
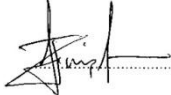


# Final Draft Site Assessment Report

11 October 2013



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Final Final Draft Report - Site Assessment

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## **Introduction**

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# 1 Introduction

## 1.1 Overview

This final draft interim report provides details on the site selection assessment process and confidential discussions carried out with key stakeholders. It concluded with a list of proposed most suitable sites for lorry park development.

Kent County Council (KCC) has commissioned AECOM to produce a feasibility study for commercially operated lorry parks in Kent. The objective of this study is to undertake the necessary work to:

- Identify a network of low cost small-scale lorry parks (200-500 spaces) adjacent to the M20/A20 and M2/A2 in Kent suitable for overnight lorry parking or a dual function lorry park catering for both overnight lorry parking and an element of overflow parking to help address operation stack when it is called
- Carry out consultation with the relevant district council on identified sites as well as the Highways Agency and Kent Police
- Carry out outline financial and commercial analysis for each identified site to ascertain to what extent each could be commercially viable
- Recommend the implementation of a network of lorry parks including priority and model for delivery

The minimum facilities to be provided at each lorry park are showers, toilets and security/secure parking.

The nature of this work and the early stage of development mean that this study into the feasibility of lorry parks remains confidential. It is important that the study remains such until further work is completed based on the recommendations made.

## **Background and Methodology**

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## 2 Background and Methodology

### 2.1 Introduction

In this section of the report we discuss the background of the situation of lorry parking in Kent as well as the methodology used to undertake the site assessment.

### 2.2 Background

Lorry parking issues in Kent have been highlighted regularly both at regional and national level for a number of years. They relate to the high concentration of international freight vehicles and their use of 'unofficial' roadside parking on the main routes serving the Channel ports and Eurotunnel. Kent is the main gateway for road freight traffic between the UK and Europe. As such it is subjected to many pressures such as congestion, intensive road use and demand for safe and secure lorry parking facilities.

Previous studies have consistently shown that there are a large number of HGVs parking in lay-bys and industrial estates in Kent. The national lorry parking study AECOM conducted for the Department for Transport in 2011 found a shortage of provision in the majority of districts in the County. This study found an average lorry park utilisation of 73%, around 434 vehicles parking off-site locations and a shortfall in capacity of over 300 vehicles.

Crime was also found to be a significant issue in the area: Truckpol figures found that 119 lorry related crimes had been reported across the County in 2010. This indicates the requirement for future lorry parking facilities to provide a secure and safe environment for lorry drivers to park and rest.

The DfT Lorry Parking Baseline Report conducted by AECOM in 2009 found that many drivers who parked in lay-bys did so in order to save money, however parking in lay-bys is usually an ad-hoc decision. As such, given the right encouragement and incentive, coupled with effective enforcement, many of these drivers would use official parking areas. Parking in official areas with adequate facilities can help to avoid problems such as littering/noise near to residential areas and damaged curbs and verges. In addition, consistently busy lay-bys can create safety issues as this removes areas where drivers can stop for short rests.

With regards to new developments, a planning application for the extension of STOP 24 with an additional 47 truck and coach parking bays has recently been submitted. Over the last year there have been a number of developments at both the Port of Dover and Eurotunnel. In 2012 Port of Dover opened an overnight lorry park that can accommodate 300 trucks. The Port is currently extending its lorry parking by 220 spaces and this extended buffer facility is due to be operational by the end of 2014. Similarly, Eurotunnel is currently at the design stage of increasing its lorry holding by 300 spaces taking its total capacity to 600 spaces. The additional capacity is due to be operational by early 2015. Both of these expansions, while not the complete answer to Operation Stack parking issue, will act to help put off the point of Operation Stack need to be called.

### 2.3 Methodology

This section of the report sets out the methodology that AECOM used to identify the potential sites that are most suitable for lorry park development. Figure 1.1 gives a schematic layout of the process undertaken.

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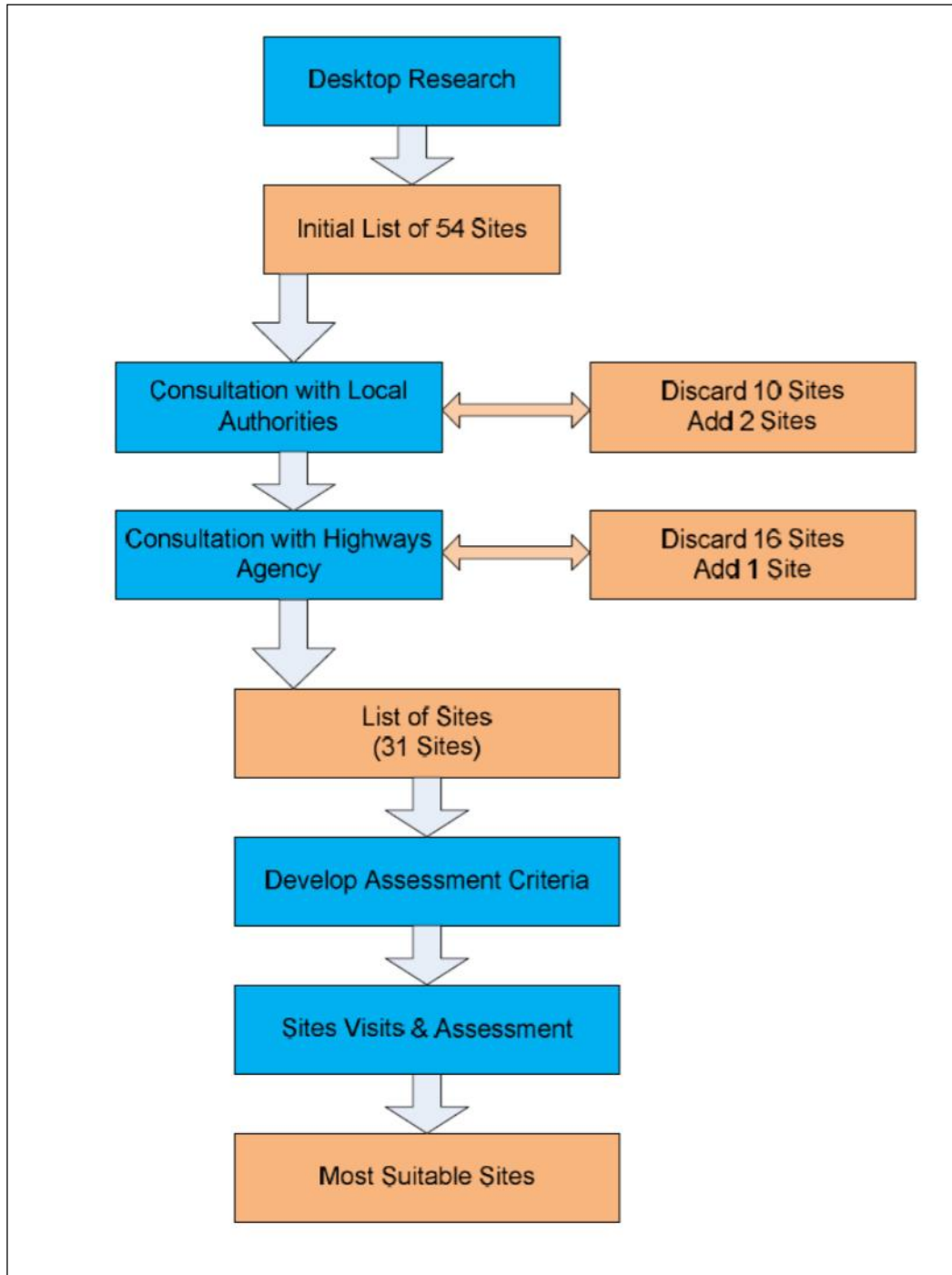


Figure 2.1 – Methodology - Site Assessment



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After the inception meeting the Client provided AECOM with a short list and long list of sites that have previously been identified. AECOM then identified further potential sites as part of a desktop research process which included the following papers and documents:

- Growth Without Gridlock, December 2010, KCC
- Operation Stack: Cross Channel Traffic Management, Final Report – Part 2, November 2005, Faber Maunsell
- Operation Stack: High level Feasibility analysis, 2010, Jones Lang Lasalle
- “Draft short list of sites”
- M20 Corridor: Overnight Lorry Park / Operation Stack Facility, September 2005

A total of 54 sites were identified.

The next stage in our site assessment was to consult with the relevant local authorities within the area of jurisdiction of Kent County Council and the Highways Agency on our list of sites. During this phase of the project three more sites were identified and included within our proposed list of sites. At the same time 26 sites were discarded due to access arrangements, planning allocations and/or developments that have taken place.

To develop a set of assessment criteria, the legislative framework of relevant national, regional and local policies was reviewed. A set of criteria which capture all relevant aspects of decision making has been developed. Based on our previous lorry park site assessment work, a simple weighting and scoring system was developed to be applied to each site.

Whilst much of the information used to evaluate each site was obtained through desk based research, we felt that there was a real value to gain from site visits as these actively highlighted limitations of the site and potential accessibility issues.

Once the sites were ranked, it was further assessed in terms of network coverage to identify the five most suitable sites that can form a network of lorry parks with good coverage across Kent County Council. This process is further explained in this document.

## **2.4 Report Structure**

The structure of the remaining sections of the report is as follows:

### **Chapter 2 – Background and Methodology**

This chapter gives a brief description of the current situation in Kent as well as a description of the methodology used to undertake the site assessment

### **Chapter 3 - Legislative Framework**

This chapter provides an overview of the current policy background to lorry parking in the UK and Kent from local, regional and national perspective

### **Chapter 4 – Confidential Discussions**

This chapter gives a summary of the confidential discussions that took place, in person or by telephone, with a range of stakeholders, concerning their views on lorry parking in Kent

### **Chapter 5 – Assessment Criteria**

This chapter described the assessment criteria that was developed and used to assess the potential sites

### **Chapter 6 – Site Assessment against Criteria**

This chapter provides the outcome of the ranking system as well as further assessment in terms of coverage and conclude with the proposed five most suitable sites.

## **Legislative Framework**

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## 3 Legislative Framework

### 3.1 Introduction

This chapter sets out the relevant national, regional and local legislation that is relevant to the development of lorry parks in Kent.

### 3.2 National

#### 3.2.1 The National Planning Policy Framework 2013

The National Planning Policy Framework set out the Government's planning policies for England and how these are expected to be applied.

Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in the preparation of local and neighbourhood plans, and is a material consideration in planning decisions.

The Framework does not contain specific policies for national significant infrastructure projects for which particular considerations apply. These are determined in accordance with the decision-making framework set out in the Planning Act 2008 and relevant national policy statements for major infrastructure, as well as any other matters that are considered both important and relevant.

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for planning systems to perform a number of roles:

- An **economic** role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure
- A **social** role – supporting growth, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations, and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being
- An **environmental** role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy

These roles should not be taken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions.

In the case of a lorry parking development all three dimensions to sustainable development will be addressed.

The UK economy is highly dependent upon the movement of freight with around 70% of all goods being moved by road. In terms of the split for cross channel traffic, the proportion of road freight is much higher. Despite the high level of reliance on road freight transport, there has been little coordinated attention given to meeting the needs of HGV drivers through the provision of facilities.

Lorry parking facilities undoubtedly support the local and national economy. In the first instance this is through the direct benefit of the economic activity conducted at the facility site, particularly where added value services are provided. The second benefit is that of service support to the wider overall economic prosperity of Kent.

Road transport still remains the main mode for the distribution of goods within the UK. In Kent the vast majority of freight is through traffic and a number of freight trade associations' sources believe that up to 4,000 vehicles are parked overnight in Kent. The impacts of unformalised lorry parking on local communities and the general public are at best tolerable and at worst disruptive. Where there is contact between HGV drivers and local residents, there can also inevitably be conflict. Lorry parking can be an issue where unsafe or inconsiderate parking can bring considerable disturbance or upset to nearby residents. This can often take the form of noise and air pollution, littering and other antisocial or illegal activities.

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Driver rest facilities and lorry parking areas contribute to road safety by enabling vehicles to be parked in a location away from the main road, thus not being in conflict with moving traffic. Vehicles can be parked in a formal and well-designed location, offering safe access and egress to and from the road network. This is in preference to HGVs parking in roadside lay-bys, or parking directly on or adjacent to minor roads. The second and vital contribution to improving road safety concerns the ability of drivers to have proper rest in terms of the physical human need for rest and relaxation. Drivers of most goods vehicles over 3.5 tonnes maximum permissible weight are required to take both daily driving breaks and overnight rest by the European Directive 2002/15/EC. Even when drivers of goods vehicles are not mandated to stop by legislation they may have a legitimate need to stop and rest in locations away from base or their designated destination.

Lorry parking facilities are vitally important to support services to national and international road freight operations. More generally, they help ensure road safety, preserve local amenity and reduce opportunities for lorry related crime, as well as addressing the general needs of HGV drivers.

The National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. It is highly desirable that local planning authorities should have an up-to-date plan in place.

Currently not all local authorities within Kent County Council's Local Plans are up-to-date. Some of the authorities for e.g. Swale and Gravesham are currently in the process of updating their Local Plans.

#### 3.2.1.1 Core planning principles

Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. There 12 principles are that planning should:

- Be genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area. Plans should be kept up-to-date, and be based on jointly working and co-operation to address larger than local issues
- Not simply be about scrutiny, but instead be creative exercise in finding ways to enhance and improve the places in which people live their lives
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings
- Take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it
- Support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources
- Contribute to conserving and enhancing the natural environment and reducing pollution
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value

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- Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production)
- Conserve heritage assets in a manner appropriate to their significance, so they can be enjoyed for their contribution to the quality of life of this and future generations
- Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs

Where relevant these 12 core principles are taken into our assessment in determining possible sites suitable for lorry park development.

The Framework further discusses 12 points to deliver sustainable development. The points most relevant to a lorry park development include:

- Building a strong, competitive economy
- Promoting sustainable transport
- Requiring good design
- Promoting healthy communities
- Protecting Green Belt land
- Meeting the challenges of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment
- Facilitating the sustainable use of minerals

Paragraph 31 specifically mentioned that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user. It is therefore important that infrastructure be provided for truck drivers for the safety and welfare of all road users.

The Framework only addresses parking for mixed use development and town centres. No mention is made of truck parking.

### 3.2.2 Strategic Road Network and the Delivery of Sustainable Development (Department of Transport Circular 02/2013)

For any planning application (e.g. a lorry park) that affects the strategic road network the Highways Agency needs to be engaged with. This document sets out the way in which the Highways Agency will engage with communities and the development industry to deliver sustainable development and, thus, economic growth, whilst safeguarding the primary function and purpose of the strategic road network. It replaces the policy set out in Department for Transport (DfT) Circular 02/2007 Planning and the Strategic Road Network and DfT Circular 01/2008 Policy on Service Areas and other Roadside Facilities on Motorways and All-purpose Trunk Roads in England. Annex A provides additional policy specific to certain types of development, whilst Annex B sets out the requirements for roadside facilities that are eligible for permanent signing from the strategic road network.

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As the operator of the strategic road network, the Highways Agency supports the economy through the provision of a safe and reliable strategic road network, which allows for the efficient movement of people and goods. Such a network can play a key part in enabling and sustaining economic prosperity and productivity, while also helping support environmental and social aims by contributing to wider sustainability objectives and improved accessibility to key economic and social services.

Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Where proposals are not consistent with the adopted Local Plan then a full assessment of their impact will be necessary, which will be based on the performance and character of the strategic road network as determined by the presumption that the Local Plan proposals will be fully implemented.

#### 3.2.2.1 Access to the Strategic Network

The creation of new accesses to the strategic road network can impact on its ability to fulfil the function of facilitating the safe and effective movement of goods and people in support of economic growth by compromising traffic movement and flow.

In delivering economic growth at a local level, it is essential that the wider economic needs of the country are not compromised. New accesses to busy high speed strategic roads lead to more weaving and turning manoeuvres, which in turn create additional risk to safety and reduce the reliability of journeys, resulting in a negative impact on overall national economic activity and performance.

Access to motorways and routes of near motorway standard for other types of development will be limited to the use of existing junctions with all-purpose roads. Modifications to existing junctions will be agreed where these do not have an adverse impact on traffic flows and safety. In line with the standards contained in the Design Manual for Roads and Bridges, for safety and operational reasons, direct connections to slip roads and/or connector roads will not be permitted.

#### 3.2.2.2 Appendix B

Appendix B of this Circular particularly deals with spacing between motorway service areas, location, signage access and facilities. In particular it describes the minimum truck parking requirements for the various types of roadside facility that may be eligible for signing from the strategic road network, such as opening hours, facilities and the use of sites as operating centres.

### 3.3 Regional

Kent County Council has made strong steps towards tackling the issues caused by inadequate lorry parking through their recent policy reviews. Lorry parking is discussed in Growth Without Gridlock: A transport delivery plan for Kent published in December 2010, the Local Transport Plan for Kent 2011-16 and the Freight Action Plan 2012-16. These three documents set out Kent County Council's aims in relation to solving the overnight lorry parking issue.

#### 3.3.1 Growth Without Gridlock

This document outlines the important role that transport must play if Kent is to achieve continued growth and prosperity. It also highlights the problems and potential solutions to increased growth in the future. One of the proposed plans is for a lorry park between Junctions 10 and 11 of the M20 to serve as a solution to Operation Stack and a separate solution to overnight lorry parking in industrial estates and residential areas.

#### 3.3.2 Local Transport Plan 2011-16

This document recognises the findings of the AECOM report in 2005 that there is a general shortfall in parking provision and that additional capacity is required. It also rightly highlights that poor signage from the motorway is making the situation worse as drivers are unwilling to travel off their route as they are worried about getting lost.

