

**SOUTH EAST PLAN
EXAMINATION IN PUBLIC**
Section 8D, Maidstone, February 2007

**THE SELLINDGE-EVEGATE PROPOSAL,
JUNCTION 10B, M20**

Respondent No. 7647

TRANSPORT STATEMENT – Revision D

On Behalf of Monserat Properties Ltd

Prepared by:

Mark Rayers
Director
BSP Consulting
12 Oxford Street
Nottingham
NG1 5BG
Fax: 0115 8402227

Commissioned by:

Dr Rehan ul-Haq
Chief Executive
Monserat Properties Limited
Second Floor
3 Brindleyplace
Birmingham
B1 2JB
Tel: 0121 698 8502
Fax: 0121 698 8600

Original Report Submitted 18th December 2006
Revision A Submitted 19th December 2006
Revision B Submitted 5th January 2007
Revision C Submitted 9th February 2007
Revision D Submitted 19th March 2007

Ashford Gateway: Good for Britain – Good for Europe



Monserat Properties



FOREWORD

This Transport Statement has been prepared by Mark Rayers, Director, Transportation, at BSP Consulting in Nottingham.

I am a Chartered Member of the Chartered Institute of Transport, a Member of The Institute of Logistics and Transport and a Member of The Institution of Highways and Transportation. I hold the degree of Bachelor of Science in Civil Engineering.

I have almost twenty years of experience, specialising in the highways, traffic and transportation fields of engineering.

CONTENTS

<u>No.</u>		<u>Page</u>
	List of Contents	1
1.0	Introduction	2
2.0	Existing Situation	4
3.0	Strategic Highway Options for Access to South Ashford	14
4.0	Current Monserat Properties Ltd Proposal	17
5.0	Conclusions	20

Appendix A – Summary of Representations Made by Monserat Properties Ltd

Appendix B - Letters of Support for Monserat Proposals

1.0 Introduction and Scheme Proposals

- 1.1 This transport statement has been prepared in support of a proposed new junction with Lorry Park and services, between the existing junctions 10 and 11 on the M20, near Ashford Kent, together with a link to the A2070 and proposed employment land. This new junction is referred to as M20 Junction 10b.
- 1.2 A previous study entitled ‘M20 Junction 10 Scheme Identification Study’ was completed in 2002 on behalf of the Highways Agency (HA), with the overall objective of identifying options for providing increased capacity at the junction of the M20 with the A20, A2070, A292 and B2164 for inclusion in the Targeted programme of Improvements.
- 1.3 The specific requirement of the study was to identify a range of costed options that would provide a design life of 15 years after opening, and that would include interim improvements to Junction 10 or other appropriate changes as an integral part of each option.
- 1.4 Earlier studies had identified that the capacity of Junction 10 was a primary constraint to the release of several major residential and employment developments included in the then current Local Plan. The outcome of this previous study work was for two clear alternative proposals, either
- i) the provision of major improvements at the existing interchange, or
 - ii) the construction of a new motorway junction east of the existing junction with associated link roads to existing and proposed highway networks.
- 1.5 One of the options considered in the HA study was for a junction east of Mersham between Evegate and Sellindge, however the preferred strategy

was to develop the option for a junction west of Mersham. This option has since been developed further and is referred to as Junction 10a.

- 1.6 The planning permission for land at Cheesemans Green, Mersham, Ashford, granted in January 2006 includes a condition which sets out that *“No more than 700 dwellings shall be occupied until the completion and opening to traffic of a new motorway junction on the M20 referred to as Junction 10a has first been approved in writing by the Secretary of State for transport”*.
- 1.7 In basic terms therefore, the existing Junction 10 can be considered as being overloaded, and that further development necessitates the need for major access improvements to and from the M20.
- 1.8 In parallel with the existing congestion at Junction 10, there are other issues which exacerbate the situation. It has been identified that around 1000 lorries park at various places in Kent overnight. There are currently around 450 official spaces, however with the imminent closure of the existing lorry park at Sevington near Ashford, this will reduce the official number of spaces by around 300. In ballpark terms therefore, there is a need to create a lorry park to accommodate around 1000 lorries for overnight parking in Kent.
- 1.9 In addition to the lorry parking issue above, the M20 and surrounding highway networks can be reduced to a standstill when Operation Stack is implemented. This not only impacts on the transport system in the area, but also has negative economic impacts on numerous businesses not only in the Ashford area, but also in Kent as a whole. This is discussed in further detail in Section 2.

