

## Lorry Park Network (Phase 1) Appendix 1

- Environment & Transport responses:

### 1. Key points

- 1.1 The service provided detailed responses to the specific issues and questions raised by the Spokespeople and call-in requesters.
- 1.2 Officers from Environment and Transport and Finance will be attending the Scrutiny meeting to explain the financing model and funding for the project.
- 1.3 In terms of sustainability of the project, the service has provided the Kent Lorry Parks Feasibility Study Phase 2 report (Appendix 2). This report investigated the commercial viability of a lorry park by refining assumptions made in the earlier pieces of work and the adopting of a realistic lorry demand model. Over 120 Lorry drivers were interviewed at STOP24, Ashford International Truckstop and Port of Dover to understand their willingness to pay for a new lorry park facility in Kent. The outcome of this survey, in addition to detailed discussions with existing lorry park operators, was employed to refine assumptions related to the lorry demand and commercial analysis.
- 1.4 The commercial case analysis was carried out for two scenarios:  
(a)- all three shortlisted lorry parks are built and operated at the same time,  
(b)- that only one lorry park is built and operated.  
The latter scenario is the most feasible one due to the level of investment needed to deliver a lorry park, future demand for a lorry park and the lack of funding to deliver a lorry park. Tables 6.2 and 6.3 (in Chapter 6) of the attached report provide the results for this scenario. It is important to mention here that the analysis was undertaken for a relatively large lorry park (Westernhager 664 spaces and 534 Ashford).
- 1.5 Due to an unsuccessful Local Growth Fund application, the size of the lorry park was reduced so that the project can be delivered within the PWLB and KCC contribution. The updated analysis was then presented in the Cabinet Committee.
- 1.6 Extensive work was undertaken to identify and assess potential sites for the development as part of the Options Analysis work stream. Full details are covered in the Aecom Final Draft report – Site Assessment (Appendix 3) and Final Demand Analysis – Business Model Report (Appendix 4).
- 1.7 The first report looked at the potential 54 sites for a lorry park. Some of these sites were removed and few new sites were added after consulting with the local planning authorities and Highways Agency. The updated sites list was then assessed based on the site selection criteria followed by site visits. A list of the site selection criteria is given below:
  - Transport

- Site Characteristics
- National and International Environmental Considerations
- Local Environmental Considerations
- Planning Considerations

A ranked list of 8 sites along the M20/A20 and the M2/A2 corridors was tested from the commercial viability viewpoint. The Westenhanger site was found the most preferred site in the site selection exercise.

- 1.8 The second report provides the details of assumptions and methodology adopted to undertake the commercial analysis of the 8 shortlisted sites. Table 6.3 (in Chapter 6) of the second report summarises that the Westenhanger site is also the most favourable site on the basis of the commercial analysis.
- 1.9 In terms of the location of the preferred option at Westenhanger it is acknowledged the fact that there is no allocation for such a use on the proposed preferred site within the Local Plan. Liaison has been ongoing with Shepway District Council since 2013 but the shortlisting and identification of the preferred site has only recently been completed. It was therefore impossible to pre-emptively include the Lorry Park provision into the Local Plan before it was adopted in 2013.
- 1.10 It is understood, however, that the next stage of the Local Plan process of the Regulation 18 consultation looking at site specific allocations will be undertaken later in 2014. KCC intends to work closely with Shepway Council with regard to identifying a site that is both deliverable and environmentally acceptable. Given that the current timetable for delivering the first lorry park involves seeking planning consent in the first half of 2016, it is expected that KCC will be closer to understanding the planning context for this area around Junction 11 by that time. It is also appreciated that in the scenario that the KCC proposal does not accord with land use allocation, there is a risk of a call in by the Secretary of State on the proposal and KCC would need to demonstrate why this site is required for a lorry park over alternative uses, or indeed alternative sites.