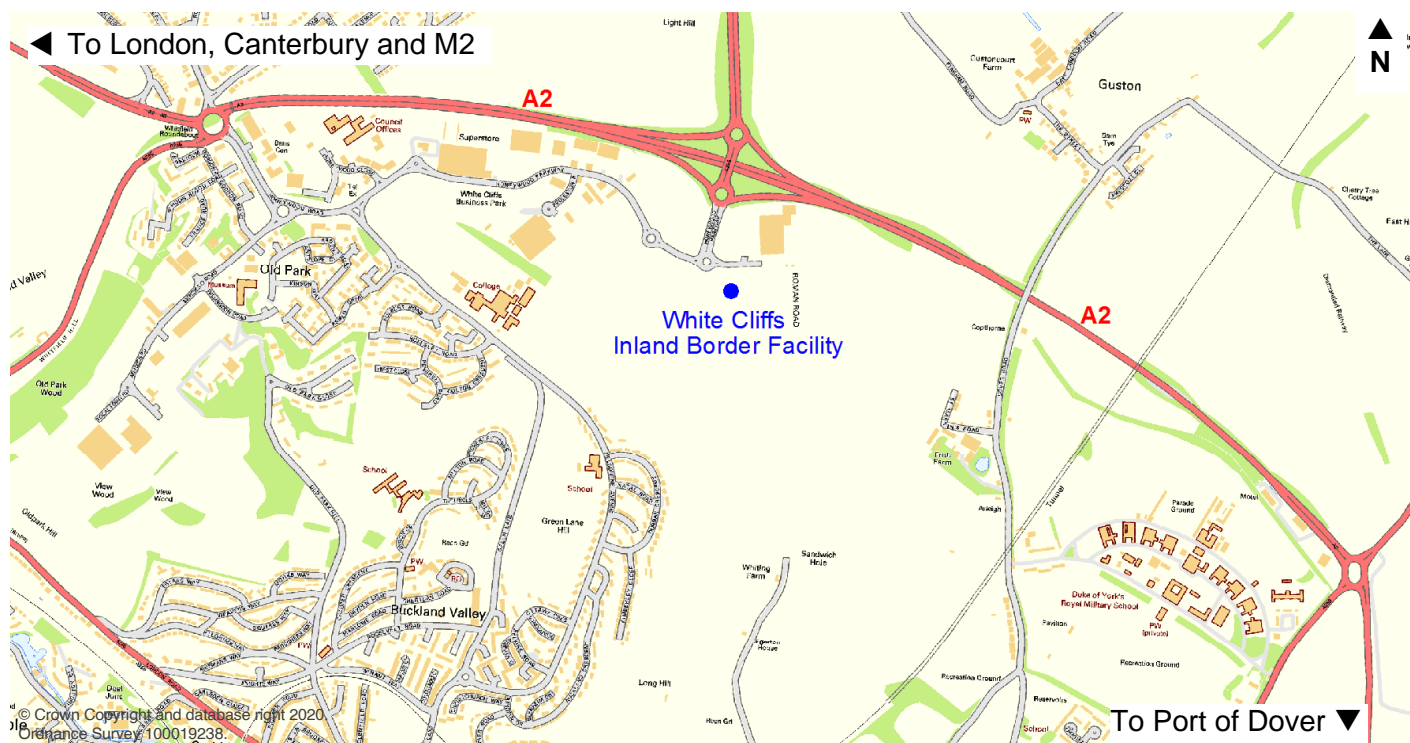


# White Cliffs Inland Border Facility, Dover

## Information Booklet



## White Cliffs Inland Border Facility

The United Kingdom (UK) has left the European Union (EU) and a transition period was in place until 31 December 2020. This booklet explains the Government's plans to introduce an inland border facility alongside the A2, near Dover. The facility will provide customs and transit checks required for hauliers from 1 July 2021. The booklet also details how interested individuals and organisations can submit comments on the proposals.