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### 3.3.3 Freight Action Plan 2012-16

The Freight Action Plan realises the fact that freight is essential to the UK economy and an integral part of modern life. Freight can be transported over long distances, for example across or within countries, as well as via shorter distribution networks. The Plan predominantly focussed on road freight and specifically Heavy Goods Vehicles. Kent is the UK Gateway which means that a high proportion of HGV traffic heading to and from Europe uses the country's road network. Consequently there are negative impacts on Kent's residents, visitors and the road network itself. The Plan has identified six objectives. This project aims to address Objective 1 (To take appropriate steps to tackle the problem of overnight lorry parking in Kent), Objective 2 (To find a long-term solution to Operation Stack) and Objective 3 (To effectively manage the routing of HGV traffic to ensure that such movements remain on the Strategic Road Network for as much of their journey as possible) of the Freight Action Plan.

## 3.4 Local

This section sets out the relevant local planning legislation against which any planning application for a lorry park in a specific local area will be assessed. These documents have been reviewed as part of the process to develop the assessment criteria for the site selection.

The Core Strategies are key planning documents under the new planning regime. It sets out the Councils' visions, aims and objectives which will determine the future pattern of development in the Boroughs over a period of time and the way in which the social, economic and environmental needs of the areas can be delivered in the most sustainable way.

Whilst none of the documents listed hereafter make specific reference to lorry parking, the policies contained in these documents will be used to assess a lorry park planning application.

Some of these documents are outdated and in the process of updated while some still needs to be updated. It should be noted that some of the Local Maps do not contain certain allocations.

### 3.4.1 Ashford Borough Council

The existing Local Development Framework (LDF) contains a collection of local development documents in addition to the Core Strategy 2008, that are geographical or issue specific and together these documents deliver the spatial planning objectives and policies for the borough. These documents are referred to as Development Plan Documents (DPDs), Area Action Plans (AAPs) and Supplementary Planning Documents (SPDs).

The Adopted Statutory Development Plans in force for the borough are:

- Core Strategy 2008
- Town Centre Area Action Plan 2010
- Tenterden and Rural Sites Development Plan Document 2010
- Urban Sites and Infrastructure Development Plan Document 2012
- Chilmington Green Area Action Plan - Adopted July 2013
- Borough Local Plan 2000 (Saved Policies Only) Including Supplementary Planning Guidance (SPG)

### 3.4.2 Dartford Borough Council

The Adopted Statutory Development Plans in force are:

- The Core Strategy (2011) is the Council's main development plan document
- Together with saved policies from Dartford's Local Plan (1995), it provides the policies that will be used to determine planning applications in the Borough
- Northern Gateway Supplementary Planning Document (2012)

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#### 3.4.3 Canterbury City Council

The current planning documentation for Canterbury City Council include:

- Canterbury District Local Plan Preferred Option Draft Consult 2013
- Herne Bay Area Action Plan April 2010
- Balanced Housing Provision: SPD on Housing in Multiple Occupation
- Core Strategy Options Report

#### 3.4.4 Dover District Council

The Local Development Framework consists of:

- Dover District Local Development Framework Core Strategy (Adopted February 2010)

#### 3.4.5 Gravesham Borough Council

The current Development Plan for Gravesham comprises the "saved" policies in the Gravesham Local Plan 1st Review and the "saved" policies from the Kent Minerals and Waste Local Plans.

The Council is currently preparing the Local Plan Core Strategy which will replace a number of the Local Plan 1st Review saved policies.

#### 3.4.6 Maidstone Borough Council

Maidstone Borough Council prepared the Core Strategy Strategic Site Allocations document and the interactive policies map for consultation in August 2012. The document includes three elements of the Maidstone Borough Local Plan:

- The inclusion of a new policy for the presumption in favour of sustainable development;
- The allocation of strategic housing and employment sites; and
- The setting of individual housing targets for the five rural service centres.

#### 3.4.7 Sevenoaks District Council

The Local Development Framework consists of:

- The Core Strategy (Adopted February 2011)

#### 3.4.8 Shepway District Council

The Shepway District Council Core Strategy Local Plan is expected to be presented to full Council for adoption in Autumn 2013.

#### 3.4.9 Swale District Council

The Local Development Frameworks consists of:

- Bearing Fruits 2031 the Draft Local Plan which is currently under consultation.

#### 3.4.10 Tonbridge and Malling Borough Council

The Tonbridge and Malling Borough Council's Local Development Framework Core Strategy was adopted in September 2007.

### 3.5 Conclusions

Any planning application for a lorry park will be assessed against the above statutory planning documents. International and National allocations will take precedence and is reflected in our assessment criteria as set out in Chapter 5. The Highways Agency also needs to be involved in any application that affects the strategic road network. Our recommendations will align with these policies and frameworks to create consistency.



## **Confidential Discussions**

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## 4 Confidential Discussions

### 4.1 Introduction

This chapter gives an overview of the confidential discussions that took place as part of Task 2 of the Project. The list of key consultees has been agreed with the Client. This section is further discussed under the following headings:

- Local Authorities within Kent County Council's Area of Jurisdiction
- Kent County Council
- Neighbouring Councils
- Highways Agency
- Kent Police
- Existing Truckstops and Motorway Service Areas
- Port of Dover and Eurotunnel
- Trade Associations FTA and RHA
- Other Entities Engaged
- Conclusions

### 4.2 Local Authorities within Kent County Council's Area of Jurisdiction

Table 4.1 gives an indication of the local authorities within Kent County Council that have been consulted. The table sets out the Department, contact person and the date on which the consultation took place.

Local Authority	Department	Contact Person	Date of Consultation
<b>Ashford Borough Council</b>	Head of Planning and Development	Ian Grundy	29 August 2013
<b>Dover District Council</b>	Head of Regeneration and Development	Mike Ebbs	29 August 2013
<b>Dartford Borough Council</b>	Planning Services Manager	Teresa Ryszkowska	29 August 2013
<b>Shepway District Council</b>	Planning Policy and Economic Development	Mark Aplin on behalf of Dave Shore	30 August 2013
<b>Swale Borough Council</b>	Planning Policy Manager	Gill Harris	5 September 2013
<b>Tonbridge and Malling Borough Council</b>	Planning Policy Manager	Ian Bailey & Mike O'Brien	19 September 2013
<b>Gravesham Borough Council</b>	Principal Planning Officer	Tony Chadwick on behalf of Wendy Lane	20 September 2013
<b>Maidstone Borough Council</b>	Head of Planning	Michael Murphy & Tim Hapgood on behalf of Rob Jarman	24 September 2013

**Table 4.1 – Consultation with Local Authorities within Kent County Council**

The local authorities have been consulted on the identified sites within their areas of jurisdiction. Appendix A contains location maps of all the sites that were discussed. The meetings lasted between 1 to 2 hours during which each of these sites were

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discussed in terms of local development framework policies. Due to the confidentiality of the project, only sites within each local authority have been discussed with that relevant authority.

Apart from these sites the local authorities were also requested to identify further possible sites. Two authorities responded to the request namely Shepway and Dover District Councils. Both these authorities proposed additional land within existing industrial business parks. At the time of writing this report, Gravesham Borough Council, Maidstone Borough Council, Canterbury City Council, Tunbridge Wells and Sevenoaks District Council have not been consulted yet.

### 4.3 Kent County Council

Table 4.2 sets out discussions that took place with officials from Kent County Council.

Authority	Department	Contact Person	Date of Consultation
<b>Kent County Council</b>	Head of Kent Planning Applications	Sharon Thompson	24 September 2013
	Planning Applications Group	Jerry Crossley	24 September 2013
	Flood Risk & Natural Environment Manager	Liz Milne	24 September 2013
	Biodiversity Officer	Stefanie Buell	24 September 2013
	Landscape Officer	Ruth Chilels	24 September 2013
	Archaeological Officer	Simon Mason	24 September 2013
	Transport Strategy Delivery Manager	Ann Carruthers	4 October 2013
	Project Manager	Fayyaz Qadir	2/4 October 2013
	County Transport & Development Manager	Nasser Sarrafan	8 October 2013
	Transport Officer	Lisa Daniels	8 October 2013
	Transport Officer	Paul Lulham	8 October 2013
	Transport Officer	James Hammond	8 October 2013

**Table 4.2 – Consultation with Kent County Council Officials**

The purpose of the meeting that took place on the 24<sup>th</sup> of September with staff from the planning and environmental teams was to discuss the site assessment criteria and the actual assessment of sites. The meeting with Ann Carruthers and Fayyaz Qadir was to agree the list of shortlisted sites. These sites were then discussed with the County Transport Team in terms of access arrangements and safety around these sites.

Table 4.3 sets out the discussions that took place with adjacent councils. Again the table sets out the Council, Department, contact person and the date of consultation.

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Local Authority	Department	Contact Person	Date of Consultation
Medway Council	Integrated Transport Manager	Steve Hewlett & Martin Morris	30 August 2013

**Table 4.3 – Consultation with neighbouring Councils**

The only potential site within the Medway area is the Medway service station, but the site is constrained and no further extension can take place. It is reported by the Council that overnight truck parking is taking place within the Gillingham Business Park and Medway City Business Park. It was not clear whether these trucks are local trucks or trucks using the channel crossing. The Council is also against developing truck parks within these business parks as it is not on the trunk road network.

#### 4.4 Highways Agency

Kevin Bown and Peter Bridgman from the Highways Agency have been consulted on 13 September 2013 regarding the proposed sites along the M20/A20 and M2/A2 Corridor.

The table below gives an overview of the junction capacities on the M20/A20 and M2/A2 corridors.

Junction	Capacity
<b>M20</b>	
Junction 1/M25 Junction 1	AM/PM Peaks very busy - will require upgrade to accommodate already known proposed local development
Junction 2a	Is M26 J2a as well - under capacity
Junction 3	AM westbound/ PM Eastbound - M26 traffic - very busy but not yet at capacity
Junction 4	Full capacity – only AM/PM peaks - KCC seeking to deliver additional capacity via a 3rd lane eastern overbridge using S106 monies
Junction 5	Full capacity - HA working at pre-application with developers to assess potential impacts of growth around the junction and any necessary mitigation
Junction 6	Approaching capacity especially AM peak
Junction 7	Full capacity – already seeking agreement with developers regarding junction upgrade
Junction 8	Under capacity
Junction 9	Full capacity – taking account of already known development at Ashford. Junction was upgraded several years ago to accommodate this planned growth
Junction 10	Full capacity. The proposed Junction 10a should create appropriate additional capacity but some way/time to go before principles and practicalities agrees and any scheme implemented
Junction 11	Under capacity
Junction 11a	Under capacity – Eurotunnel only but does back up when problems occur at tunnel
Junction 12	Under capacity
Junction 13	Approaching capacity – PM peaks

Capabilities on project:  
Transportation

Junction	Capacity
<b>A20</b>	
A260	Mitigation already required – issues with tailing back onto main carriageway
Rest of A20 to Dover	OK
A20 in Dover	Various issues related to port flows. If Terminal 2 goes ahead, A20 junction changes will occur
<b>A2</b>	
A2/B255	Bean/Ebbsfleet Junctions – both require major improvements (probably in early 2020's). Matters complicated by Paramount Park proposal and Lower Thames Crossing proposals
A2/A2260	
A2/B262	Hall Road – Capacity OK
A2/A227	Full capacity – three roundabouts easily blocks up
A2/Hever Court/Henhurst Rd	Rest of A2 in this section seems OK
A2/Brewers Road	OK
A2/M2	OK
<b>M2</b>	
Junction 1	Some spare capacity
Junction 2	Some spare capacity
Junction 3	Full capacity – Lodge Hill is a new settlement proposed by Medway Council (5,000 homes and 4,000 jobs, etc) at the old Chattenden Barracks. If it goes ahead mitigation required at this junction
Junction 4	Full capacity
Junction 5	Full capacity. Key East-West/North-South junction of M2/A249 – very busy AM & PM. Most of small improvements already completed, therefore likely to require major works to improve capacity
Junction 6	Under capacity
Junction 7	Sometimes at capacity. Over the years the desire line for traffic has changed from original coastal resort bound to Dover bound. HA is looking at whether any short-term improvements possible. Longer term more substantial works likely to be required to improve capacity/flows
<b>A2</b>	
A2/A2050	Under capacity
A2/A28	Can be an issue – KCC ambition to create full junction – presently not all directions
A2/B2068	Not a junction – only for emergency vehicles
A2/A2050	Proposed urban extension at SE Canterbury. Will replace A2050 and Bridge junctions with a

Capabilities on project:  
Transportation

Junction	Capacity
	new dumbbell. Likely current on/off slips retained as local route to Bridge/Patrixbourne only
A2/Coldharbour Lane	No major issues – but junction geometry not great for HGV use
A2/A260	Upgrades required to accommodate additional housing planned for area
A2/Wick Lane/A260	B2046 – industrial estate at Aylesham already used by HGVs for “fly-parking”
A2/Coxhill Road	Race day issues but otherwise OK
A2/Lydden Hill	Major HGV site already (Husk)
A2/Church Road	No major issues
A2/Coldred Hill	No major issues
A2/Whitfield	Whitfield urban extension will result in upgrade
A2/A256	AM Peak capacity constraints
A2/A258 (Jubilee Way)	Guston Roundabout (aka Duke of York Roundabout) – AM peak and port traffic when platooning

**Table 4.4 – Junction Capacity**

In the event of any lorry parking being proposed, a full Traffic Impact Assessment would be required as impact would very much depend on the scale of the development, operational characteristics, distance from Strategic Road Network and any other development proposed in meantime.

Order 2013 No 1315 of the Secretary of State for Transport requires the closure of six lay-bys on the coastbound carriageway of the A2 (Dover Road):

- between points 860 metres and 1020 metres east of its junction with Lydden Hill
- between 905 metres and 1065 metres north of Temple Farm underbridge
- between 300 metres and 470 metres south of Temple Farm underbridge or the Londonbound carriageway of the A2 (Dover Road)
- between points 830 metres and 990 metres east of its junction with Lydden Hill
- between 935 metres and 1095 metres north of Temple Farm underbridge
- between 290 metres and 460 metres south of Temples Farm underbridge

The order came into effect on the 21<sup>st</sup> of May 2013 for a period of 18 months and includes a total number of 18 truck parking spaces. The Highways Agency will monitor the impact of these lay-by closures on residential areas and industrial estates. The reasons for the closures are:

- These lay-bys are too close together
- There are no proper parking markings and trucks park in such a way that part of the vehicles encroaching the A2
- There are no barriers between the A2 and the lay-bys
- Crime to vehicles and neighbouring properties

Capabilities on project:  
Transportation

#### 4.5 Kent Police

Kent Police	Contact Person	Date of Consultation
Kent Police	PC Nott	2 <sup>nd</sup> October 2013

**Table 4.5 – Kent Police**

##### Parking

PC Nott states there is a need to make parking a sensible price so drivers can afford it – if had facilities for parking could then put in more parking restrictions. For Bulgarians, Latvians, Lithuanians, Romanians and Turkish the pricing point for overnight parking is between £5 and £10. East European wages is the problem.

Orbital Park now has a 7.5t overnight weight restriction and they have enforcement purges.

##### Operation Stack

PC Nott considers the area adjacent to Ashford truckstop is an ideal Stack site, it has access and hard-standing. A single Stack site is the only viable model, ideally 4,000 vehicles and as a minimum 2,000. The whole Stack operation can be controlled from Junction 10. Multiple small sites would be a problem when moving people off to the port. Police, DHB and ET would need a common system.

During Stack 150 trucks are despatched to Dover at a time, 20 to ET. A coloured paper system used to make sure drivers are not jumping the queue. There are problems with the Port saying its full when it's not – (they want the space for tourist traffic).

- Phase 1 = 1 Sergeant and 18 PCs min
- Phase 2 = 2 Sergeants and 34 PCs min

Clearing the backlog takes time a 3 week event will be 10 days of backlog.

The moveable concrete barrier system took 4 times longer than Stack to set up which is about 40mins once resources are in place. HA can't participate as they don't have the required powers to direct traffic as it's not an 'incident'. They will do minor tasks and 'backfill' for the Police.

Capabilities on project:  
Transportation

#### 4.6 Existing Truckstops and Motorway Service Areas

This section sets out the areas of discussions that took place with existing truckstops and motorway service areas. For confidentiality reasons we have not reported all the detail of these discussions.

Existing Truckstops & Motorway Service Area	Contact Person	Date of Consultation
Ashford International Truckstop	Darren Smith	1 October 2013
Channel Port Ltd (Stop24)	Paul Wells	2 October 2013
Maidstone Motorway Service Area	David Lewis	2 October 2013

**Table 4.6 – Existing Truckstops and Motorway Service Areas**

##### 4.6.1 Ashford International Truck Stop Junction 10 M20

Ashford International Truck Stop is located within the Waterbrook area and is owned by GSE. The site contains 300 truck parking spaces and is a secured truck park with access gates. It is in operation 24/7. The truck stop is full six out of seven nights per week with Friday nights approximately 50 spaces available. The majority of HGVs that use the truck stop overnight start to arrive from approximately 4pm and by 10pm the truck park closes due to the fact that the truck park is full. A total of approximately 2700 lorries park per week with approximately 78% overnight users.

The split between UK, European and Eastern European Lorries is set out in Table 4.5.

Days	Split
Monday to Thursday	60% European 20% Eastern European 20% British
Friday to Sunday	60% Eastern European 20% European 20% British

**Table 4.7 – Split between UK, European and Eastern European Lorries per day of week**

From the table it is clear that during the week the majority of HGVs are Europeans and over weekends they are Eastern Europeans. The reason being that Eastern Europeans park for the weekend due to driving restrictions in Europe over weekends.

In 2012 Ashford Truck Stop undertook a study into the split between inbound and outbound traffic and found a 50/50 split at any given time.

According to Mr Smith, the reasons for increase usage of truck parks in Kent are as follow:

- General increase in freight traffic
- During the recession more trucks were robbed and insurance companies started to force companies to use truck parks
- DfT and ESPOG that convince insurance companies to force truck companies to make use of secure truck parks

It was mentioned that it is not a good idea to share a truck stop with public facilities for two reasons:

- Drivers don't want to mix with the general public



Capabilities on project:  
Transportation

- According to the LABEL system, if a truck park is shared with public facilities, the truck park can only get rated 2 'locks' which is below insurance standards

Ashford believes their success is due to the fact that they provide a home for drivers away from home.