- 1.10 The proposals being put forward by Monserat Properties Ltd include a new Junction 10b east of Mersham, located between Evegate and Sellindge.
- 1.11 The new junction would serve a new lorry park, a service station and overnight facilities (also as ancillary to the lorry park), a site for 5000 new jobs and a link road to the A2070. These proposals would effectively help address all of the issues above in that they would relieve some of the traffic flows from junction 10 (or Junction 10a), provide overnight lorry parking facilities and services, and could also be used during operation Stack as an off-line storage area for HGV's.
- 1.12 The issues and proposals are discussed in further detail in the following sections.

2.0 Existing Situation

The Importance of the M20

- 2.1 The position paper produced by GOSE on the Current Proposals for Mitigation Measures for Operation Stack stated that *“The M20 is a major national and trans-national route of importance to the national economy. It also has a more direct physical impact on the country of Kent. 65% of lorry drivers coming to and from the UK, lay-up overnight in the areas surrounding the Kent Ports, due to legal requirements of driver hours. From a recent survey they stated that they prefer to overnight in Kent, near to the ports, as there is no security to protect loads in French lorry parks. Also there is the issue of perishable goods needing to fit to a tight timetable.”*
- 2.2 The French side of the Channel does not appear to have the same problems as the UK side. This is due partly to geography with Calais being

more open and thus allowing the provision of more parking within the port itself. It is also served by three main routes connecting the port to the rest of France and the rest of mainland Europe. When a “stack” situation occurs there are more facilities for parking off road and it is better managed, although there are occasions when lorries are just parked up on the auto-route hard-shoulders.

- 2.3 Apart from the Ashford Truck-stop, there are no official lorry parks for overnight parking in Kent and most drivers lay-up in lay-bys, business parks/industrial areas, on street or some may use the Motorway service areas. However, most overnight stopping places do not cater for lorries’ and so drivers clog up main arterial routes which are unsuitable are also utilised. One issue is that some continental lorry drivers are not paid sufficient travelling expenses to be able to pay the parking charges at motorway service areas and thus avoid such facilities unless carrying a high value load.

Operation Stack

- 2.4 Operation Stack is implemented when there are disruptions at Eurotunnel and/or the Port of Dover, which could be caused by industrial action, bad weather (this also affects Eurotunnel) or computer failure on ticketing. The ‘dwell’ time for Operation Stack is generally around 4 to 5 hours.

- 2.5 There are 3 phases of implementation as follows:

Phase 1: close M20 southbound between junctions 11 and 12 – this allows 1000 lorries to park on the motorway.

Phase 2: closure of M20 between junctions 8 and 9 southbound - this allows 2000 lorries to be stacked on the motorway

Phase 3: closure of M20 northbound between junctions 8 and 9. This phase has not been used in the recent past.

2.6 We understand that Operation Stack has been implemented the following numbers of times over recent years:

2004: Operation Stack implemented 9 times

2005: Operation Stack implemented 17 times

2006: Operation Stack implemented 6 times

2.7 Kent police and the councils of Dover, Shepway, Ashford and Maidstone recognise that the closing of the M20 southbound and the diverting of non-port traffic onto the A20 is a disruption to the local authority areas of Dover, Shepway, Ashford and Maidstone, affecting local transport networks which support local residents and businesses. Also, the chambers of commerce, Kent County Council and the local authorities believe that Operation Stack is a critical hindrance to attracting growth in Kent. They also believe that the need to publicise Operation Stack through radio and local news programmes in the wider south east, to alert long distance drivers when it is in use, leads to the perception by the wider business community that Kent is closed for business.

