Plan
Sheet 3

CONTRACT NUMBER:	2418-24	DATE:	14/01/25
DRAWING STAGE:	PLANNING	CAD REFERENCE:	2418-24-01.02.03.04
DRAWN BY:	JL	CHECKED BY:	JL
SCALE:	1:500	ORIGINAL SHEET:	A1

PROJECT ORIGINATOR VOLUME FILE TYPE ROLE NUMBER REVISION BRV

SEV BCA ELS 00 DR L 2418-24-03 S5 01

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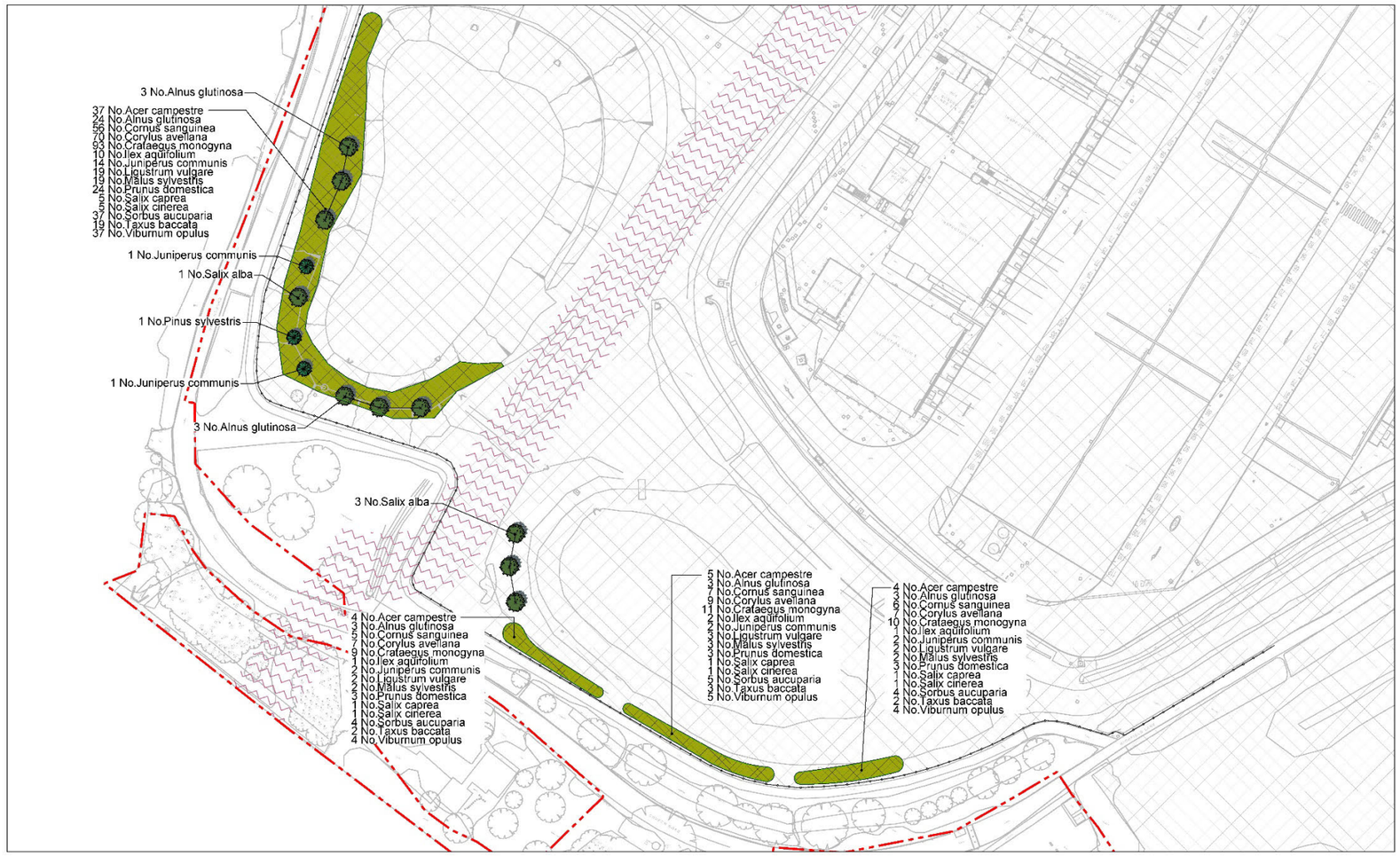
Fig. 12– 2418-24-03.Rev 01 Landscape Detailed Planting Plan Sheet 3

7.3 LANDSCAPE CONCEPT PLANS cont'd

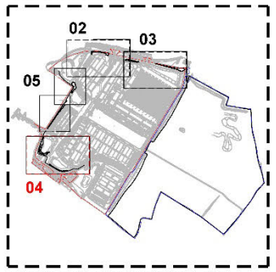


10m 0m 10m 20m 30m
Scale 1:500

Notes;
To be read in conjunction with LEMP documents;
Sevington Inland Border Facility 2020
Land East of Highfield Lane 2023