4.6.2 Stop 24 Junction 11 M20

Background info

Channel Ports LLP (CP) operates Stop 24. It is a Customs clearance agency and decided to move out of Dover. It processes customs documents for non Euro traffic that still needs to be cleared (EU traffic largely does not). Thus it needs parking space.

Henry Boot bought the site as a private development, originally as a pre-arrival centre for channel traffic (mainly tourists) but with 20 truck spaces. Car traffic has dropped off with the end of the 'booze cruise' era.

By July 2011 82 spaces were full every night. A further 50 were added in May 2013. The coach park has just been converted to give an additional 40 truck spaces. Shearings use the site as a continental interchange so for 4 hrs a week (4 times) the coach park is needed, but at night it can be a lorry park quite happily.

UK trucks use site during day for rest breaks eg Sainsbury and Iceland, overnight its 90% foreign. Some hauliers eg Link create entire delivery schedules to stop at the site overnight. People are employed at night to turn lorries away. They are at 96% capacity all week including weekends.

Facilities

The Food court is shared use with cars / coaches. Interestingly food is on from 6am – 10pm therefore not 24hrs. There are 8 showers, these are very busy and cleaned 4 x a day.

The main truck parking area has a security fence, CCTV, ANPR and 'self service' entry / exit ticketing system. Thus the gate is not manned and this saves a lot of money. The system has entirely been developed by themselves. Wi-fi is provided across the parking areas. There is a modest driver's lounge.

Most transactions are cash or DKV, UTA or fuel card.

4.6.3 Maidstone MSA Junction 8 M20

Truck parking at the site was extended from 20 to 30 spaces 2 years ago, they are now at the boundary of their development area and can't expand further. Pricing: free for first two hours, £29 for 24hrs. 75-80% are foreign trucks. The truck park is full midweek, less at weekends.

There is no security or barrier, driver pay inside the MSA. Enforcement is difficult. When Junction 8 is used as a Stack splitting point the MSA revenue is badly hit and 60% of sales can be lost.

**4.7 Port of Dover and Eurotunnel**

Table 4.6 sets out the contact person and date of discussions with Port of Dover

Port of over and Eurotunnel	Contact Person	Date of Consultation
Port of Dover	Nigel Bodell and Tim Godden	1 October 2013

**Table 4.6 – Port of Dover and Eurotunnel**

4.7.1 Port of Dover

Port of Dover has approximately 1000 assembly spaces in the dock areas. They are currently busy with a Traffic Management Initiative (TMI) to clear a large area on the eastern dock to serve as a buffer area in advance of border control. This area will accommodate 220 spaces and will be operational by Q2 of 2015. On peak days (Tuesday, Wednesday and Thursday) the port handles approximately 9000 HGVs, with approximately 5000 on Fridays and Mondays, and 2000 to 3000 per day on a Saturday and Sunday.

Capabilities on project:  
Transportation

The Port of Dover has developed their own truck park that is managed by Motist. It was mentioned that Port of Dover would consider developing more truck parks if it will help to attract more lorry drivers to use the Port as a means of crossing the channel.

Their annual forecasts are between 3 to 4% per annum up to 2018 and then 2% per annum thereafter.

4.7.2 Eurotunnel  
TBC

#### 4.8 Trade Associations

Trade Associations	Contact Person	Date of Consultation
RHA	Chrys Rampley	3 October 2013
FTA	Malcolm Bingham Natalie Chapman	3 October 2013

**Table 4.7 – Trade Association**

4.8.1 Road Haulage Association – RHA  
Stack

Stacking and parking issues are totally different and must be dealt with separately according to RHA.. There is no justification for a single site, RHA considers its an expensive white elephant. Costs of managing Stack could be reduced if the Territorial Army or event site marshals are used instead of so many Police.

##### Overnight Parking

Drivers will typically want to cross the channel and then stop – hence park in Kent. GSE is looking for more sites and the area but land around Ashford Truckstop is designated for housing in the Local Plan.

RHA notes that DfT Circular 2 of 2013 seems to be moving responsibility for truck parking to Local authorities.

##### Willingness to Pay

An Ashford truckstop survey showed choice to park was 50% determined by the company and 50% driver. Many foreign sites are free so that builds a resistance to pay in UK.

Norbert Dentressangle has a policy to pay for parking. Ashford trucksop has won a contract with large a haulier. HMRC subsistence rules may change in April and have an impact on UK drivers' ability to pay for parking.

4.8.2 Freight Transport Association – FTA

##### Overnight Parking

FTA's policy on truck parking in Kent is no different to its national policy – it wants more secure lorry parks on or near the SRN. Secure means suitable in two ways:

- Security of driver, vehicle and load
- Planning concerns are often around nuisance issues and security sorts that out

The problem is of insufficient capacity but how do you encourage drivers to use parks? This is part the fault of drivers and part about knowing where sites are. The HA Truckstop guide is now out of date. Systems like IRU's Transpark for identifying sites are not fully set up and there needs to be co-operation between LAs and park operators.

Lay-bys should not be removed before sufficient capacity is given. Decisions on lay-bys are by HA not KCC. They do serve an important purpose for daytime rest breaks. The ones removed on A2 were done on a safety basis according to HA but they were suppose to provide signs as to the location of alternative parking.

##### Stack

Capabilities on project:  
Transportation

Regarding Stack – there is more resilience in the system now with parking at Dover Port and ET plans. Multiple sites for parking is ok but for Stack would be very difficult to manage. FTA suggests two holding areas, one for each crossing, could work. Better communications are needed across a wider area so trucks may be held back at loading points.

#### Lorry charging

The time based charge to be introduced next April may mean that trucks park up in Calais and not Kent to avoid the cost of the daily fee. The French have expressed concerns about a bottleneck according to FTA. FTA members have said that the £10 charge won't make a large enough difference to the market, so the predominance of non UK vehicles will prevail.

#### **4.9 Other Entities Engaged**

Jane Scott, Senior Planning Consultant and Willie Woods of Lydden Race Circuit were consulted by telephone regarding Lydden Race Circuit's future expansion plans. Lydden Circuit owners have approached Kent County Council regarding making some land available for a lorry park. Willie Woods informed AECOM that their thinking is a lay-by type of development along the ¾ mile proposed access road. The current application for the site includes a further upgrade of the entrance/exit of the A2 which will be suitable to accommodate HGVs.

#### **4.10 Conclusions**

During the stakeholder consultation, 16 consultees were seen to discuss the potential sites identified within each of the areas of jurisdiction. As a result of this process 21 sites were discarded due to access arrangements, planning allocations and/or developments that have taken place. The local authorities were requested to identify further potential sites and an additional four sites were identified.

Table 4.8 sets out the sites that have been discarded as a result of the discussion process:

Site Nr	Site
15	Sevington, Ashford
43	M20 (J10) (N) / A2070 The Warren
52	Land North of Leacon Lane, Westwell Leacon
55	West of Station Road, North East of Hothfield
36	A2 Pepperhill Junction (S) between B262 and A2
37	A2 Pepperhill Junction (S) between B262 and dismantled railway
38	A2 (S) B262/B259 Springhead
39	A2 Bean Junction (N) / A296 Bean Triangle
40	A2 Bean Junction (S) west of B255 and Bean village
41	M25 (J2) Trolling Down, Green Street Green Road
4	Dover Truck Stop, Whitfield
16	A20 Court Wood, Aycliff
22	A2 West Court (opp Lydden Circuit)
33	A2 Tollgate Junction (S) south of A2
34	A2 Tollgate Junction (N) between old A2 and Coldharbour Road
35	A2 Pepperhill Junction (S) between A2 and CTRL
1	Medway MSA
13	West of Stanford
42	M20 (J12) (S) St Martin's Plain, Cheriton (adj former Eurotunnel customer centre)
53	Eurotunnel Terminal
45	M20 (J5) (S) Allington Quarry (west side)
46	M20 J4 (S) Spiders Hall

Capabilities on project:  
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Site Nr	Site
48	Wrotham Heath (Nepicar) M26 J2a
24	M2 (J7)/A299/A2 Brenley Corner (Homestall Lane) West
28	M2 (J7)/A299/A2 Brenley Corner (Brenley Lane) East
25	M2 (J7)/A299/A2 Brenley Corner (Homestall Lane) East
27	M2 (J7)/A299/A2 Brenley Corner (Brenley Lane) West

**Table 4.8 – Discarded Sites**

## **Assessment Criteria**

Capabilities on project:  
Transportation

## 5 Assessment Criteria

### 5.1 Introduction

This chapter sets out the criteria devised to allow the assessment of possible sites for a lorry parking facility in Kent, taking into account a range of factors including transport, site characteristics, environmental and planning considerations. These criteria were devised to allow the comparable assessment of all sites under consideration. This set of criteria has been discussed and agreed with the Client.

### 5.2 Description of Assessment Criteria

The criteria against which each site was assessed are grouped into five areas. Within each group, a number of criteria are used to assess the potential sites, and Table 5.1 sets out these criteria. It must be emphasised that the criteria used are, out of necessity, simplified – and so further assessment will be carried out for those sites recommended following this stage of the study.

Criteria Grouping	Criteria
<b>Transport</b>	
	Junction capacity
	Access safety
	Access arrangements
	Proximity to A2/M2 and A20/M20
	Proximity to Port of Dover/Channel Tunnel
<b>Site Characteristics</b>	
	Capacity
	Shape
	Topography
	Shared facility potential
<b>Environmental – Conservation</b>	
	Listed or locally listed buildings
	Ancient monuments
	Archaeological sites
	Registered or historic parks and/or gardens
<b>Environmental – National and International Designations</b>	
	Metropolitan Green Belt
	Areas of Outstanding Natural Beauty (AONB)
	Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Wetlands designated under the Ramsar Convention (Ramsar), Special Protection Areas (SPA), National Nature Reserves (NNR)
<b>Environmental – Nature Conservation and Landscaping</b>	
	Conservation areas
	Local Wildlife Site (LWS)
	Local nature reserves
	Hedgerows, trees, woodlands, traditional orchards & ancient woodlands
	Tree Preservation Orders
	Roadside verges
	Rural lanes
	Public rights of way
	Flood Zones
	Ponds and watercourses
	Agricultural Land Classification
	Special and Strategic Landscape Areas
	Core Biodiversity Areas

Capabilities on project:  
Transportation

Planning Considerations	
	Brownfield/greenfield/abandoned or underused industrial facilities
	Mineral and waste sites
	Proximity to residential development
	Environmental characteristics
	Local Plan/LDF land allocations
	Planning conditions/ Covenants

**Table 5.1 – List of assessment criteria**

A scoring system was developed for use with the criteria set out in Table 5.1, where the maximum score for each criterion was 10, and the minimum 0. The following sections seek to further explain the assessment criteria for each grouping.

#### 5.2.1 Transport

To minimise environmental impact and congestion, and also maximise the use of any lorry parking facility, the site must be capable of having direct (or near-direct) access to the primary route network. The site should also not be a significant distance from the Port of Dover and/or the Eurotunnel terminal. The tables below set out the scoring system in terms of transport-related assessment criteria.

The below criterion of junction capacity refers to whether the primary route junction closest to the proposed site currently has any spare capacity, when considering current levels of traffic and is based on junction information provided by the Highways Agency and set out in Table 4.3 in Chapter 4 of this report. Traffic flow also proves an important factor in terms of the commercial viability of a site – although with the sites under consideration only being located along the M2/M20 corridors, this was not considered a critical factor as both routes see high levels of traffic from goods vehicles travelling to/from the Port of Dover and the Channel Tunnel. More specific demand forecasting will be undertaken once the five sites have been agreed upon.

Junction capacity	Score (10 = maximum)
Under design capacity	10
At design capacity	5
Over design capacity	0

**Table 5.2 – Junction capacity scoring**

The below criterion assesses the possibility of providing access via an existing junction or whether the sites are located in close proximity to an existing junction. Previous studies suggested that truck drivers are not willing to travel too far of the main route for parking.

Access arrangements	Score (10 = maximum)
Via existing junction	10
Close to junction (within 1 mile)	5
Via local roads	0

**Table 5.3 – Access arrangements scoring**

Proximity to A2/M2 and A20/M20	Score (10 = maximum)
Within 1 mile	10
Within 2 miles	5
More than 2 miles	0

**Table 5.4 – Proximity to major transport corridors scoring**

The below criterion, of proximity to the Port of Dover/Channel Tunnel, was assessed by using the distance to the closest crossing point from the proposed site; whether that proved to be the Port of Dover or the Channel Tunnel. Nevertheless this is not considered a critical factor in terms of overnight parking, with the Highways Agency observing – as part of this study's consultation process – that, while the drivers of goods vehicles on a cross-Channel journey would often look to stop overnight as

Capabilities on project:  
Transportation

close to the crossing point as possible, more recently a trend of parking more distantly has been observed. Accordingly, it is believed that the drivers of goods vehicles would be willing to stop at any location within Kent where a suitable lorry parking facility was available. However, proximity to the Port of Dover/Channel Tunnel is relevant when considering the possible use of sites to help manage Operation Stack events.

Proximity to Port of Dover/Channel Tunnel	Score (10 = maximum)
0 – 5 miles	10
5 – 10 miles	8
10 – 15 miles	6
15 – 20 miles	4
More than 20 miles	2

**Table 5.5 – Proximity to Port of Dover/Channel Tunnel scoring**

#### 5.2.2 Site Characteristics

This group of criteria seeks to ensure that any site recommended possesses the characteristics to permit its development to the fullest extent possible. For example, ideally a site should be large enough to be able to host a lorry parking facility with at least 250 parking spaces, so as to be financially viable (this widely believed to be the 'tipping point' of commercial viability, as determined by previous studies and consultation with lorry park operators). Moreover, with lorries being heavy vehicles, it is important that any parking facility can offer relatively flat terrain to permit vehicle manoeuvring. The below tables set out the proposed scoring system in terms of those assessment criteria within this grouping.

Although some sites might be large enough to accommodate say approximately 250 parking spaces, it is not to say that due to its topography that it will ultimately be the case, and therefore a more detailed assessment of capacity is determined after the site inspections.

Capacity	Score (10 = maximum)
Large – 150+ parking spaces	10
Small – less than 150 parking spaces	0

**Table 5.6 – Site capacity scoring**

Examples of some of the most advanced lorry park facilities across Europe, located in the South East England, West Germany, France and the South of Belgium have been researched and are set out in Appendix B. According to the survey an average size of 39,333m<sup>2</sup> is required for a truck park that can accommodate 305 truck parking spaces. This includes an area for facilities and car parking which accounts for approximately 22% of the total site. Taking these space allocations into consideration, the average size requirement for a 150 space lorry park is approximately 20,000m<sup>2</sup>.

Shape	Score (10 = maximum)
Regular	10
Linear	5
Irregular	0

**Table 5.7 – Site shape scoring**

Topography	Score (10 = maximum)
Flat	10
Minor gradient	5
Steep (+10%)	0

**Table 5.8 – Site topography scoring**



Capabilities on project:  
Transportation

The criterion in Table 5.9, assessing a site's potential to house a shared-use facility including a lorry park, was qualitatively assessed during the course of a site visit – based on attributes such as the location of the site in relation to the primary route, the proximity of existing facilities, and the size of the site.

<b>Shared facility potential</b>	<b>Score (10 = maximum)</b>
<b>Potential to share with public</b>	10
<b>Potential to share with other commercial uses</b>	5
<b>No potential to share</b>	0

**Table 5.9 – Shared facility potential scoring**

### 5.2.3 Environmental Considerations

Kent contains many areas of rich environmental significance, and strong local pressure can be exerted against planned developments; campaigning for land to instead be kept undeveloped, thus preserving the county's natural assets.

#### 5.2.3.1 Conservation

This grouping of criteria includes land and property designations that are likely to significantly reduce the likelihood of being granted permission to develop an affected site.

<b>Listed or locally listed buildings</b>	<b>Score (10 = maximum)</b>
<b>No listed or locally listed buildings</b>	10
<b>Adjacent to a site containing listed or local listed buildings</b>	5
<b>Site contains listed or locally listed buildings</b>	0

**Table 5.10 – Listed or locally listed buildings scoring**

This study recognises that listed buildings form only a part of the historic buildings resource; many non-listed buildings also contribute to local historic character.

<b>Ancient monuments</b>	<b>Score (10 = maximum)</b>
<b>No ancient monuments</b>	10
<b>Adjacent to a site containing ancient monuments</b>	5
<b>Site contains ancient monuments</b>	0

**Table 5.11 – Ancient monuments scoring**

<b>Registered or historic parks and/or gardens</b>	<b>Score (10 = maximum)</b>
<b>Not close to registered or historic parks and/or gardens</b>	10
<b>Adjacent to a site containing registered or historic parks and/or gardens</b>	5
<b>Site contains registered or historic park and/or garden</b>	0

**Table 5.12 – Registered or historic parks and/or gardens scoring**

These include sites in the English Heritage Register of Parks and Gardens, and sites in the Kent Gardens Compendium.

#### 5.2.3.2 National and International Designations

This grouping of criteria includes land designations (nationally or internationally recognised) that are likely to mean the development of a lorry parking facility would not be possible. These designations typically permit only extremely limited development on designated areas of land.

Capabilities on project:  
Transportation

Metropolitan Green Belt	Score (10 = maximum)
Outside Metropolitan Green Belt	10
Within Metropolitan Green Belt	0

Table 5.13 – Metropolitan Green Belt scoring

Areas of Outstanding Natural Beauty (AONB)	Score (10 = maximum)
Not close to AONB	10
Adjacent to or overlooks AONB	5
Within AONB	0

Table 5.14 – Areas of Outstanding Natural Beauty scoring

SAC/SSSI/Ramsar/SPA/NNR*	Score (10 = maximum)
Not close to any of these protection areas	10
Adjacent to a site containing any of these protection areas	5
Within any of these protection areas	0

Table 5.15 – SAC/SSSI/Ramsar/SPA/NNR scoring

#### 5.2.3.3 Nature Conservation and Landscaping

This grouping of criteria includes environmental designations that are likely to reduce the likelihood of being granted permission to develop an affected site. Some criteria also affect the suitability of certain sites; for example whether a site is likely to be at risk from flooding.