### Background

The Department for Transport (DfT) is progressing plans for the White Cliffs inland border facility. The site will act as a location for starting and ending the transit of goods to and from the UK for Defra and HMRC. This includes a Border Control Post (BCP) to support the Port of Dover where inbound consignments to the UK may be inspected in a biosecure facility, such as plants, animals and products of animal and plant origin (e.g. food). It will include parking areas for HGVs, while waiting to be processed, and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site. The DfT'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 White Cliffs inland border facility proposals are planned for temporary use and are designed to ensure that there are no significant or long-term environmental effects. The DfT does not expect to use this site as a temporary lorry holding facility.

The DfT, alongside other Government departments, has undertaken a review of options for the use and layout of the site and, based on current planning, expect the site to be needed for up to five years. The DfT is engaging with community and technical stakeholders. You can view copies of letters sent to local residents on our webpage: [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk)

### Inland border facility location

The White Cliffs inland border facility is located alongside the A2 in Kent, near to the villages of Guston and Whitfield, just outside of Dover. The facility is located off the Whitfield Interchange between the A2 and the A256, providing access to the Port of Dover and the M2 motorway. The White Cliffs site is approximately 37.6 hectares in size, comprising two parcels of land, divided by the Roman Road which runs through the area north to south.



## How to comment on the proposals

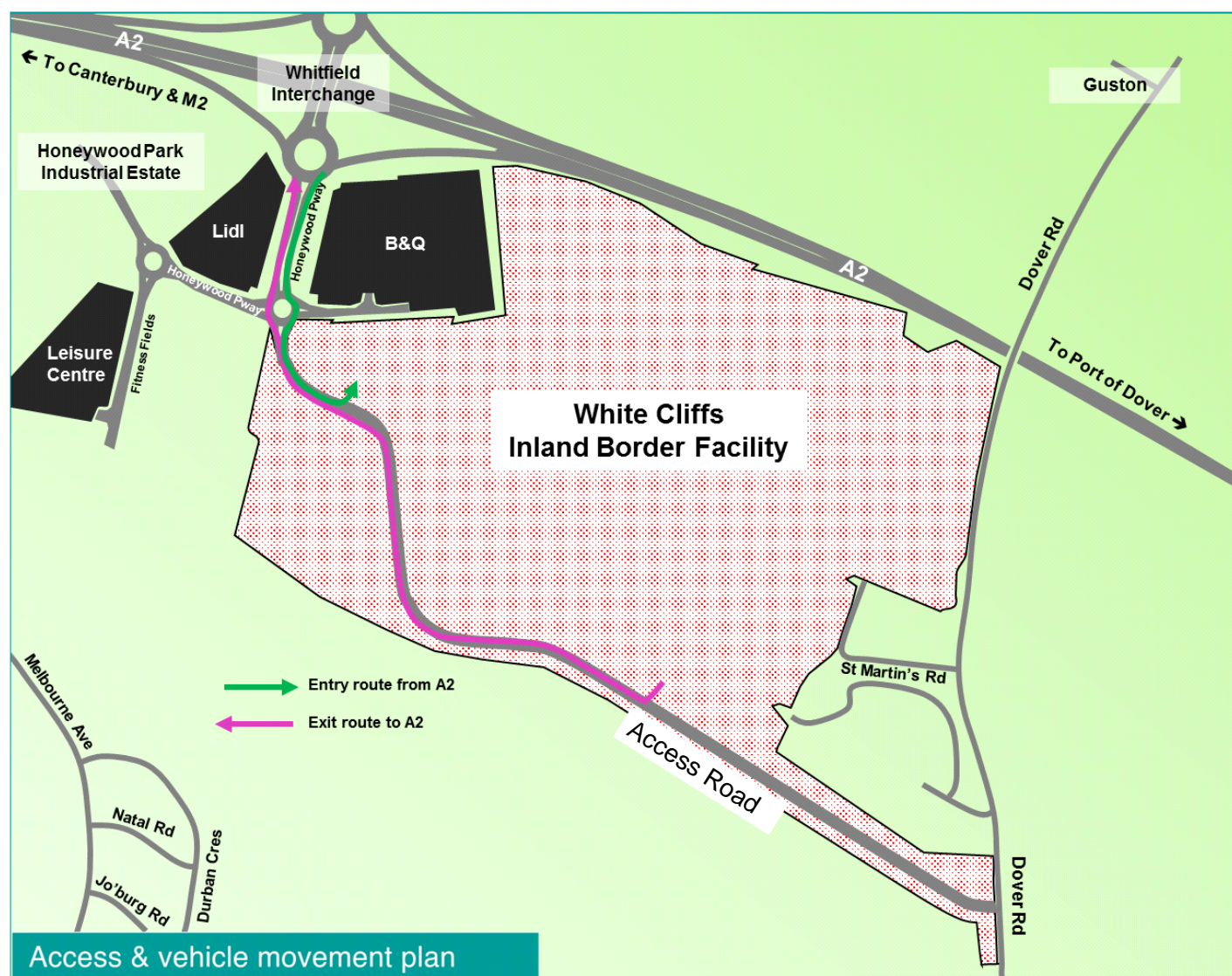
This booklet provides information about the Government's proposals for the White Cliffs Inland Border Facility. If you would like to submit comments about this proposal, you can do so from **13 January 2021 until 10 February 2021** by completing this Online Feedback Form (<https://www.surveymonkey.com/r/KWV6STR>). Details about how the inland border facility will operate can also be viewed on our website.