This drawing is based on topographic survey by Plowman Craven;
49502-PCL-TO-XX-DR-Y-00001-S3-P03

NORTH



DRAWING LOCATION PLAN
nts

KEY

EXTRA HEAVY STANDARD TREES
(Tree pit size: 1000x1000x900mm)
14-16cm stem girth
4.0-4.5m height
1.8-2.1m clear stem
Rootballed
Species
Alnus glutinosa
Acer campestre
Betula pendula
Salix alba

CONIFEROUS TREES
(Tree pit size: 1000x1000x750mm)
2.0-2.5m height
As transplanted
Rootballed
Species
Juniperus communis
Pinus sylvestris
Taxus baccata

THICKET (WOODLAND EDGE) MIX PLANTING
(300mm depth of topsoil + minimum 600mm depth subsoil)
Where woodland or thicket is planted next to a hard surface/kerb/fence, it should be positioned 1m from the edge. Whips/Transplants planted in groups of 3-9 of the same species on a 1.5m grid.
Area to be underseeded with Emorgate EW1 Woodland Mixture at 4g/m²

Whip/Transplants

%	Species	Common Name	Size	Age	Root/Pot Size
8%	Acer campestre	Field Maple	100-125mm	1+1	BR
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12%	Cornus sanguinea	Dogwood	800-1000mm	2x	RB
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2%	Ilex aquifolium	Holly	600-800mm		3L
3%	Juniperus communis	Juniper	300-400mm		3L
4%	Ligustrum vulgare	Privet	600-800mm	0/2	BR
4%	Malus sylvestris	Crab Apple	800-1000mm	1+2	BR
5%	Prunus domestica	Damson	600-800mm	1+1	BR
1%	Salix caprea	Goat Willow	60-80mm	0/1	BR
1%	Salix cinerea	Grey Willow	60-80mm	0/1	BR
8%	Sorbus aucuparia	Rowan	175-200mm	2x	BR
4%	Taxus baccata	Yew	400-600mm	3x	BR
8%	Viburnum opulus	Guelder Rose	1000-1250mm	1+3	BR

REFER TO LEMP DOCUMENT
Sevington Inland Border Facility 2020

REFER TO LEMP DOCUMENT
Land East of Highfield Lane 2023

EXISTING HERITAGE EASEMENT (shown indicatively)

EXISTING GAS EASEMENT (shown indicatively)

UTILITIES EASEMENT

FENCE

APPLICATION BOUNDARY

REV	DESCRIPTION	BY	CKD	DATE
00	Planning Issue	JL		07.04.2025

BCA DESIGN
Landscape Architects

CLIENT
Department for Transport

PROJECT
IBF Sevington

DRAWING TITLE
Detailed Planting Plan
Sheet 4

CONTRACT NUMBER:	2418-24	DATE:	14/01/25
DRAWING STAGE:	PLANNING	CAD REFERENCE:	2418-24-01 02,03,04
DRAWN BY:	JL	CHECKED BY:	JL
SCALE:	1:500	ORIGINAL SHEET:	A1

PROJECT ORIGINATOR VOLUME FUNCTION SHEET NUMBER ANCILLARY REV
SEV BCA ELS 00 DR L 2418-24-04 S5 00

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Fig. 13– 2418-24-04 Landscape Detailed Planting Plan Sheet 4