Conservation areas	Score (10 = maximum)
Not close to a conservation area	10
Adjacent to a conservation area	5
Site contains a conservation area	0

Table 5.16 – Conservation areas scoring

Historic Landscape features (trackways, hedgerows, field boundaries)	Score (10 = maximum)
Site does not contain landscape features	10
Adjacent to a site containing landscape features	5
Site contains landscape features	0

Table 5.17 – Historic landscape features

The historic landscape features were assessed according to the Ordnance Surveyors Field Drawings.

Local Wildlife Sites (LWS)	Score (10 = maximum)
Not close to a Local Wildlife Site	10
Adjacent to a site containing a Local Wildlife Site	5
Within a Local Wildlife Site	0

Table 5.18 – Sites of Nature Conservation Interest/Local Wildlife Site scoring

Local nature reserves	Score (10 = maximum)
Not close to a local nature reserve	10
Adjacent to a local nature reserve site	5
Site contains a local nature reserve	0

Table 5.19 – Local nature reserves scoring

Capabilities on project:  
Transportation

Hedgerows, trees, woodlands & traditional orchards	Score (10 = maximum)
No hedgerows, trees, woodlands, or traditional orchards on site	10
Adjacent to a site containing Hedgerows, trees, woodlands, or traditional orchards	5
Hedgerows, trees, woodlands, or traditional orchards are present on the site	0

Table 5.20 – Hedgerows, trees, woodlands and traditional orchards scoring

Ancient Woodland	Score (10 = maximum)
Not close to Ancient Woodland	10
Adjacent to a site that contains Ancient Woodland	5
Site contains Ancient Woodland	0

Table 5.21 – Ancient Woodland scoring

Tree Preservation Orders	Score (10 = maximum)
Not close to preserved trees	10
Adjacent to a site containing preserved trees	5
Site contains preserved trees	0

Table 5.22 – Tree Preservation Orders scoring

Roadside verges	Score (10 = maximum)
No roadside verges on route or on site	5
Roadside verges present	0

Table 5.23 – Roadside verges scoring

Rural lanes	Score (10 = maximum)
No rural lanes on site on on route	10
Rural lanes in close proximity	5
Rural lanes on site or on route	0

Table 5.24 – Rural lanes scoring

Public rights of way	Score (10 = maximum)
No public rights of way on site	10
Adjacent to a site that contains a public rights of way	5
Site contains public rights of way	0

Table 5.25 – Public rights of way scoring

Flood Zones	Score (10 = maximum)
Outside designated floodplain	10
Within Flood Zone 2	4
Within Flood Zone 3	2
Within Special Protection Zone	0

Table 5.26 – Flood Zones scoring

Ponds and watercourses	Score (10 = maximum)
No ponds or watercourses within 500m of site	10
Ponds or watercourses within 500m of site	5
Ponds or watercourses on site	0

Table 5.27 – Ponds and watercourses scoring

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Agricultural Land Classification	Score (10 = maximum)
Not classified as agricultural land	10
Grade 5 Agricultural Land	8
Grade 4 Agricultural Land	6
Grade 3 Agricultural Land	4
Grade 2 Agricultural Land	2
Grade 1 Agricultural Land	0

Table 5.28 – Agricultural Land Classification scoring

The Agricultural Land Classification Map, London & South East has been used to assess the Agricultural Land Classifications

Special and Strategic Landscape Areas	Score (10 = maximum)
Not in Special or Strategic Landscape Area	10
Will have an impact on Special or Strategic Landscape Area	5
Within Special or Strategic Landscape Area	0

Table 5.29 – Special and Strategic Landscape Areas scoring

BAP Habitats	Score (10 = maximum)
Outside Core Biodiversity Area	10
Adjacent to a BAP Priority Habitat Site	5
Within a BAP Priority Habitat	0

Table 5.30 – Core Biodiversity Areas scoring

The UK BAP Habitats Priority Area maps have been used to score the sites. A scoring of '10' was given to sites located further than 1km away from a BAP Site.

#### 5.2.4 Planning Considerations

It is likely that the process of any planning application for a lorry parking development would be complex, lengthy, and expensive; possibly involving a public inquiry. Accordingly, it is likely that a brownfield site, or a site within an area that is already developed, would be preferred due to the relative ease of obtaining planning permission. Moreover, as lorries can create a significant level of noise, even when parked, the proximity of a proposed site to existing residential development must be taken into account.

Brownfield/greenfield/abandoned or underused industrial facilities	Score (10 = maximum)
Uses abandoned or underused industrial facilities	10
Uses brownfield site	5
Uses greenfield site	0

Table 5.31 – Brownfield/greenfield/abandoned or underused industrial facilities scoring

Mineral and waste sites	Score (10 = maximum)
Not close to identified mineral and waste sites	10
Adjacent to an identified mineral and waste sites	5
Located on an identified mineral and waste site	0

Table 5.32 – Mineral and waste sites scoring

Proximity to residential development	Score (10 = maximum)
Away from residential development, and will not cause any nuisance	10
In close proximity to residential development, but not adjacent	5
Adjacent to, or within, residential development	0

Capabilities on project:  
Transportation

**Table 5.33 – Proximity to residential development scoring**

The criterion set out in Tables 5.34 – 5.37, assessing the compatibility of the environment around a proposed site in terms of the possible development of a lorry parking facility, was assessed qualitatively by the consultant during the course of the site visits undertaken. The scoring for this criterion is likely to depend primarily on the location of the proposed site in relation to its surrounding environment; for instance whether the site would be overlooked by surrounding hills. It is recognised that this criterion is based upon a qualitative assessment, and so further investigation would be likely to be required as to whether, in strict planning terms, the environmental setting of a proposed site would be deemed to be suitable.

<b>Environmental characteristics</b>	<b>Score (10 = maximum)</b>
<b>Will fit in with surrounding environment</b>	10
<b>Would have limited impacts on surrounding environment</b>	5
<b>Does not fit within the surrounding environment</b>	0

**Table 5.34 – Environmental characteristics scoring**

<b>Local Plan/LDF land allocations</b>	<b>Score (10 = maximum)</b>
<b>Land use that will permit a lorry parking facility</b>	10
<b>Land use that will permit a lorry parking facility, with planning permission</b>	5
<b>Land use that is totally opposed to a lorry parking facility, for example residential development</b>	0

**Table 5.35 – Local Plan/LDF land allocations scoring**

<b>Planning conditions/govenants</b>	<b>Score (10 = maximum)</b>
<b>No planning conditions or covenants</b>	10
<b>Planning conditions or covenants that could be reversed</b>	5
<b>Planning conditions or covenants that will totally restrict the development of a lorry parking facility</b>	0

**Table 5.36 – Planning conditions/covenants scoring**

<b>CTRL safeguarding</b>	<b>Score (10 = maximum)</b>
<b>Outside safeguarded area</b>	10
<b>Within safeguarded area</b>	0

**Table 5.37 – CTRL safeguarding scoring**

#### 5.2.5 Financial and Commercial Considerations

It is important from an early stage to take into consideration the criteria that are likely to affect the commercial viability of any lorry parking facility. At this stage, an approximate value of the land for each site was determined, along with the distance of each site from the nearest existing lorry parking facility.

### 5.3 Conclusions

We developed a set of detailed assessment criteria which capture all relevant aspects of decision making to assess the list of sites to determine the most suitable sites for lorry park development. Based on previous work and refined with local policies for Kent we have developed a comprehensive assessment process. Whilst this can never provide a perfect answer and evaluate every single criteria, it has been used to refine the list of 57 sites to a much shorter list of possible sites. The next chapter assess the sites against the criteria.

## **Site Review and Assessment**

Capabilities on project:  
Transportation

## 6 Site Review and Assessment

### 6.1 Introduction

This chapter sets out the process undertaken to score the list of sites against the assessment criteria detailed in Chapter 5. The sites' scores were then used to produce a ranking of sites in terms of likely suitability for the creation of a lorry parking facility. And finally an overall 'sense check' assessment was carried out against the top ten ranked sites, primarily to make sure the network is covered proportionally.

### 6.2 Site Assessment

In order to produce a shortlist of sites to be taken forward for a final stage of detailed assessment, an initial assessment was conducted of all sites under consideration. This assessment was based around the criteria laid out in Chapter 5, and covered a variety of aspects – including the physical characteristics of the site, access constraints, and planning and environmental considerations. The assessment criteria were scored through a combination of site visits by the consultant, and desktop research – with these scores then allowing the sites to be ranked, thus creating a shortlist of sites for further assessment.

All sites under consideration were visited in person by the consultant, in order to assess each site's physical characteristics. This allowed access to the site to be assessed, along with aspects such as the site's shape and topography, and the character of the environment around the site.

#### 6.2.1 Ranking of Sites

Figure 6.1 sets out the process used to rank the sites. The initial process was to compile a list of previously identified sites through a desk based research exercise. These sites were then discussed with the relevant local authorities and the Highways Agency after which some of the sites were discarded (26 sites) and new sites proposed (3 sites).

The sites have been split between those along the M20/A20 corridor and those along the M2/A2 corridor. These two groups of sites were then assessed separately.

The next step was to examine the sites on the basis of national and international environmental designations (Metropolitan Green Belt, Area of Outstanding Natural Beauty, and SAC/SSSI/Ramsar/SPA/NNR). If a site was affected by any of these designations, it was 'relegated' to the bottom of the list. The sites were then ranked according to the transport criteria as well as against site characteristics, local environmental policies and planning considerations. These rankings were then added to get a final list of ranked sites, with '1' being the most suitable and '17' (for M20/A20) or '11' (for M2/A2) being the least suitable site in terms of the assessment criteria.

Appendix C contains a spreadsheets indicating the scoring and ranking of the sites along the M20/A20 and M2/A2 corridors.

Capabilities on project:  
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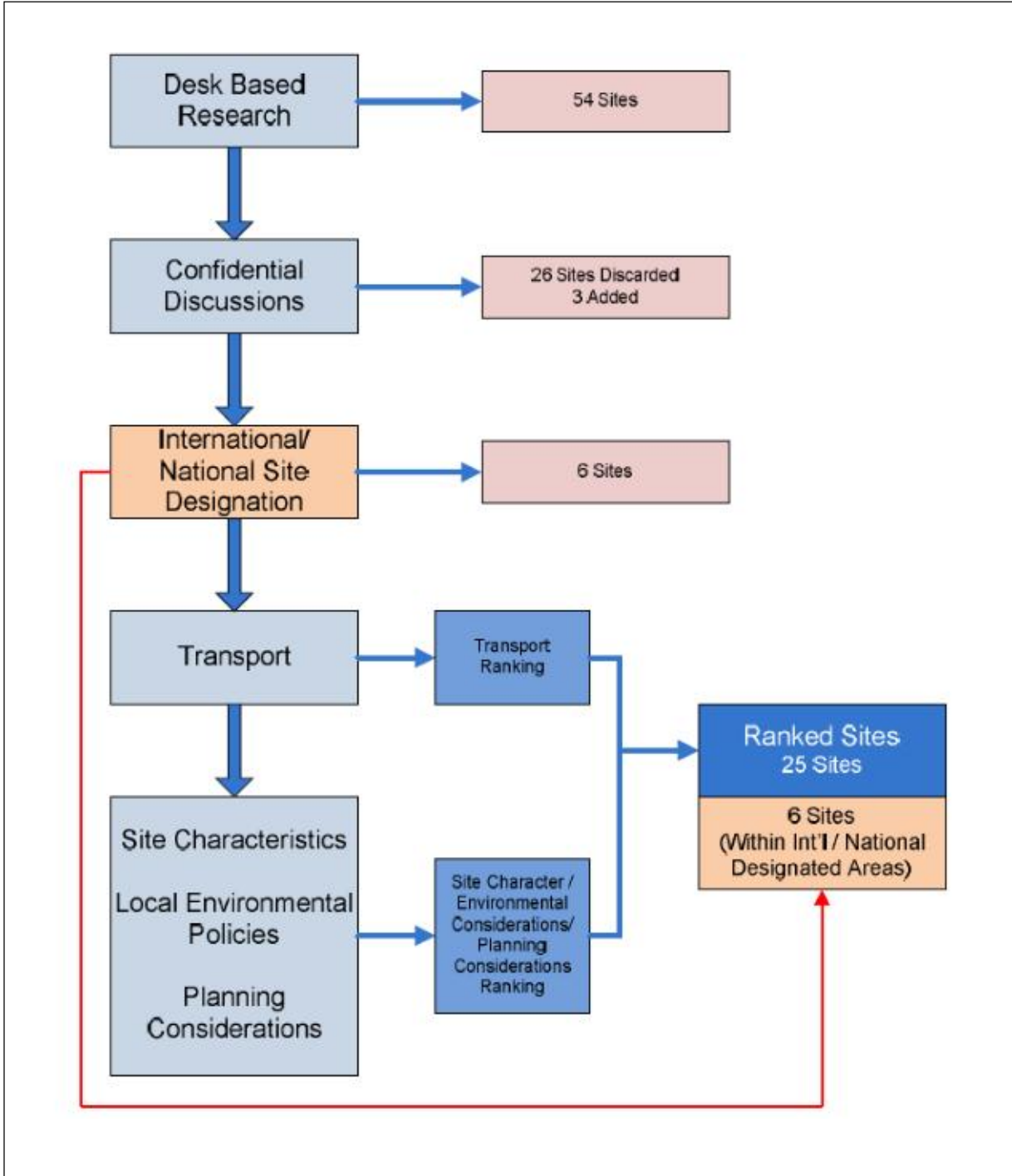


Figure 6.1 – Process of Ranking Sites



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### 6.3 Most Suitable Sites According to the Ranking System

According to the previous studies and discussions with the Highways Agency more than 80% of Port of Dover and Eurotunnel traffic use the M20/A20, instead of the M2/A2 corridor and therefore it is recommended that we provide the same split in lorry parks along these corridors. Table 6.1 sets out the list of top 3 sites along the M2/A2 corridor and Table 6.2 sets out the list of top 5 sites along the M20/A20 corridor according to our ranking.

Site ID	Name/Description	Located On	Nearest Trunk Road/Junction	Authority/District	Size (Ha)	Number of Truck Parking Spaces	Site Ranking
57	White Cliffs Business Park 1	A2	A2/A256	Dover	3	234	1
21	A2/Coxhill Road, Shepherdswell (east)	A2	A2/Coxhill Rd	Dover	24	1872	2
20	A2/Coxhill Road, Shepherdswell (west)	A2	A2/Coxhill Rd	Dover	4	312	3

**Table 6.1 – Top Ranked Sites Along the M2/A2 Corridor**

Site ID	Name/Description	Located On	Nearest Trunk Road/Junction	Authority/District	Size (Ha)	Number of Truck Parking Spaces	Site Ranking
8	Site opposite STOP 24 Westenhanger	M20	J11 M20	Shepway	6	468	1
56	Lympne Industrial Estate	M20	B2067	Shepway	2 (more space are underdeveloped)	156	2
6	Ashford Int'l Truck Stop Extension	M2070	J10 M20	Ashford	11	858	4
12	East of Stanford	B2068	J11 M20	Shepway	16	1248	5
5	Maidstone MSA, Hollingbourne	M20	J8 M20	Maidstone	11	858	3

**Table 6.2 – Top Ranked Sites Along the M20/A20 Corridor**

Appendix D contains maps indicating the location of each of these sites.

### 6.4 Conclusions

Based on the split of HGV traffic on the M20/A20 and A2/M2/A2 corridors, we therefore recommend that four of the proposed suitable sites should be located along the M20/A20 corridor and one along the M2/A2 corridor. Of those on the M20 corridor we sought a reasonable dispersal along the route, although 'bunching' of sites is useful in terms of management of Operation Stack. Based on network coverage, access, our professional judgement and discussions with KCC we recommend the sites in tables

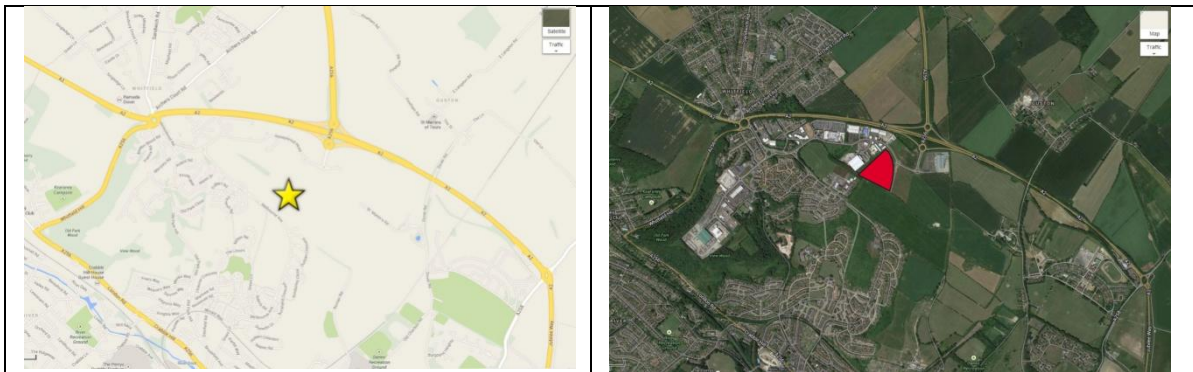
Capabilities on project:  
Transportation

6.1 and 6.2 as most suitable sites for further investigation for lorry park development. The sections hereafter give an overview of the location of these sites.

6.4.1 Proposed Sites on the M2/A2 Corridor

This section gives an overview of the location as well the site characteristics, significant environmental aspects and planning considerations for each of the short listed sites on the M2/A2 corridor.