2.8 Kent County Constabulary have sole responsibility for implementing and managing Operation Stack. When Operation Stack is implemented and closes the M20 Southbound from Junction 11 to 12, it has a wide detrimental effect. The costs in police resources in putting Operation Stack in place and the costs in HA resources via their contractors for cone layout are quantifiable but other effects are not easily defined (e.g. the additional costs to the HA for implementing the contra flow arrangements during Easter 2005 amounted to over £300k. This is in addition to the costs incurred by Kent Police, and there are obviously other un-quantifiable

costs to companies and businesses).

- 2.9 Local and regional distribution of goods and services delayed due to diversions and the social and economic wellbeing of residents within the local authorities of Dover, Shepway, Ashford and Maidstone remains difficult to quantify. There is also the political dimension that the closure brings. The impact of heavy vehicles, buses and greater numbers of private cars on more environmentally and congestion sensitive roads is great and should also be considered when trying to define the impact Operation Stack has on the wider community.
- 2.10 Although it has not been able to quantify at this stage the negative economic impact of Operation Stack on the local businesses, it is widely acknowledged by Locate in Kent and Ashford Borough Council. This is particularly worrying if the Ashford growth area is to fulfil its aspirations to deliver 28,000 new jobs by 2031 alongside 31,000 new homes. It is understood that the Channel Corridor Partnership have commissioned a study to look into the potential costs which are incurred when Operation Stack is invoked.
- 2.11 Locate in Kent, when marketing Kent, have often been told by potential new businesses that they see Kent as “closed” when Operation Stack is in operation and that the possibility of disruption to business is a strong reason for not locating in Kent. As Kent has two growth areas, Thames Gateway and Ashford, this perception could have a detrimental effect on the Government agenda for balanced growth of new business and homes in turn leading to sustainable communities.
- 2.12 At the time of writing this initial report (early December 2006), operation stack had just been implemented again due to industrial action in France. Ashford MP Damien Green was quoted in the Kentish Express as saying

“It is outrageous that this [operation stack] keeps happening. I have been arguing with the police, the department of transport and the county council for years, saying that we need a system which allows us to take lorries off the motorways rather than use the motorways as a car park. It has taken a ridiculously long time to find an area of ground which can be a lorry park.”