7.3 LANDSCAPE CONCEPT PLANS cont'd

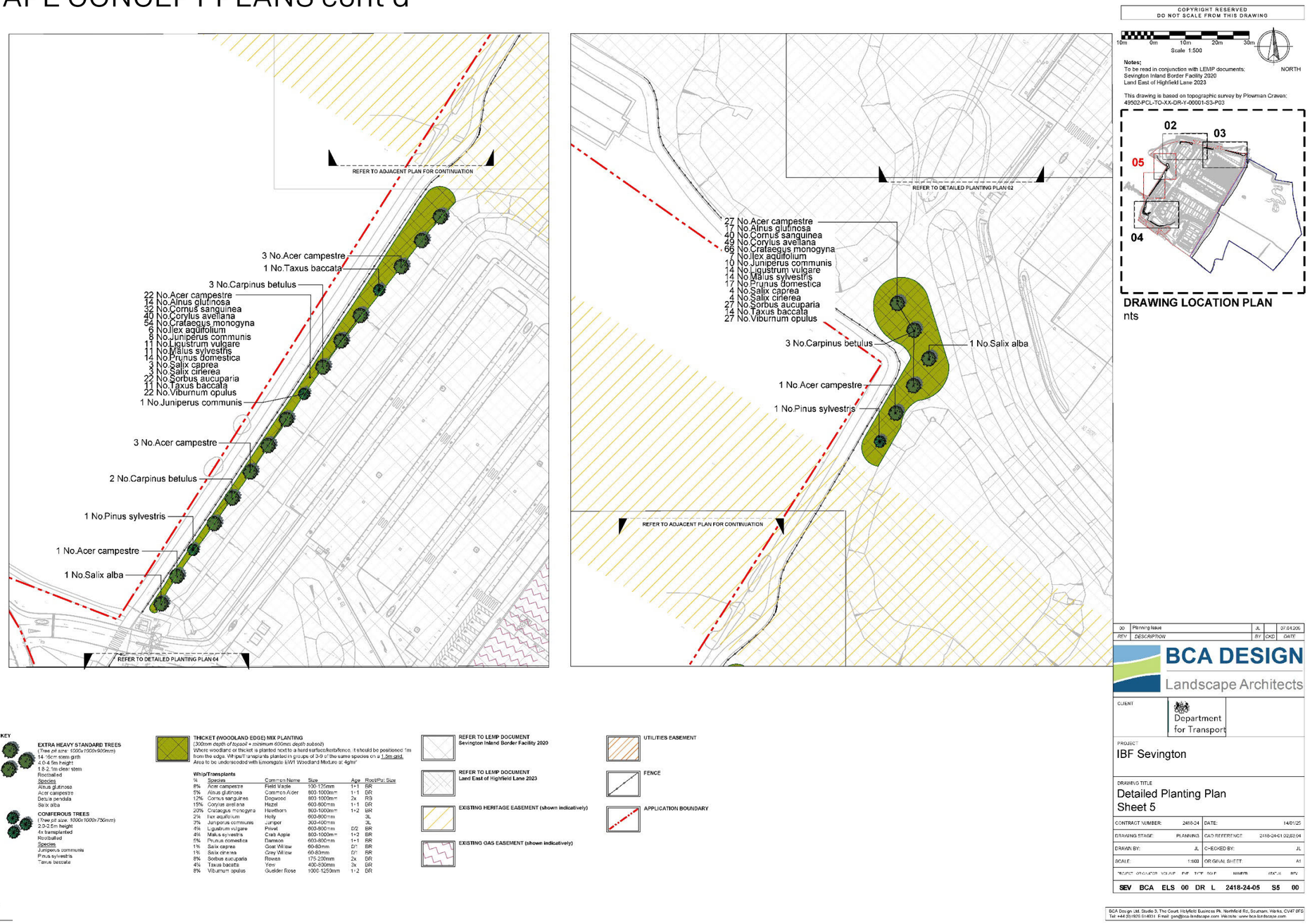

Fig. 14– 2418-24-05 Landscape Detailed Planting Plan Sheet 5

Consultations and Conclusion

8.0 CONSULTATION AND CONCLUSION

This planning application has been prepared in the context of meaningful and proactive engagement with ABC, as well as Kent County Council ('KCC'), and an extensive consultation exercise has been undertaken with other interested parties and stakeholders, including occupiers and owners of the immediately neighbouring properties and throughout the wider area surrounding the Site, ward councillors, local groups and other key stakeholders. The Applicant is committed to a robust programme of ongoing consultation, with ABC, KCC, the wider community and key stakeholders.

Public engagement was carried out over a four-month period (October 2024 – January 2025) in a series of stages and involving various activities, in order to effectively engage with multiple stakeholders.

The first round of engagement was focused on explaining to local stakeholders the intention to submit a full planning application seeking to permit the continuation of the existing operation, obtaining feedback from the local community on their experiences of living near the IBF, and identifying the key concerns of the local community for consideration as part of the technical assessments and investigations of potential mitigation measures.

Engagement events were held on 19th and 26th October, in advance of which flyers were distributed, letters sent to near-neighbours, door-knocking carried out with near-neighbours, an engagement website established and social media adverts published. In addition, letters and meeting invites were shared with political and officer stakeholders at Borough, County, Parish and parliamentary level, plus local business and community stakeholders.

Based on the feedback provided during the various events, meetings and conversations, and in writing via surveys, the website and email correspondence, the following key themes emerged:

- Lighting impacts, associated with the high visibility and 'glow' of the Site during the night, impacting on the dark skies and residential amenity for near-neighbours.
- Traffic impacts, associated with misdirected HGVs on local roads, and increased traffic on the highways network.
- Landscaping issues, associated with some failed planting and other landscaping not having been delivered under the SDO, as well as opportunities for enhanced biodiversity creation.
- Noise impacts, associated with HGV movements on the Site, particularly at night-time, impacting on residential amenity.

A second round of community engagement events was held on 17th and 18th January, with a focus on summarising the issues that had been reported during the first round of engagement, and explaining how these issues had been investigated and related mitigations explored.

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