**Site 57 – White Cliffs Business Park**

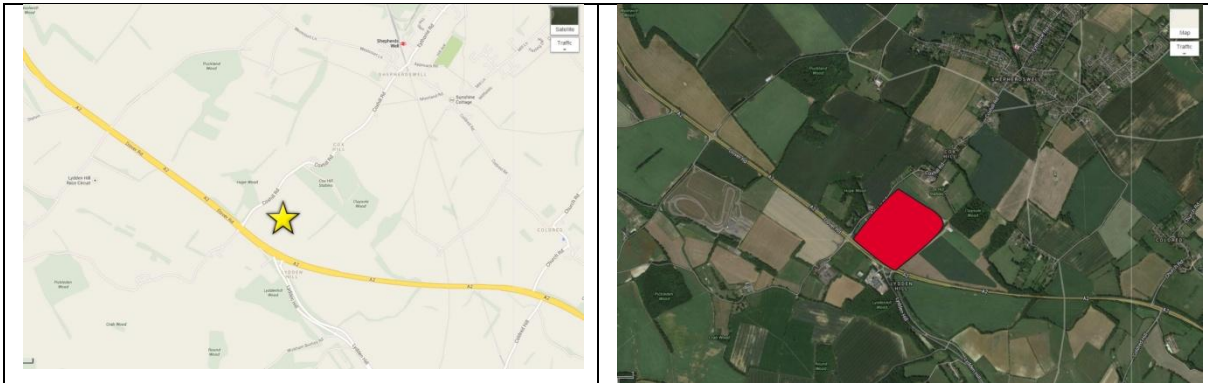


**Description:**

Ranking (A2/M2 Corridor):	1
Local authority:	Dover
Route served:	A2
Transport:	Access not directly from A2, but from a roundabout on Honeywood Parkway. The access road (suitable for HGV traffic) has already been built. There are plans to implement a BRT on Honeywood Parkway and that needs to be taken into consideration for additional HGV movements.
Site characteristics:	Medium-sized site of a regular shape on a flat area of land.
Significant environmental aspects:	The site is within the White Cliff business park, so environmental impacts would not be as severe as a Greenfield site. Planning permission has been granted for a trailer builders development in the past.
Planning considerations:	The site benefits from the grant of outline planning permission for employment development (Classes B1, B2 and B8) together with internal access.
Consultant's comments:	The A2 is extremely close, with the route to the site suitable for heavy vehicles. The site itself is on the periphery of the Business Park, and is currently undeveloped.

Capabilities on project:  
Transportation

**Site 21 – A2/Coxhill Road, Shepherdswell (east)**



**Description:**

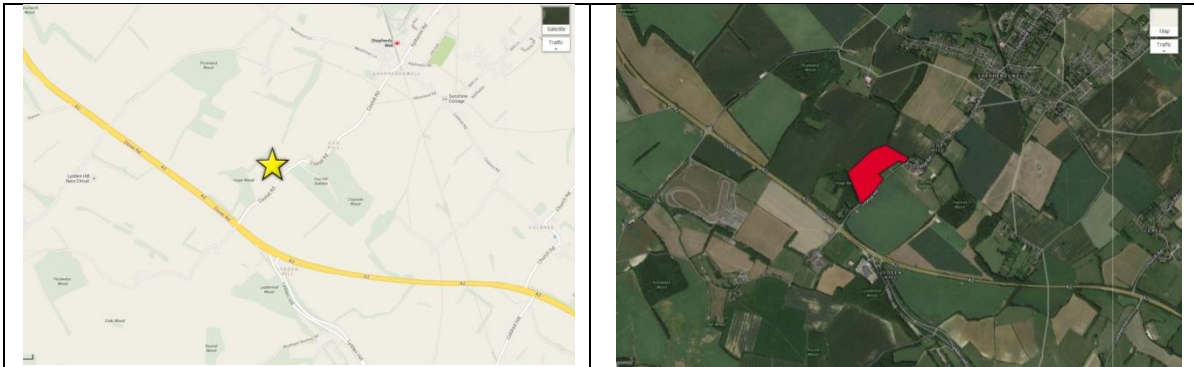
Ranking (A2/M2 Corridor):	2
Local authority:	Dover
Route served:	A2
Transport:	Accessed directly from recently upgraded at-grade, traffic light-controlled junction with A2. Traffic light-controlled junctions at either end of site on the A2. Lydden Circuit has recently submitted a planning application to upgrade the intersection with the A2 as part of their development.
Site characteristics:	Large site (possibility of over 250 spaces), of regular shape and on a flat area of land.
Significant environmental aspects:	Adjacent to an AONB (on the opposite, south side of the A2) and within a Special Landscape Area. Hedgerows and verges present around site. The site is classified Grade 2 Agricultural Land.
Planning considerations:	Greenfield site, land bordering A2 is subject to planning safeguarding for future A2 dualling.
Consultant's comments:	Large and relatively flat site with good access directly from A2. Traffic light-controlled junctions at either end of site mean the implementation of a uni-directional traffic flow through the site may prove possible.

**Photographs:**



Capabilities on project:  
Transportation

**Site 20 – A2/Coxhill Road, Shepherdswell (east)**



**Description:**

Ranking (A2/M2 Corridor):	3
Local authority:	Dover
Route served:	A2
Transport:	Access to the site would be off Coxhill Road which would require upgrades to Coxhill Road. The alignment of Coxhill Road might be unsafe in terms of entrance/egress to the site.
Site characteristics:	Although a large site, the site surrounds residential property.
Significant environmental aspects:	The site is adjacent to an ancient woodland. Hedgerows and verges present around site. Site is classified Grade 2 Agricultural Land. The site is located within a Special Landscape Area.
Planning considerations:	Greenfield site located adjacent to residential development.
Consultant's comments:	Although the junction with the A2 is traffic light controlled, upgrades to Coxhill Road will be required and the alignment might prove to be unsafe for entrance/egress to the site. The site is adjacent to ancient woodlands and residential properties.

**Photographs:**



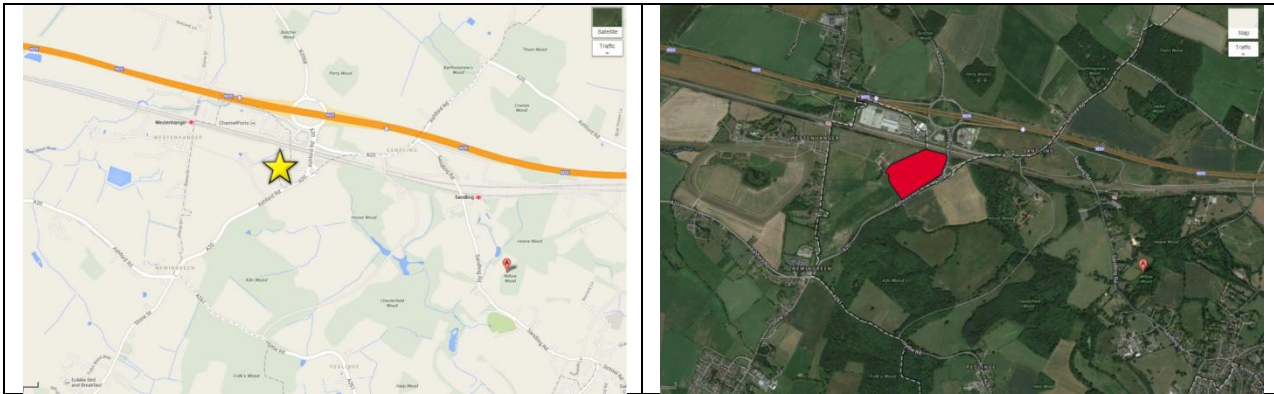
Site overview

Capabilities on project:  
Transportation

6.4.2 Proposed Sites on the M20/A20 Corridor

This section gives an overview of the location as well the site characteristics, significant environmental aspects and planning considerations for each of the short listed sites on the M2/A2 corridor.

**Site 8 – Opposite STOP 24 Westenhanger**



**Description:**

Ranking (A20/M20 Corridor):	1
Local authority:	Shepway
Route served:	M20 Junction 11
Transport:	Graded access, suitable for heavy vehicles, already exists from roundabout just off M20 Junction 11.
Site characteristics:	Large site (possibility of over 250 spaces), of regular shape and on a flat area of land.
Significant environmental aspects:	A Greenfield site adjacent to an AONB and registered parkland. Classified as Grade 2 Agricultural Land. Special protection area for water.
Planning considerations:	Part of the site has previously been reserved in local plans for the development of a hotel.
Consultant's comments:	Large and flat site with good access from M20. Across railway line from STOP 24, an MSA with good facilities for lorry drivers. If a pedestrian bridge over the railway could be provided then this site can be considered an extension to the MSA's existing provision.

**Photographs:**

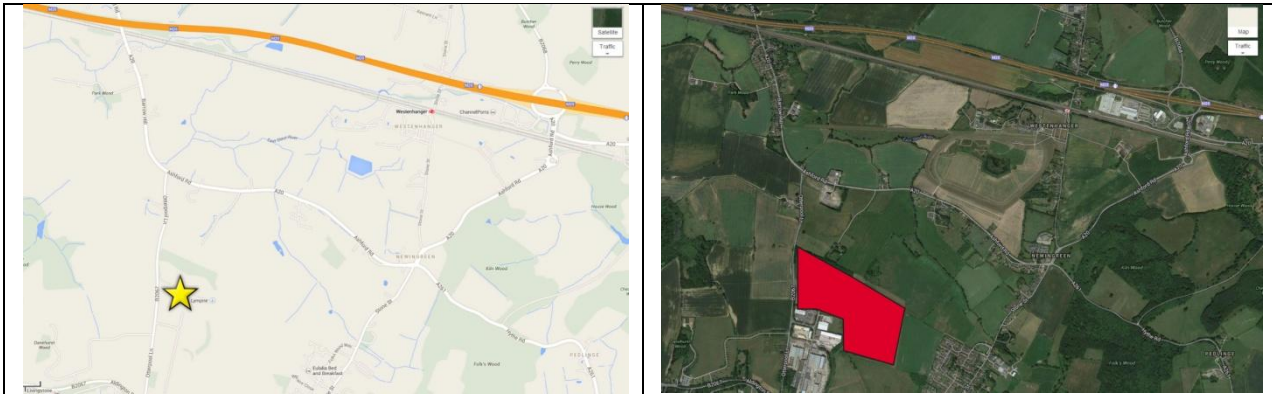


Site overview

Site overview

Capabilities on project:  
Transportation

**Site 56 – Lympe Industrial Estate**



**Description:**

Ranking (A20/M20 Corridor):	2
Local authority:	Shepway
Route served:	M20
Transport:	Access to the site is off the B2067. The Otterpool Lane/Ashford Road junction has been signalised in accordance with the permission for employment development. A new access road onto Otterpool Lane to serve industrial land to the north, south and east. The access is satisfactory to serve the industrial park (and the design of the junction caters for the future expansion of employment space). Newingreen junction might needs to be upgraded in future.
Site characteristics:	The site is within a business park with fairly flat topography.
Significant environmental aspects:	Some archaeological remains present on site. Hedgerows and verges exist around site. Possible impact on public footpath. Site classified Grade 1 Agricultural Land
Planning considerations:	The site benefits from the grant of outline planning permission for the erection of up to 30,668 m <sup>2</sup> of employment development (Classes B1, B2 and B8) together with internal access.
Consultant's comments:	Although not adjacent to the M20 the site has good access from the M20 with recently upgraded intersection that can accommodate HGV movements. The site has already been granted planning permission for Classes B1, B2 and B8 uses).

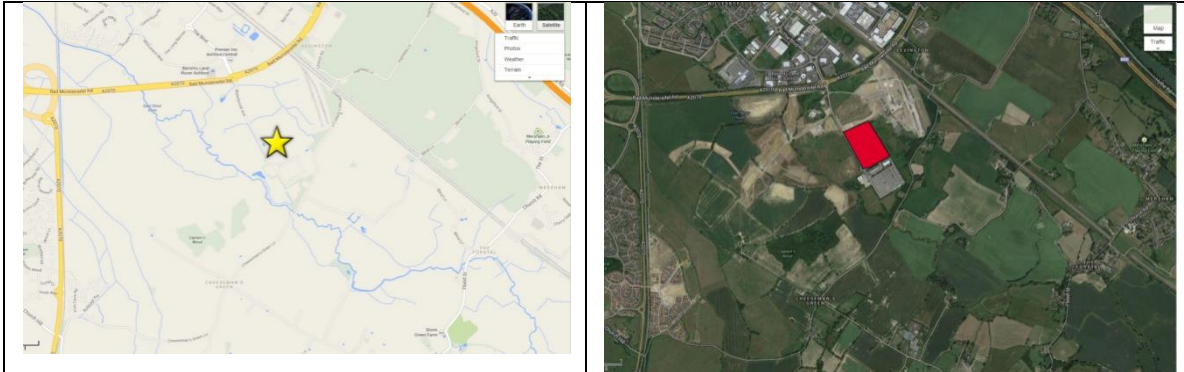
**Photographs:**



Capabilities on project:  
Transportation

**Site 6 – Ashford International Truck Stop extension**

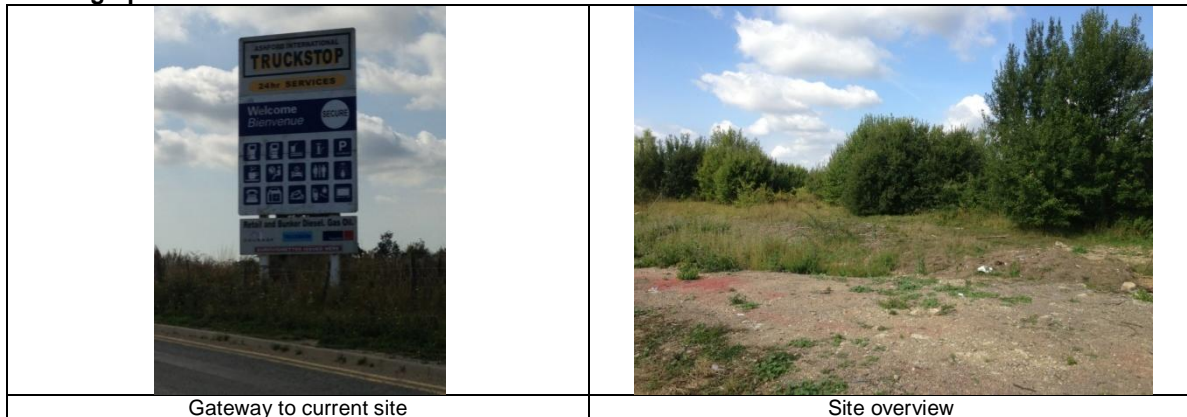
**Location:**



**Description:**

Ranking (A20/M20 Corridor):	3
Local authority:	Ashford
Route served:	M20
Transport:	Access via M20 Junction 10, then (dual-carriageway) A2070, from which the site itself is accessed via a roundabout. The M20 is at capacity but the proposed Junction 10a development will spare up some capacity on Junction 10
Site characteristics:	Large site (possibility of over 250 spaces), of regular shape and on a flat area of land
Significant environmental aspects:	The site contains archaeological potential. Floodzone 2 allocation (a risk of possible flooding at a frequency of 1 in 1000 years) on portion of site.
Planning considerations:	The area is earmarked for mixed use development, but currently vacant land.
Consultant's comments:	The existing lorry parking facility is surrounded by undeveloped and unappealing land, suitable for an extension of the current site.

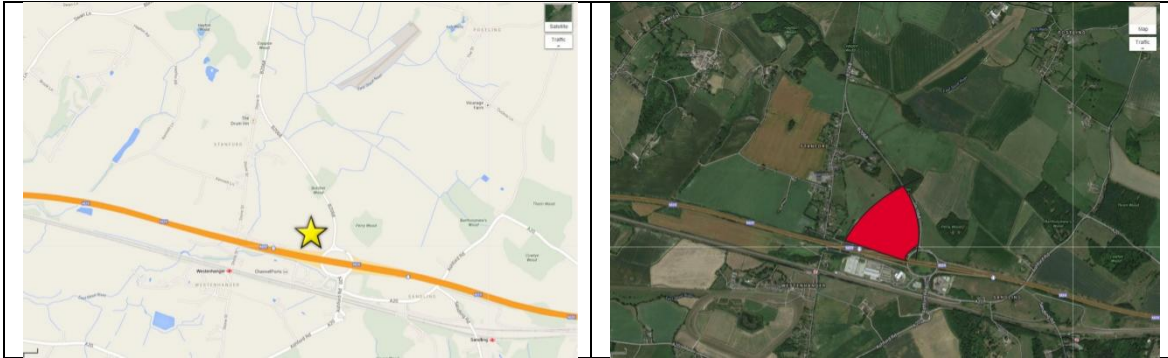
**Photographs:**



Capabilities on project:  
Transportation

**Site 12 – East of Stanford**

**Location:**



**Description:**

Ranking (A20/M20 Corridor):	5
Local authority:	Shepway
Route served:	M20 Junction 11
Transport:	Access to the site is off Junction 11 of the M20 and an access head already exists from the B2068 that could serve the site.
Site characteristics:	A large site with a minor gradient
Significant environmental aspects:	Within a floodzone 3 area. Grade 2 Farmland. Adjacent to Butcher Woods.
Planning considerations:	None
Consultant's comments:	The site has good access of the M20. And close to the Eurotunnel. Although close to Stop24 it can alleviate the problem of trucks parking illegally when Stop24 is full.