## Why do we need inland border facilities?

The Department for Transport (DfT), Her Majesty's Revenue and Customs (HMRC) and the Department for Environment, Food and Rural Affairs (Defra) are engaging with interested individuals and organisations to explain the need for Inland Border Facilities (IBFs). Our dedicated website [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk) sets out further details of the inland border facilities that will provide customs checks required for hauliers from 1 January 2021.

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. 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. At White Cliffs, lorries importing plants, animal products, certain food and live animals from the Port of Dover will be checked as part of biosecurity border checks.



Access & vehicle movement plan



## Border Control Post (BCP)

Inbound consignments to the UK will require Sanitary & Phytosanitary (SPS) checks to be carried out. Legislation states that this must be at a designated Border Control Post. Government is constructing BCPs where a port is unable to within its boundary. White Cliffs BCP will support the Port of Dover to carry out inspections on plants, live animals and products from plant and animal origin. The BCP will be biosecure to prevent cross contamination, be temperature controlled and will operate under strict procedures to inspect, store and transfer consignments. A range of specialist inspectors will carry out checks including the Food Standards Agency, Animal and Plant Health Agency and the Port Health Authority to ensure minimum delays for perishable goods and animal welfare.

## 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. 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 (IBF) site.

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

When the site is operational, there will be regular monitoring and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the site. Where necessary, mitigation will be implemented through a Operational Management Plan (OMP)

### Traffic flow & access

**Directing vehicles to the inland border facility**  
HGV traffic will access the site via the Whitfield Interchange on the A2 (junction with the A256).

#### From London, the Midlands, the East of England and the North of England

HGVs travelling eastbound on the M2 will join the A2 and pass Canterbury. Entrance to the inland border facility will be via the eastbound off-slip of the Whitfield Interchange. The A20/M20 can also be used as an alternative route to access/leave the site.

#### 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 White Cliffs 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 White Cliffs Inland Border Facility. There will also be signs outside the site entrance to advise hauliers about the use of site facilities and providing site contact details.



## 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 and are designed to ensure no significant long-term environmental effects. DfT, alongside other Government departments, has reviewed the options for use of the site and, based on current readiness planning, expect the site to be needed for up to five years.

Given the 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 strategy will therefore be implemented on the site which will provide measures to reduce the potential for adverse environmental effects. The landscaping will also reduce the visual and noise impacts for local residents. We plan to mitigate visual impacts for those potentially impacted. 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.

As part of the SDO approval, 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, road drainage and water, and noise. The report will also consider geology and soils, material assets and waste, population and health, and climate.

