

Appendix 4a

From: [Crown Applications](#)
To: [Sheppard, James](#)
Cc: [Streeter, Rachel](#); [Crown Applications](#); [Steve.Musk](#)
Subject: RE: CROWN/2025/0000002 Sevington Inland Border Facility - Query on Matter 10
Date: 13 November 2025 10:19:02

Caution: Message from external sender

Dear Mr Sheppard

Thank you for your email below, which I have passed onto the Inspector.

He responds:

'The context behind this query is that a number of interested parties have raised the point that, according to their observations, the site is and has never been, fully operational. That is to say that, in their view, the site appears to be largely empty, with large areas for stationing the lorries standing empty. Having visited the vicinity of the site myself on both 25 September 2025 and 12 November 2025, it did appear that, at those times, there was little to no lorries on the site. That may be because those times were not 'busy' operational times. Conversely, it may be that the area covered by hardstanding for the stationing of lorries, which also includes the Tango and Romeo areas, are excessive and/or greater than is necessary for operational purposes.

In such circumstances, and in light of the identified harm to nearby heritage assets, and/or inability to only achieve a negative BNG value on the site, and the concerns raised in terms of lighting for example, a legitimate question could be; why is so much of the application site needed to be hardstanding with constant lighting? And supplementary to this, why is it not possible to, for example, return areas of hardstanding near to the Grade I listed St Marys Church, Sevington, in order to reduce the harm to its setting arising from the proposal (as identified in the cultural heritage ES chapter, for example). This also links to suggestions made as to how the site could assist in wider traffic management issues (including the SRN) as part of the KRS and what area is required to support this, should that be an aim of the application.

In terms of the queries, put another way, what would assist the Inquiry is clarity on why circa 900 HGV spaces are required on site, as anecdotal evidence suggests that the current site usage is considerably lower than the spaces provided on site. A brief explanation of the sites usage over the last 12 months, for example X number of lorries visited per day in each month, would assist (or other logical time period). Further to this, any predicted changes in demand (due to new policy or legislation etc) in the coming year(s) would assist an understanding of how the site operates in numerical terms. It would be odd that there is no record of the number of vehicles who have progressed through the IBF and BCP since its inception; especially as these facilities would need to be staffed and therefore people on site to process anticipated demand.

I trust the explanation above is helpful.'

Kind regards

Crown Development Case Team
Planning & Environmental Applications Service

From: Sheppard, James [REDACTED]
Sent: 12 November 2025 15:14
To: Crown Applications <crownapplications@planninginspectorate.gov.uk>

Cc: [REDACTED]

Subject: CROWN/2025/0000002 Sevington Inland Border Facility - Query on Matter 10

Dear Crown Development Case Team,

CROWN/2025/0000002 Sevington Inland Border Facility

We write to request some additional context from the Inspector in respect to **Matter 10**.

For ease, this states:

Matter 10:

- **What capacity is being used on the site?**
- **What is this in terms of per year and percentage terms?**
- **Is this the same for both parts of the site (i.e. IBF and BCP)?**

There is no specific operational capacity record(s) held to provide a clear answer in respect to this Matter.

The operational capacity across both the IBF and BCP fluctuates widely dependent on the time of day, day of the week, and season of the year.

If emergencies or system failures occur on site, then operational capacity on site can also be affected.

Please could the Inspector confirm what the context is behind these specific 'Matter 10' queries? This may help us to answer the Matter to the Inspector's satisfaction.

We would be grateful if this could be passed through to the Inspector for consideration.

Kind regards

James

James Sheppard | Director | **JLL** | Planning

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