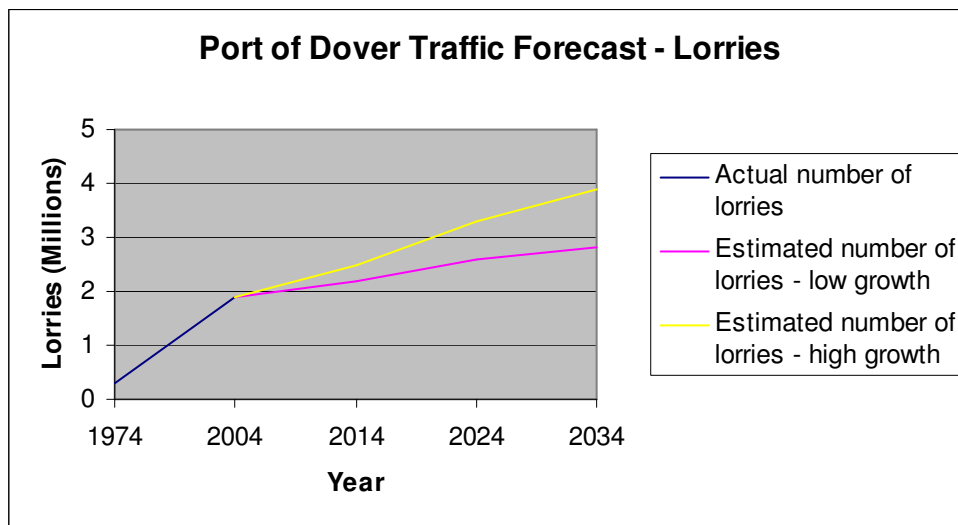
- 2.13 On the 1st February 2007, Operation Stack was discussed in the House of Commons under an Adjournment Debate. The debate had been called by MP for Ashford Damian Green, to draw attention to the disruption caused in Kent by Operation Stack. Both Damian Green and the Transport minister Stephen Ladyman are determined to find a solution to Operation Stack, and it was confirmed that 4 possible lorry park sites are currently being considered. These sites were considered in the GOSE report entitled ‘Position Paper on the Current Proposals for Mitigation Measures for Operation Stack’ dated 2nd December 2005, and the Sellindge-Evegate proposal is included as one of the sites. The response to the GOSE report prepared by Monserat Properties and dated 10th May 2006, sets out the environmental benefits of the Sellindge-Evegate proposals, and confirms that the site lies outside the Kent Downs AONB.
- 2.14 Operation Stack not only has huge negative impacts on local, regional, national and international businesses, commuters and local residents, it also has a huge impact in terms of the carbon emissions which are generated every time Operation Stack is implemented.
- 2.15 It has been calculated that under a do nothing situation, around 200,000T of CO₂ emissions will be produced during the life of the plan if Operation Stack continues as it does so at present. The Sellindge-Evegate proposal could produce CO₂ savings in the order of 160,000T, as shown in the BSP

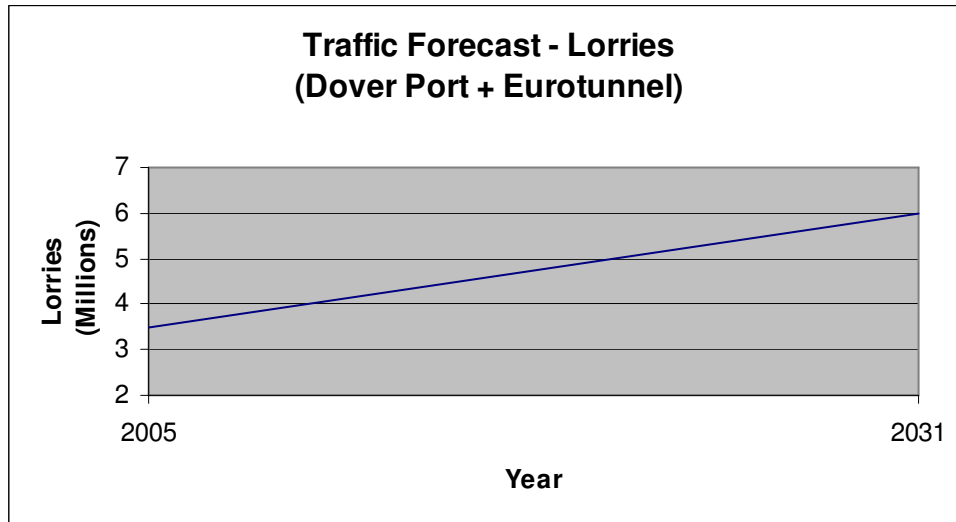
paper ‘Solving Operation Stack, Reducing Carbon Emissions’ dated February 2007. The average UK household emits just over 20T of greenhouse gas emissions (including CO₂) per year.