## 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.

## How the site will operate

Subject to planning approval, it is intended that the site will become operational from 1 July 2021. Staff will be on-site and preparation activities will commence from 1 June 2021. The site will be managed by an appointed contractor. 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. Should medical staff be needed they will be provided privately as to not burden the NHS. Closed circuit television cameras are 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. Defra will conduct checks on imports as part of the UK biosecurity border inspections which are necessary after leaving the EU. 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 readiness

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.

## Archaeology and heritage

A series of archaeological studies have also been taking place since October 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 and will be impacted temporarily by the proposed inland border facility. As a result of this, we propose to re-route the BOAT and National Trail along the eastern boundary of the White Cliffs 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. This will include underground tanks to retain water from the BCP which will be tankered off site to a treatment facility. The drainage infrastructure will include swales and basins to manage surface water effectively. The drainage infrastructure will be integrated within the landscaping strategy.

## Proposals for the site

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





## 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.

The 2020 SDO includes four sections and can be viewed at: [www.legislation.gov.uk/ukxi/2020/928/schedule/2/made](http://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

DfT has been engaging with range of national and local stakeholders regarding the proposals for White Cliffs Inland Border Facility, including the local community. You can view copies of letters sent to residents regarding the proposals at our website at: [www.inlandborderfacilities.uk](http://www.inlandborderfacilities.uk)

## Questions and answers

### What is the role of the inland border facility?

The White Cliffs site will act as a location for starting and ending the transit of consignments to and from the UK. Each location includes parking areas for HGVs and other vehicles as well as security measures and facilities to enable the checking of vehicles and consignments entering and exiting the sites. There are also temporary buildings as well as staff and driver welfare amenities.

### Why this location?

With its location on the A2, approximately 3 miles (5km) from the Port of Dover, 50 miles (80km) from the M25 and just under 70 miles (110km) from Central London, the site provides direct connectivity to the Port of Dover and the Strategic Road Network.

### Will construction and operation of the site impact local communities?

HGVs that access the site will also not pass by residential properties. However, for properties that are close to the site, an acoustic bund and landscaping will be established to provide further mitigation from visual and noise impacts. The site manager will be contactable by local residents should there be any adverse impacts.

### How many staff will be on site?

Site staff will include fully trained security personnel, traffic management staff and emergency response personnel. The number of staff needed on site will be determined as part of the Operational Management Plan, which will explain how the site will be managed and operated safely. A number of local jobs could be created as a result of the need for staff on the White Cliffs IBF site.

### What type of vehicles are expected to use the inland border facility?

The inland border facility will be used by HGVs, cars and vans, including staff vehicles.

### Are refrigerated vehicles expected at the inland border facility?

Provision is being made for refrigerated vehicles. No idling will be permitted by any vehicles as engines of all stationary vehicles must be switched off while on site.

### Will vehicles be inspected at the inland border facility?

The overall parking capacity for HGVs on the site (that will include for all regulatory checks and inspections) is up to 550 HGVs including the pre-screening area. There will be inspection bays on site and the time required for each HGV check (excluding physical inspection) is expected to be two to four hours however some may take longer.

### Will this site be needed in addition to the Sevington site?

Legislation states that inbound consignments requiring SPS checks (e.g. food, plants, live animals) must be carried out at a BCP as close to the port of entry as possible. White Cliffs will host the BCP required for the Port of Dover and Sevington BCP will support the port of Eurotunnel. White Cliffs is close to the strategic road network (the M2/A2 corridor) while Sevington is located in Ashford close to the M20.

### Will consignments be unloaded at the inland border facility?

There are examination facilities on site, and it is anticipated that some consignments that are brought to the site will need a physical examination.

### Will there be any hazardous materials brought on to the inland border facility?

An Operational Management Plan will be developed for the inland border facility which will explain how the site will be managed and operated safely, including in relation to any hazardous materials.