**Photographs:**



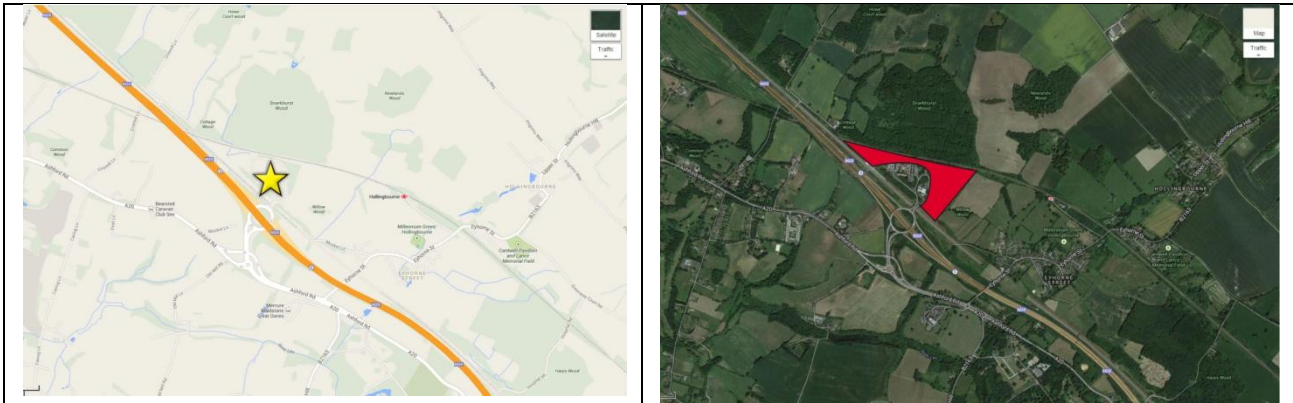
Site overview

Site overview



Capabilities on project:  
Transportation

**Site 5 – Maidstone MSA, Hollingbourne**



**Description:**

Ranking (A20/M20 Corridor):	4
Local authority:	Maidstone
Route served:	M20
Transport:	Access to the M20 via Junction 8 is very good. Junction 8 is under capacity.
Site characteristics:	The area towards the east of the existing MSA has a slight slope. The site has an irregular shape.
Significant environmental aspects:	There may be some concerns about the effect on the setting of the North Downs AONB, and the residents of Eythorne. The site is within 1km from a Local Wildlife site as well as ancient woodland.
Planning considerations:	There is already a truck park as part of the Motorway Service area.
Consultant's comments:	The site has good access to the M20 via Junction 8 which is currently under capacity. A planning application has been submitted for the erection of Class B1, B2 and B8 mixed commercial development (with ancillary hub facility) and associated servicing, car parking, landscaping and access arrangements at land to the south of the A20 Ashford Road, off M20 Junction 8. According to KCC Strategic Transport and Development Planner there will still be sufficient capacity at Junction 8 even with the proposed development.

**Photographs:**



Site overview

Site overview

Capabilities on project:  
Transportation

#### 6.4.3 Final Proposed Sites

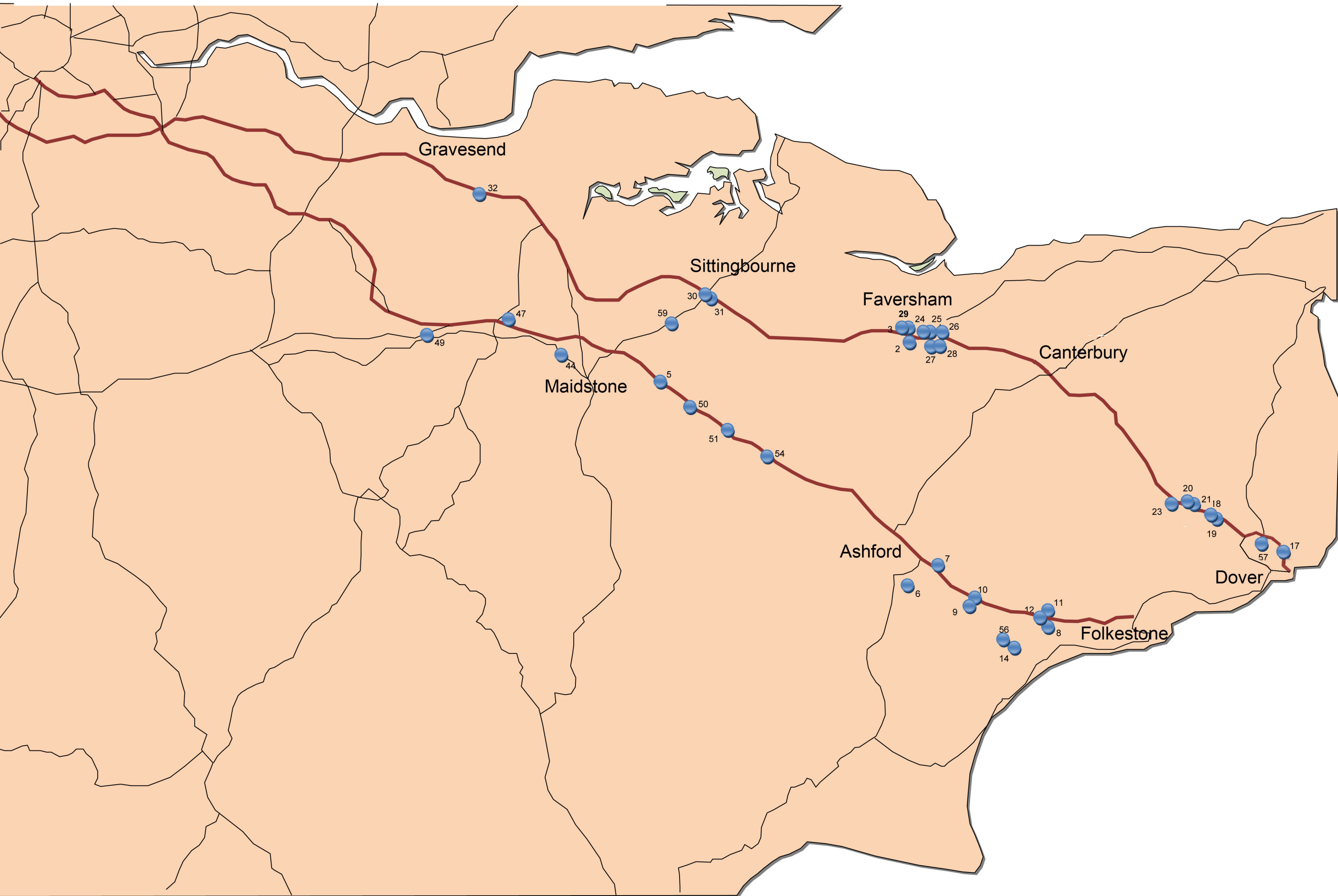
The final list of sites that will be taken forward for our high level financial modelling process is set out in Table 6.3:

Site ID	Name/Description	Located On	Nearest Trunk Road/Junction	Authority/District	Size (Ha)	Number of Truck Parking Spaces
57	White Cliffs Business Park 1	A2	A2/A256	Dover	3	234
8	Site opposite STOP 24 Westenhanger	M20	J11 M20	Shepway	6	468
56	Lympne Industrial Estate	M20	B2067	Shepway	2 (more space are underdeveloped)	156
6	Ashford Int'l Truck Stop Extension	M2070	J10 M20	Ashford	11	858
12	East of Stanford	B2068	J11 M20	Shepway	16	1248

**Table 6.3 – Final Proposed Sites**

## **Appendix A – Site Location Maps**

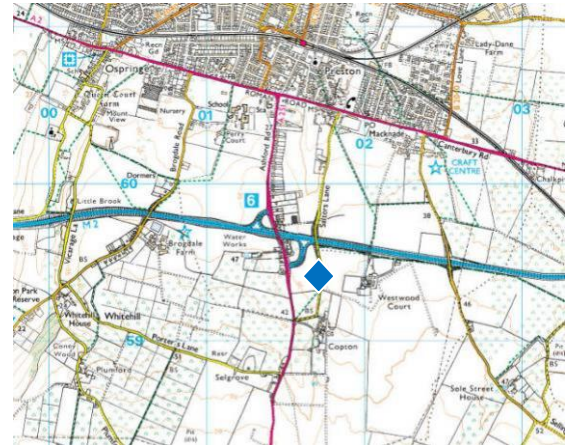
# List of Ranked Sites (rankings not shown)



Site ID 1 Medway MSA



Site ID 2 Salters Ln, Faversham



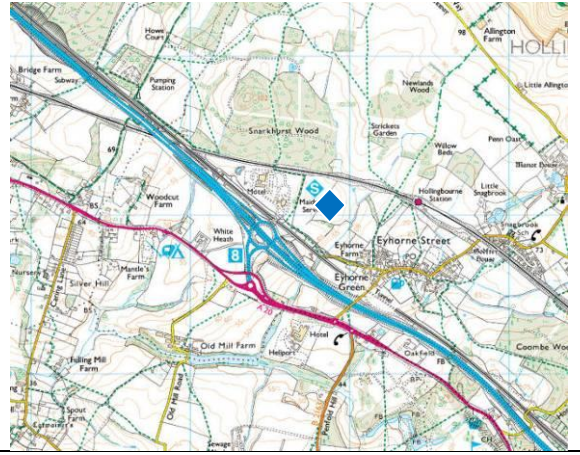
Site ID 3 Ashford Rd, Faversham



Site ID 4 Dover Truck Stop, Whitfield



Site ID 5 Maidstone MSA, Hollingbourne



Site ID 6 Ashford Int'l Truck Stop



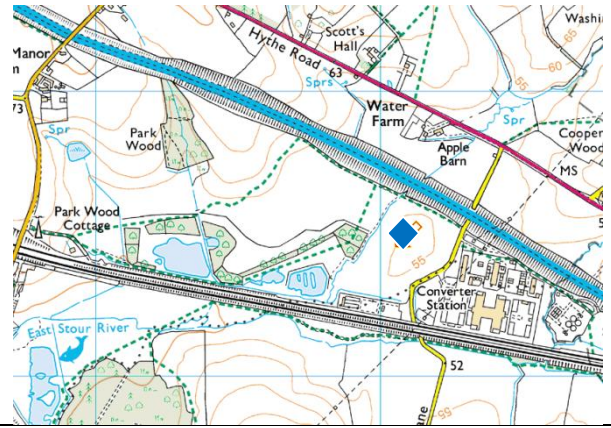
Site ID 7 Bockham Ln, Ashford



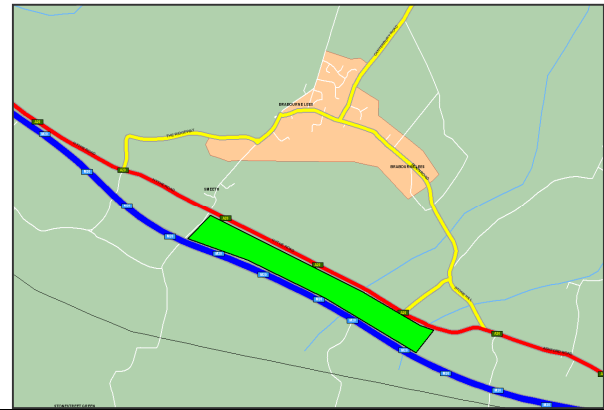
Site ID 8 STOP 24 Westenhanger



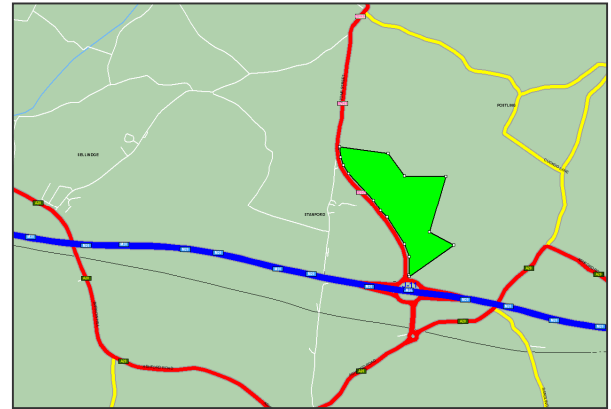
Site ID 9 Adjacent to Sellindge Converter station (Aldington)



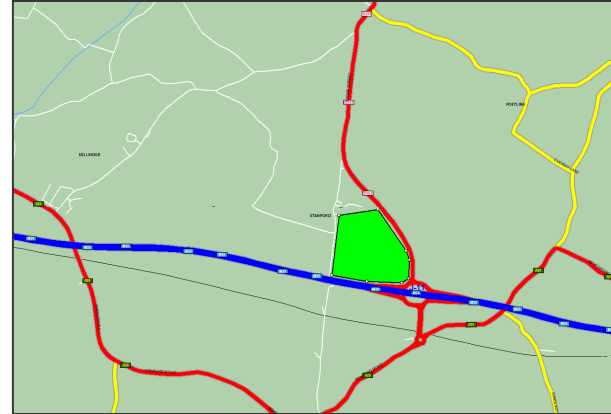
Site ID 10 West of Sellindge



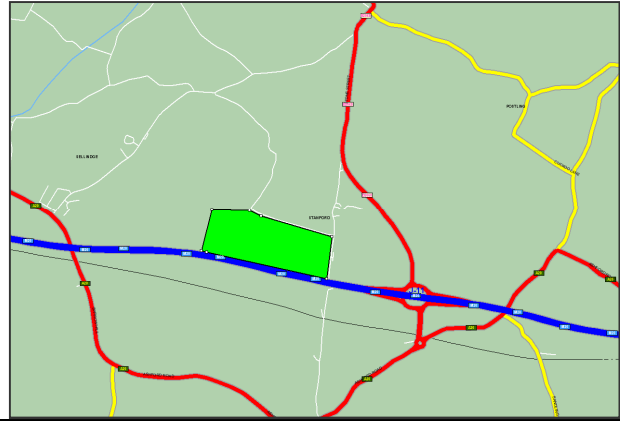
Site ID 11 Postling Wents



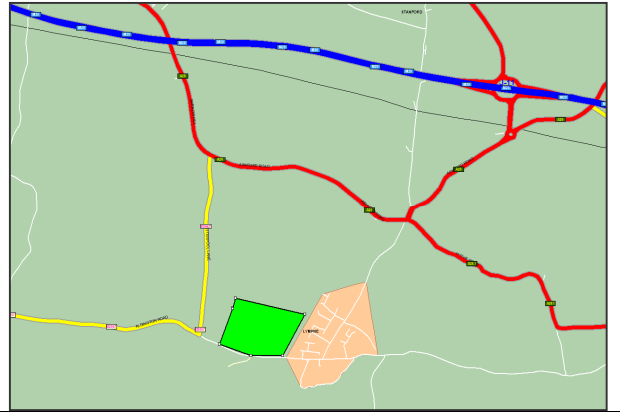
Site ID 12 East of Stanford



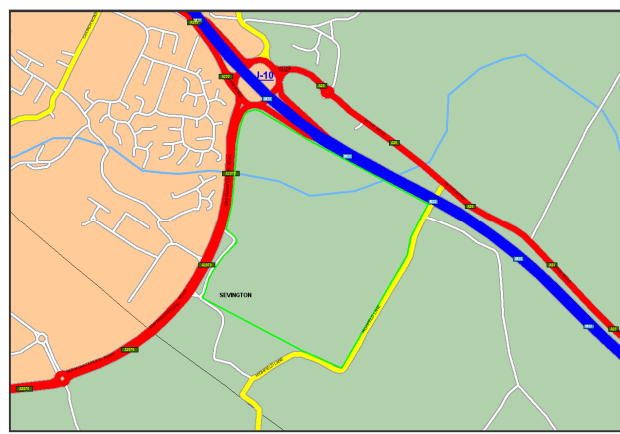
Site ID 13 West of Stanford



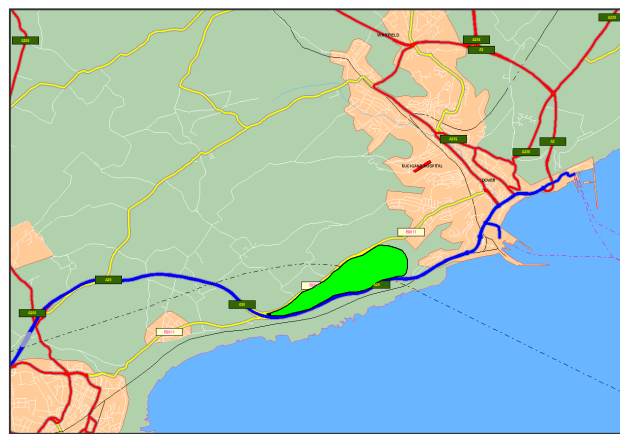
Site ID 14 Former Ashford Airport, Lympe



Site ID 15 Sevington, Ashford



Site ID 16 A20 Court Wood, Aycliff

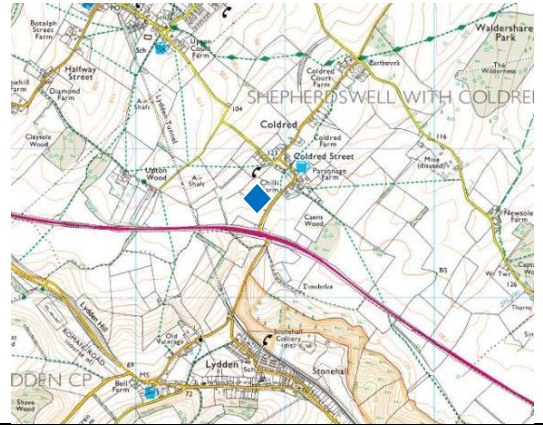




Site ID 17 A2/A258 Guston between A2 and A258



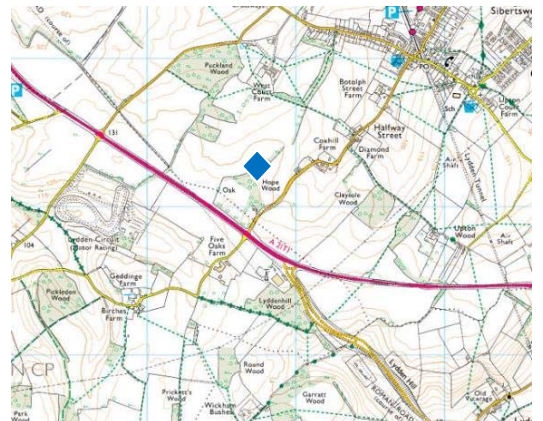
Site ID 18 A2/Coldred Hill, Coldred (west)



