

Statement of Common Ground in relation to Sevington Inland Border Facility – CROWN/2025/0000002

1 Introduction

- 1.1 This updated statement sets out the areas the **Applicants** and **Kent County Council (KCC)** agree on and the areas they do not agree on in relation to the application for permanent planning permission for the Sevington Inland Border Facility (CROWN/2025/0000002), so far as it affects **highways**.
- 1.2 Proactive and positive discussions and meetings between the applicant and KCC Highways has been undertaken post-submission of the planning application. The Applicants have now confirmed that they will be funding the M20 Junction 10A mitigation scheme with KCC delivering the scheme on their behalf.
- 1.3 **KCC Highways therefore now removes their objection to the proposals subject to the funding being delivered through the required UU and appropriate planning conditions as set out below.**

2 Matters Agreed

Reference	Topic	Shared Position
KCC letter to ABC dated 12 th September 2025	Signage Strategy	Condition can be agreed. Draft condition wording as proposed to ABC: Within 3-months of the date of this decision an updated Signage Strategy shall be submitted for the written approval of the Local Planning Authority. The Signage Strategy shall include evidence of engagement with National Highways and Kent County Council and relevant satellite-navigation companies and a timetable for implementation. The development shall be implemented in full accordance with the details so approved.
KCC letter to ABC dated 12 th September 2025	Travel Plan	Condition can be agreed. Draft condition wording as proposed to ABC: Within 3-months of the date of this decision an updated Staff Travel Plan shall be submitted for the written approval of the Local Planning Authority in consultation with Kent County Council. The Travel Plan shall include the following:

	<p>i. setting of objectives and targets in response to review of success of 2022 Staff Travel Plan;</p> <p>ii. measures to promote and facilitate public transport use, walking and cycling (including details of cycle storage, changing and shower facilities);</p> <p>iii. measures to reduce car usage, including staff bus service;</p> <p>iv. measures to reduce air pollution;</p> <p>v. promotion of practices/facilities that reduce the need for travel;</p> <p>vi. monitoring and review mechanisms,</p> <p>vii. Travel Plan co-ordinators and associated support;</p> <p>viii. Provision of travel information and marketing together with a timetable for the implementation of each element.</p> <p>The agreed Travel Plan measures shall be implemented in accordance with the details approved within three months of the date of such approval and thereafter maintained.</p>
KCC letter to ABC dated 12 th September 2025	<p>Suitable mitigation scheme to be submitted and implemented for M20 Junction 10A.</p> <p>The parties agree that in a 2024 baseline scenario the proposed development will impact upon junction performance such that in the AM Peak the A20 eastbound and westbound will be operating in excess of practical capacity and in the PM Peak the A20 eastbound will be operating both in excess of practical and theoretical capacity.</p> <p>In a 2036 future year scenario, capacity on these arms will significantly worsen with forecast background growth, irrespective of the proposed development. The parties agree that the proposed development will exacerbate and have a severe impact on baseline conditions on both of the A20 arms, in both the AM and PM Peak, with delays in queuing ranging between 4 and 5 minutes. Full junction modelling results are viewable in the Waterman TN 'M20 Junction 10a Mitigation – Preliminary Option Assessment' dated November 2025 (Ref: 20982117-WAT-XX-XX-RP-N-800004_P03').</p> <p>The parties agree that localised improvements on the A20 approaches to the junction, would be effective in alleviating the observed capacity constraints. The nature and scope of physical measures at the junction have been discussed, and a preliminary mitigation scheme has been agreed in principle.</p>

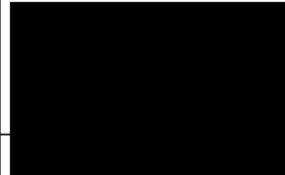
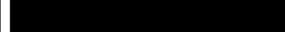
		<p>The preliminary mitigation scheme, comprising widening of the A20 eastbound approach, and signalisation of the A20 westbound approach and corresponding section of the circulatory carriageway, is illustrated by Appendix A of the Waterman TN 'M20 Junction 10a Mitigation – Preliminary Option Assessment' dated November 2025 (Ref: 20982117-WAT-XX-XX-RP-N-800004_P03)'.</p> <p>The Applicants have agreed to provide the funding towards the mitigation scheme. The scheme has been costed by KCC's cost consultants based on the current information supplied by the Applicant. The cost of the scheme currently is £1,436,122.68 based on delivery in 2026. The Applicants and KCC will also enter into an agreement on the management of the project and costs with a process for agreeing any significant changes to the scope or costs of the project.</p>
KCC letter to ABC dated 12 th September 2025	<p>KCC comments on the applicant Transport Assessment (TA), including at:</p> <ul style="list-style-type: none"> - Para 6.29 - Table 8 - Table 12 - Table 17 	KCC is satisfied that through discussion with the applicant, comments made on the TA have been resolved.

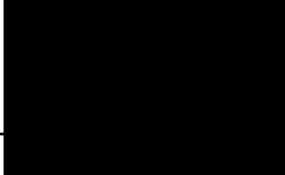
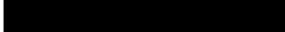
3 Matters Not Agreed

Reference	Topic	Applicant's position	KCC's Position	Relevant Application Documents
	None			

The Department for Transport
The Department for Environment, Food and Rural Affairs
His Majesty's Revenue & Customs
Kent County Council

01st December 2025

Signed on Behalf of the Applicant	
Signature	
Name	
Position	Director, JLL
Date	01 December 2025

Signed on Behalf of Kent County Council	
Signature	
Name	
Position	Principal Transport and Development Planner
Date	01 December 2025