### How will traffic be managed?

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 and reporting of potential traffic effects on neighbouring roads caused by vehicles travelling to and from the White Cliffs Inland Border Facility. Where necessary, mitigation will be implemented through a Operational Management Plan (OMP). The emergency services may occasionally need to access the site from Dover Road along the eastern section of the access road.

### When will construction work start?

It is intended that construction of the White Cliffs inland border facility would commence in early 2021, subject to any approval. Some on-site survey work has been undertaken as part of the site investigation work.

## Further information

The Government announced its plans for new border infrastructure on 12 June 2020. You can view details of this announcement and follow the relevant links to find out more about the transition period and the Government's plans for new border infrastructure via the web page below:

[www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period](http://www.gov.uk/government/news/government-accelerates-border-planning-for-the-end-of-the-transition-period)

## Privacy statement

### 1. Data controllers and processors

Her Majesty's Revenue and Customs (HMRC) and Department for Transport (DfT) are the data controllers. Data Protection Officers can be contacted at:

- DfT: [dataprotectionofficer@dft.gov.uk](mailto:dataprotectionofficer@dft.gov.uk)
- HMRC: [advice.dpa@hmrc.gov.uk](mailto:advice.dpa@hmrc.gov.uk)

### 2. Why we are collecting the data

Your personal data is being collected to support the Inland Border Facilities Special Development Order (SDO) planning submissions. To support site specific planning proposals for new inland border facilities from the 1 July 2021, stakeholder engagement is required. To ensure that proposals have been considered and informed by the engagement process, Article 4(2)(j) of the Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) England Special

Development Order 2020 requires that a report summarising the engagement with stakeholders is submitted to the Secretary of State as part of the approval process. As part of this stakeholder engagement process you are being invited to participate via a contact form and website equivalent. Although we are not specifically asking for your personal data as part of this you may provide your name and contact details so we can contact you. You do not have to give us any personal information to participate in the stakeholder engagement process but any personal data you do provide will be used for this purpose only.

### 3. Legal basis for processing the data

The data protection legislation sets out when we are lawfully allowed to process your data. The lawful basis that applies to this processing is that it is necessary for the performance of a task carried out in the public interest in accordance with Article 6(1)(e).

### 4. With whom we will be sharing the data

Ministry of Housing, Communities and Local Government (MHCLG), Department for Environment, Food & Rural Affairs (Defra), Department for Business, Energy & Industrial Strategy (BEIS), Border Protocol Delivery Group (BPDG) and any external department consultants are the data handlers.

### 5. For how long we will keep the personal data, or criteria used to determine the retention period.

- Your personal data will be held for three months following the completion of the dissertation and then securely destroyed.

### 6. Your rights, e.g. access, rectification, erasure

The data we are collecting is your personal data, and you have rights that affect what happens to it. You have the right to:

- know that we are using your personal data
- see what data we have about you
- ask to have your data corrected, and to ask how we check the information we hold is accurate
- complain to the ICO (see below)

### 7. Sending data overseas

The feedback form is being hosted by Survey Monkey which has data centres in the US, Ireland, and Canada. HMRC and DfT have taken all necessary precautions to ensure that your rights in terms of data protection will not be compromised by this.

### 8. Automated decision making

We will not use your data for any automated decision making.

### 9. Storage, security and data management

Following the close of the stakeholder engagement process, your personal data will be moved from Survey Monkey to a secure Government IT system.

### 10. Complaints and more information

When we ask you for information, we will keep to the law, including the Data Protection Act 2018 and General Data Protection Regulation. If you are unhappy with the way HMRC and DfT have acted, you can make a complaint:

- <https://www.gov.uk/government/organisations/department-for-transport/about/complaints-procedure>
- <https://www.gov.uk/complain-about-hmrc>

If you are not happy with how we are using your personal data, you should first contact [dataprotectionofficer@dft.gov.uk](mailto:dataprotectionofficer@dft.gov.uk) or [advice.dpa@hmrc.gov.uk](mailto: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>



Department  
for Transport

White Cliffs Inland Border Facility, Dover