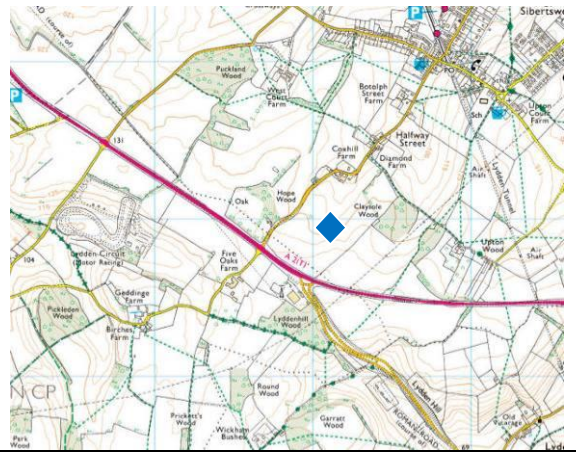
Site ID 19 A2/Coldred Hill, Coldred (east)



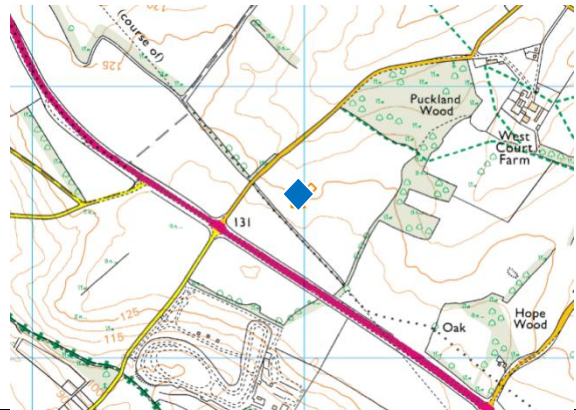
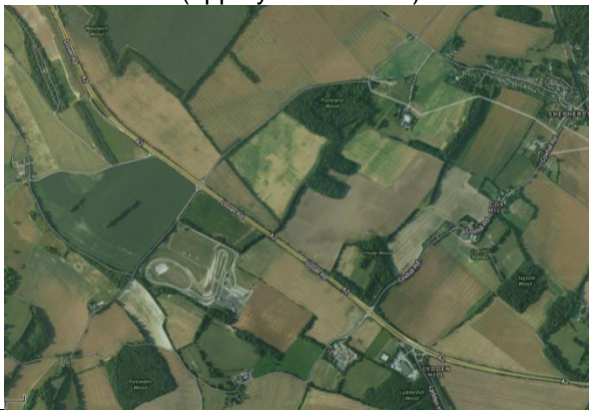
Site ID 20 A2/Coxhill Road, Shepherdswell (west)



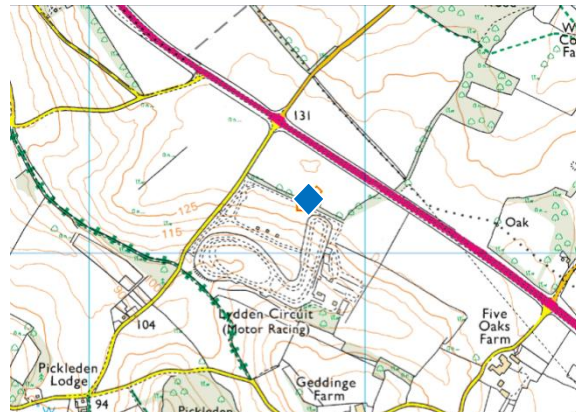
Site ID 21 A2/Coxhill Road, Shepherdsweil (east)



Site ID 22 A2 West Court (opp Lydden Circuit)



Site ID 23 Lydden Circuit



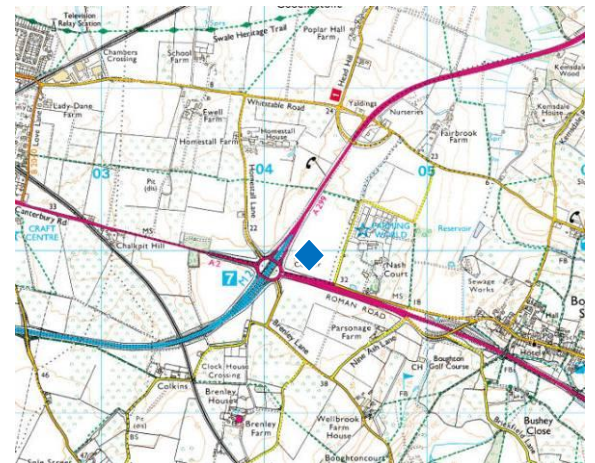
Site ID 24 M2 (J7)/A299/A2 Brenley Corner (Homestall Lane) west



Site ID 25 M2 (J7)/A299/A2 Brenley Corner (Homestall Lane) east



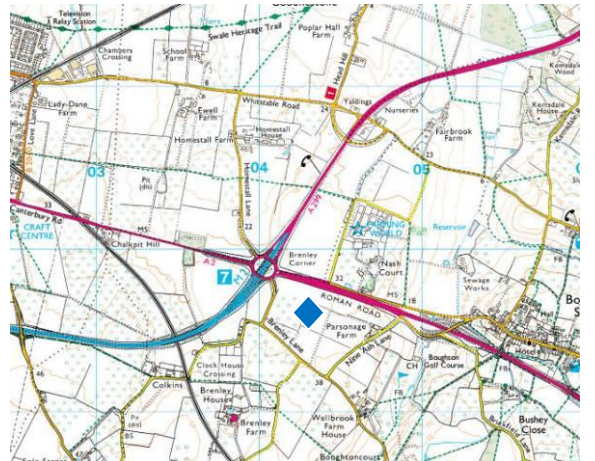
Site ID 26 M2 (J7)/A299/A2 Brenley Corner at Canterbury Road



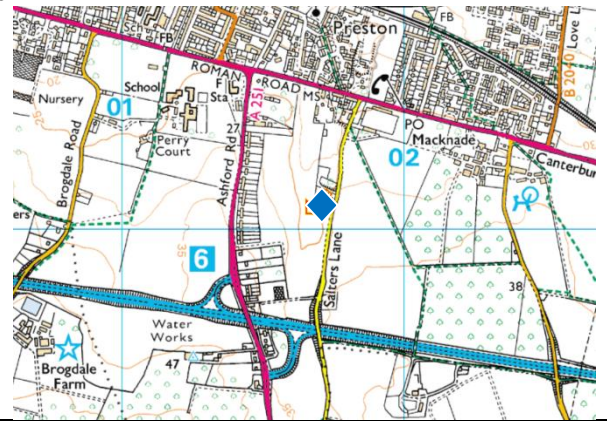
Site ID 27 M2 (J7)/A299/A2 Brenley Corner (Brenley Lane) west



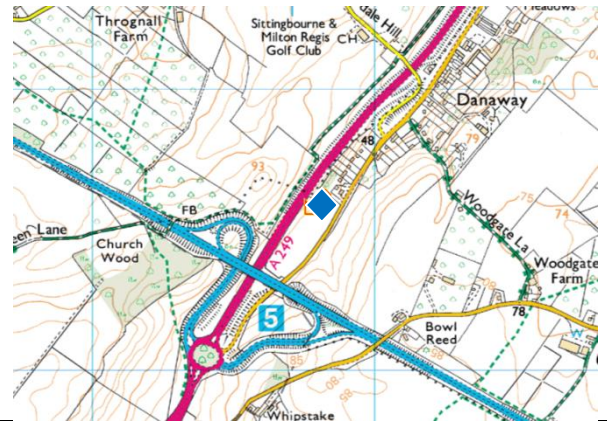
Site ID 28 M2 (J7)/A299/A2 Brenley Corner (Brenley Lane) east



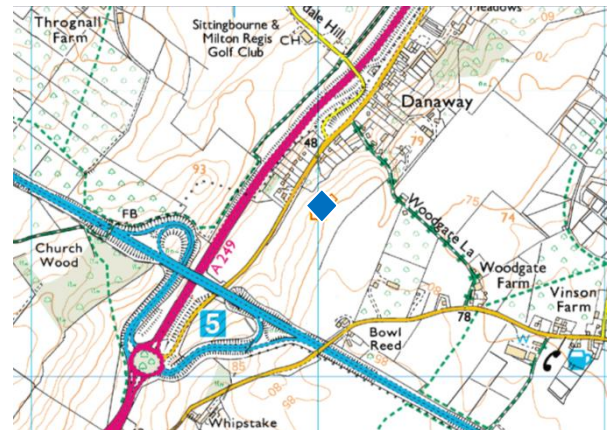
Site ID 29 M2 (J6)/A251 (N) Faversham, Salters Lane - Ashford Road



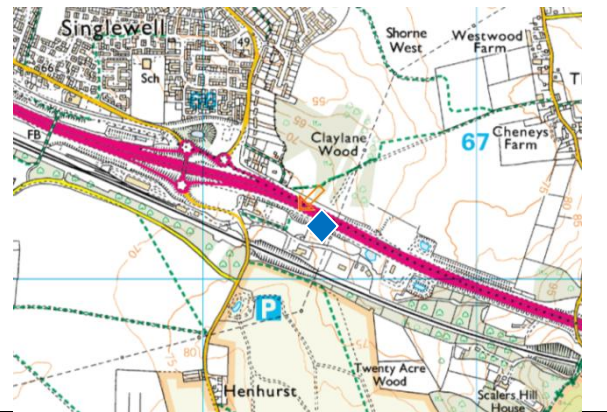
Site ID 30 M2 (J5)/A249 (N) Stockbury (west)



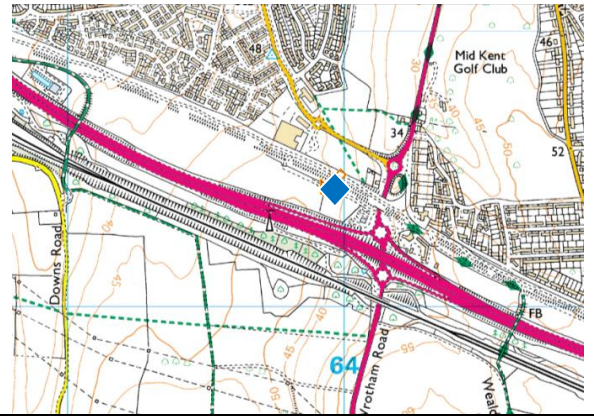
Site ID 31 M2 (J5)/A249 (N) Stockbury (east)



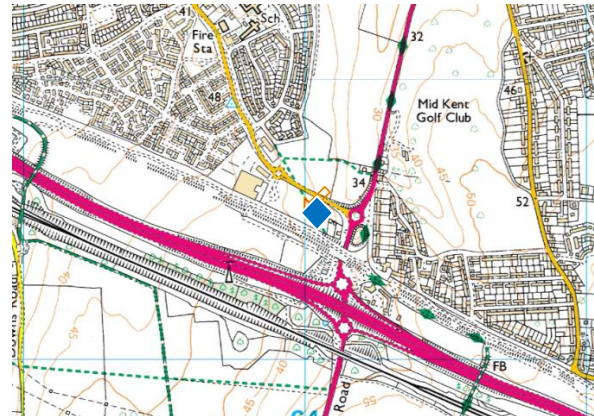
Site ID 32 A2 (S) Marling Cross



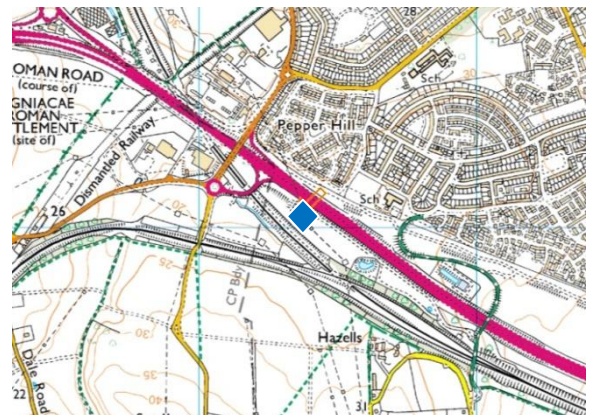
Site ID 33 A2 Tollgate Junction (S) south of A2



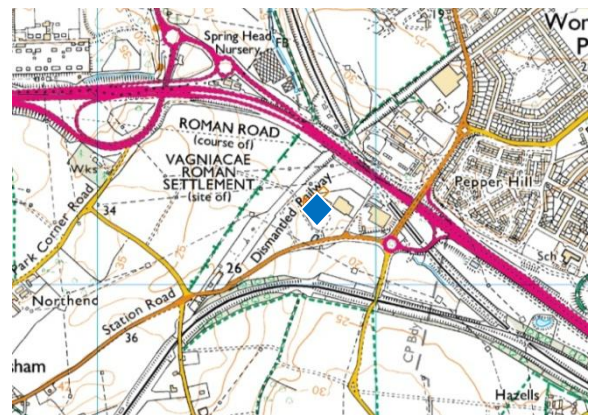
Site ID 34 A2 Tollgate Junction (N) between old A2 and Coldharbour Road



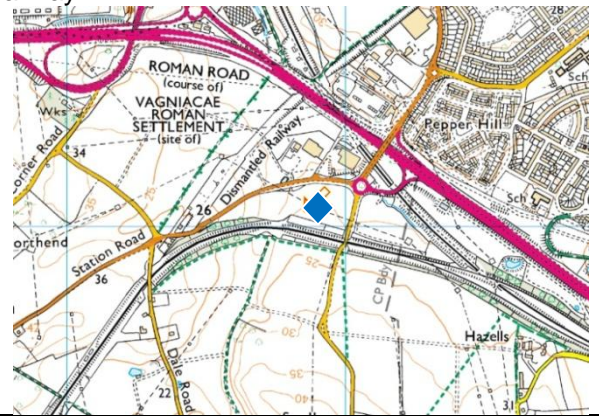
Site ID 35 A2 Pepperhill Junction (S) between A2 and CTRL



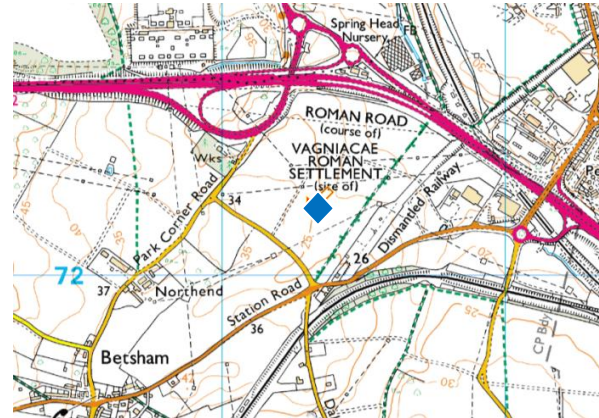
Site ID 36 A2 Pepperhill Junction (S) between B262 and A2



Site ID 37 A2 Pepperhill Junction (S) between B262 and dismantled railway



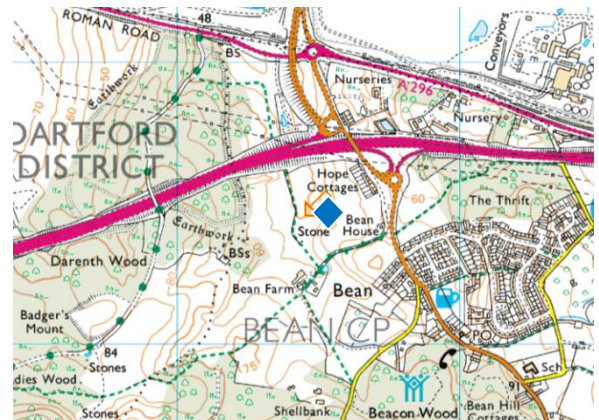
Site ID 38 A2 (S) B262/B259 Springhead



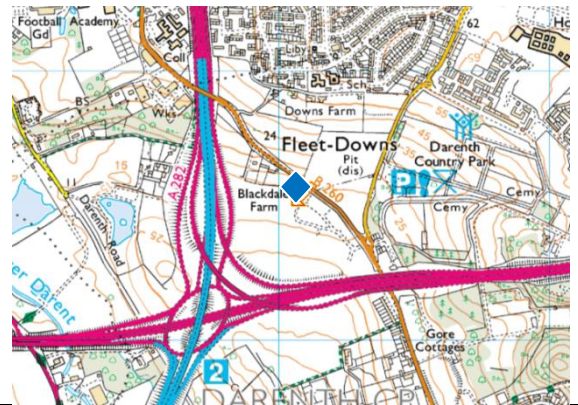
Site ID 39 A2 Bean Junction (N) / A296 Bean Triangle



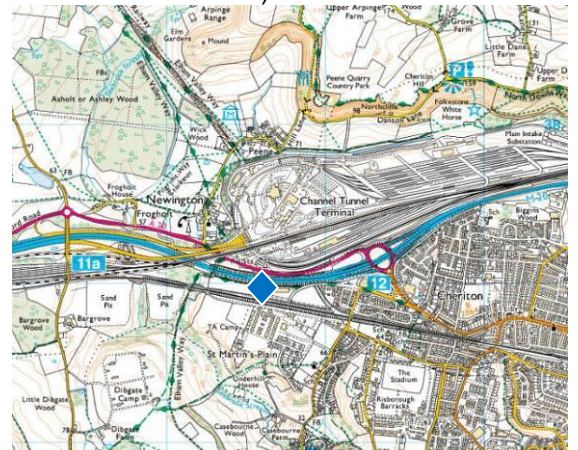
Site ID 40 A2 Bean Junction (S) west of B255 and Bean village



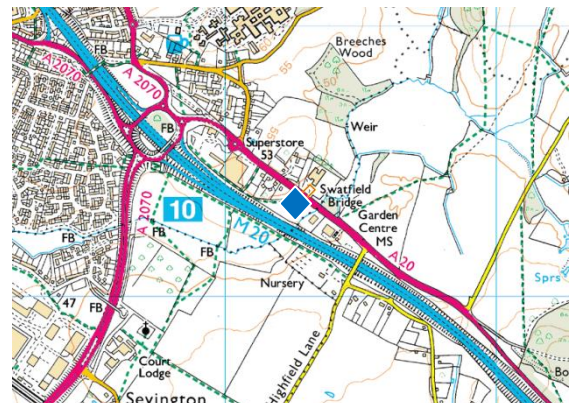
Site ID 41 M25 (J2) Trolling Down, Green Street Green Road



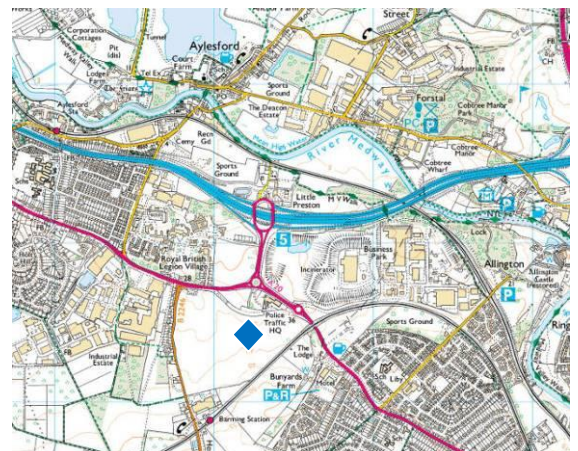
Site ID 42 M20 (J12) (S) St Martin's Plain, Cheriton (adj former Eurotunnel customer centre)



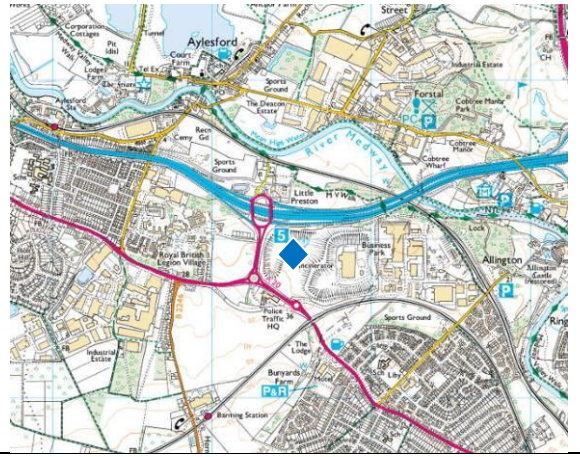
Site ID 43 M20 (J10) (N) / A2070 The Warren



Site ID 44 M20 (J5) (S) Coldharbour south of A20 roundabout



Site ID 45 M20 (J5) (S) Allington Quarry (west side)



Site ID 46 M20 J4 (S) Spiders Hall



Site ID 47 Oast Park (A228 off M20 J4)



Site ID 48 Wrotham Heath (Nepicar) M26 J2a

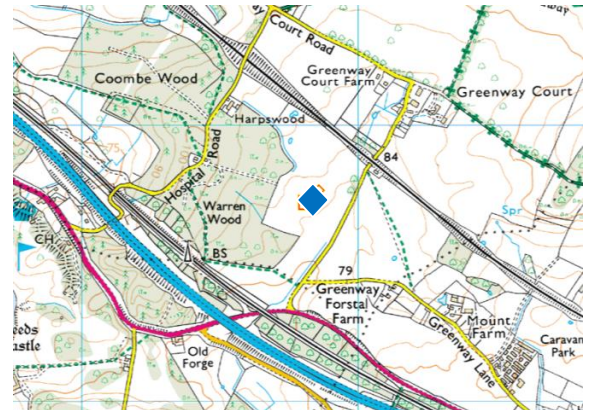




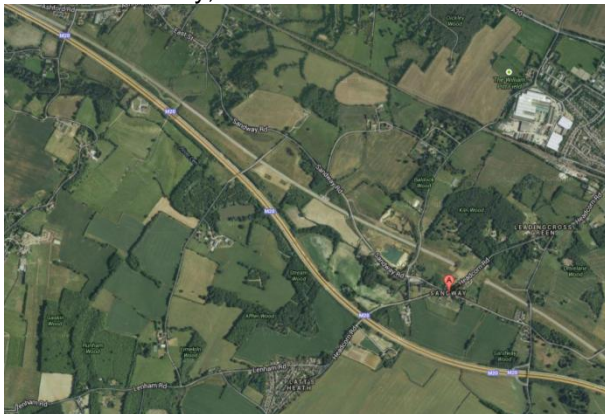
Site ID 49 Wrotham Moat: A20 (west side) between M20 J2 and M26 J2a



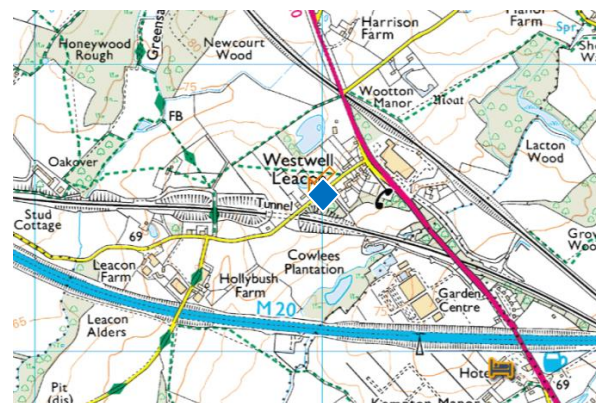
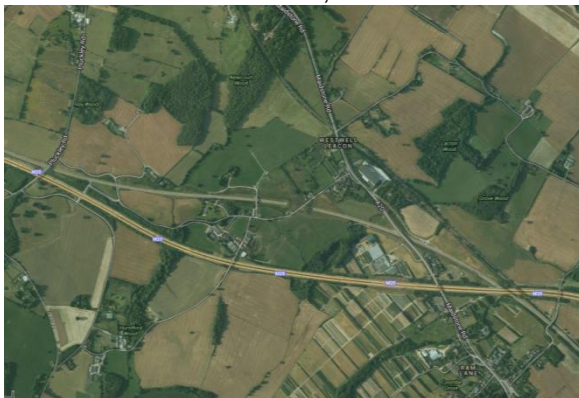
Site ID 50 East of Warren Wood, West of Harrietsham



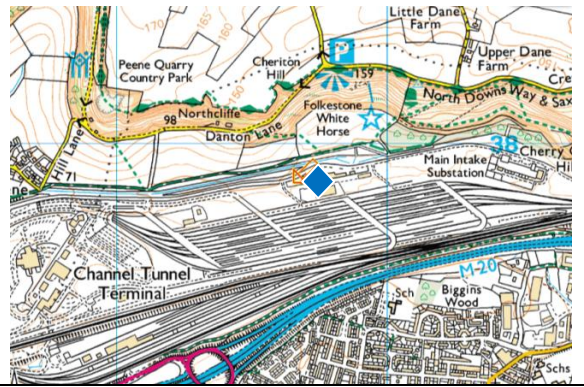
Site ID 51 West of Sandway, North of the M20



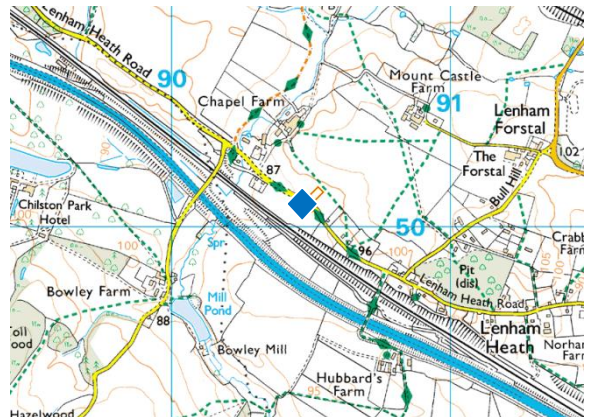
Site ID 52 Land North of Leacon Lane, Westwell Leacon



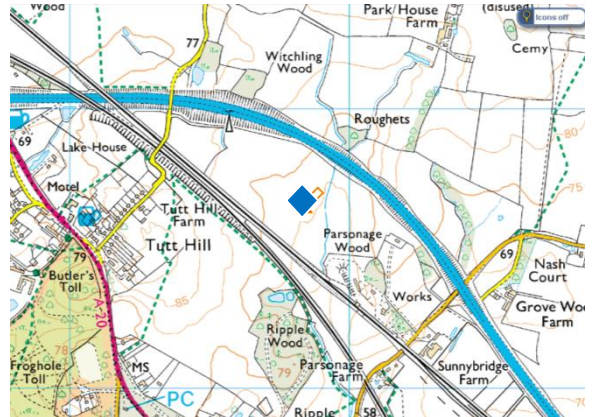
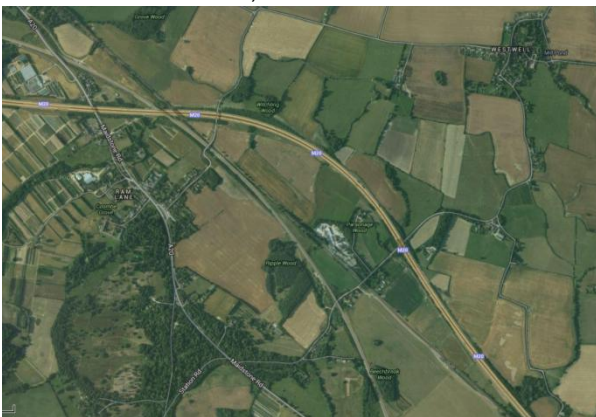
Site ID 53 Eurotunnel Terminal



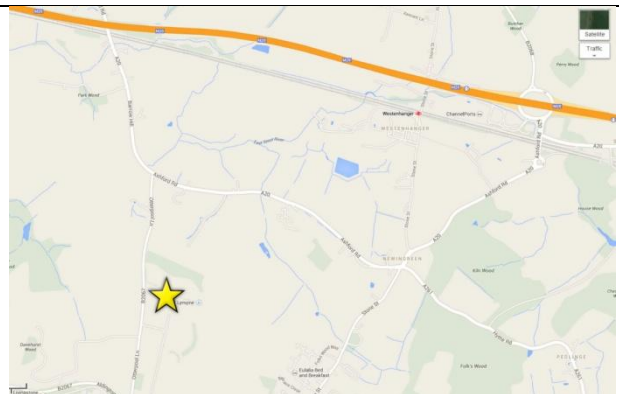
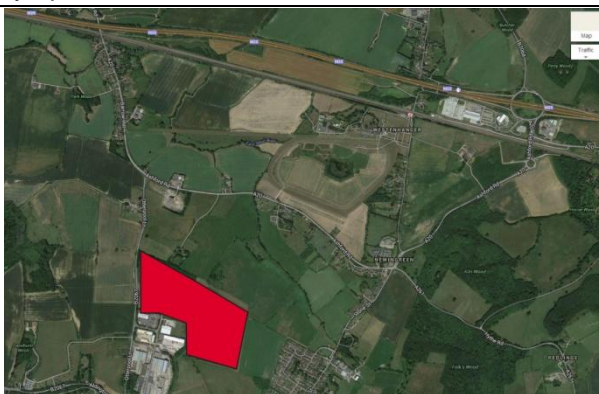
Site ID 54 Between Chapel Mill and Lenham Heath



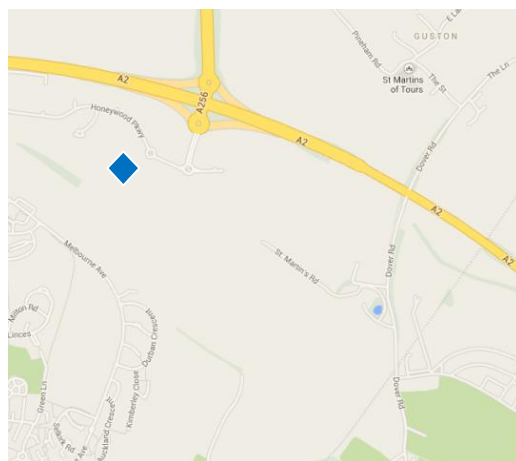
Site ID 55 West of Station Road, North East of Hothfield



Site ID 56 Lympe Industrial Estate



Site ID 57 White Cliffs Business Park



## **Appendix B – Lorry Park Size Comparisons**

Appendix B – Lorry Park Size

Location	Security measures	Total Land area requirement*	Total area for facilities (incl car parking)*	Total area for truck parking*	Truck parking spaces	Facilities on site
South East England	CCTV systems, Security fence, Parking cards to gain entry, Security patrols and Floodlit parking area	40,000m <sup>2</sup>	25% 10,000m <sup>2</sup>	75% 30,000m <sup>2</sup>	338 spaces	WC/toilets, showers, reception and shop, restaurant and bar; and fuel and truck wash, internet access, laundry services, currency exchange.
West Germany	CCTV systems, Security guards, and External fencing	31,000m <sup>2</sup>	19% 6,000m <sup>2</sup>	81% 25,000m <sup>2</sup>	260 spaces	Bakers shops, barbers, bistro, internet-terminal, petrol station, playground, restaurant, sauna, shop, showers, TV, truck repair shop, tyre service and solarium
France	CCTV systems, access control, 24hour surveillance and Security patrols	47,000m <sup>2</sup>	23% 11,000 m <sup>2</sup>	77% 35.000 m <sup>2</sup>	300 spaces	Security for trucks and drivers, showers, toilets, laundry, TV room, Restaurant, bar and sop, services for freight forwarders such as fuel distribution, dropping trailers, dangerous load, cleaning services etc
South of Belgium	CCTV systems and access controls	N/A	N/A	N/A	323 spaces	Security for trucks and drivers, showers, toilets, TV room, fax, phone, Wi-Fi access, photocopier, restaurant, bar, shop, sauna, truck wash, truck mechanical workshop, truck dealers, truck assembly workshop and security for freight forwarders
Average		39,333m <sup>2</sup>	22%	78%	305 spaces	

*\*Scaled from areal images/plans*

*Examples of most advanced facilities across Europe*

## **Appendix C – Site Assessment Spreadsheets**

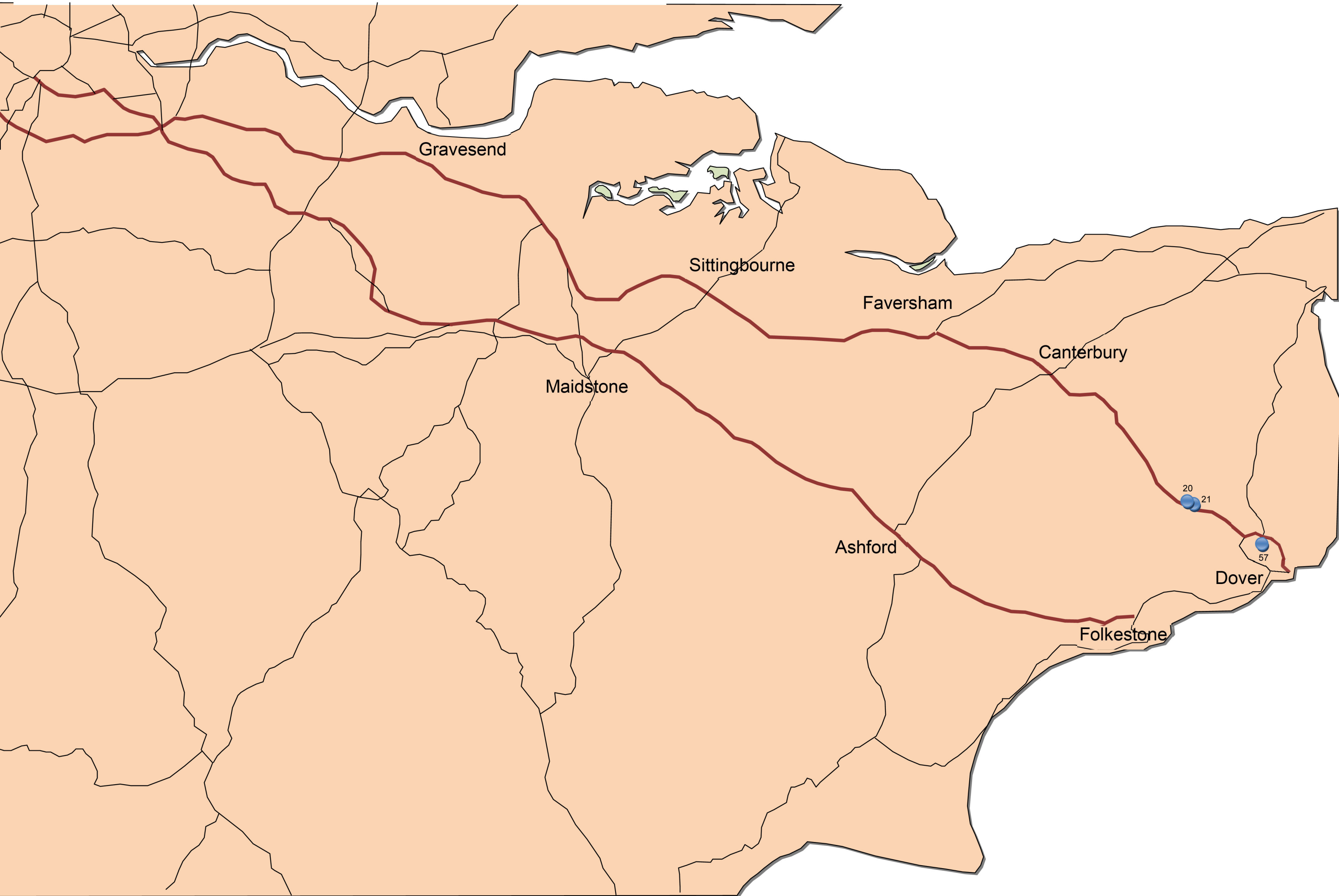






## **Appendix D – Maps of Proposed Sites**

# Highest ranked sites (M2 / A2 Corridor)



Highest ranked sites (M20 / A20 Corridor)