Increased Freight at Eurotunnel and the Port of Dover

2.16 Kent is the first point of landing for a high percentage of freight from Europe. This freight is on the increase with up to 11,000 lorries on peak days passing through the Channel Tunnel and the Port of Dover each day

2.17 In 2005, over two million lorries passed through the Port of Dover in a single year for the first time. Traffic statistics produced by the Dover Harbour Board indicate that the number of freight vehicles passing through the port has risen by 530% during the period 1974 to 2004. This is forecast to rise by a further 100%+ by 2034 (and according to both Dover Harbour Board and Eurotunnel, the number of lorries passing through is set to rise from a combined total of 3.5m per year to just under 6m by 2031). As a result, Dover Harbour Board are producing a 30-year plan for managing traffic at the port. These details are shown graphically below:





2.18 The majority of these lorries travel along the M20 past Ashford on their way to and from the Port, and the above numbers highlight the importance of the M20 as a strategic route of regional, national and trans-European importance. It is vital that this artery is kept open to traffic.

Junction 10, M20

2.19 The existing congestion at Junction 10 is not only a problem to local traffic, but also impacts on longer distance traffic and the strategic highway (M20) network. The HA identified this problem a number of years ago, and hence the work on various improvement measures considered for the inclusion in the Targeted Improvements Programme.

2.20 The preferred Junction 10a option has been designed for a design life of 15 years, and presumably takes into account all committed and previous Local Plan sites in the area. Traffic forecasting is inherently difficult to carry out over 15+ year time periods however, and it is possible that the amounts of future traffic could be higher than those levels used in the traffic capacity work. Similarly, the increasing number of HGV's year on year, coupled with the increased expansion plans for Dover Port, will

inevitably lead to further congestion in the future.

Ashford Growth Area

2.21 The Ashford Growth Area is planned to provide an increase of 31,000 additional houses and 28,000 new jobs by 2031.

2.22 A number of studies have been carried out to establish the likely infrastructure requirements for these increases in residential and employment development. The Ashford Area Transport Study (AATS) provided the initial impetus towards the Transport Strategy for the area, and helped inform the Greater Ashford Development Framework (GADF). The Ashford Highway and Traffic Study (AHTS) has recently been completed on behalf of the Highways Agency, with the work being reported to a steering group chaired by Kent County Council and including Ashford Borough Council.

2.23 The growth of Ashford will place significant demands on various parts of the existing highway infrastructure, including the M20 motorway and trunk roads, and the AHTS is intended to support the highway build programme through the statutory processes.

2.24 It is apparent that the already congested junction 10 of the M20 will not be able to accommodate such a large increase in jobs and housing. Plans to close the slip roads at junction 10 and construct a new junction 10a have been taken forward, however, this new infrastructure may fail to cope with the additional traffic demand and further measures may be required.

Ashford Lydd Airport

2.25 Ashford Lydd Airport is in close proximity to Ashford, which is one of the major growth towns in the area. Lydd was originally built as a commercial airfield, and it is proposed that the airport undergoes managed growth, to

allow it to develop as a regional gateway serving Kent and East Sussex with significant economic benefits for the sub-region.

2.26 Lydd airport therefore has the ability to deliver immediate and induced economic growth to an area which would benefit from additional jobs and economic regeneration.

2.27 Traffic travelling to and from the north would travel via the M20 at junction 10 (or the new junction 10a) and via the A2070 which provides a link between Ashford and Lydd Airport. Plans for growth at Ashford Lydd Airport will therefore inevitably increase the amount of traffic passing through Junction 10/10a of the M20.

Ashford International Rail Station

2.28 There will be an upward impact on road traffic on the M20 due to the reclassification of Ashford International Station as being no longer a site for the road freight to rail freight transfer.

The Eddington Transport Study

2.29 The Eddington Transport Study has recently been published, which was commissioned by the Government to advise on the long-term links between transport and the UK's economic productivity, growth and stability, within the context of the Government's commitment to sustainable development.

2.30 The ETS states that “***There is clear evidence that a comprehensive and high-performing transport system is an important enabler of sustained economic prosperity: a 5 per cent reduction in travel time for all business and freight travel on roads could generate around £2.5 billion of cost savings – some 0.2 per cent of GDP.***”

2.31 The following quotes are also taken from the ETS report:

- *“The Transport corridors are the arteries of domestic and international trade, boosting the competitiveness of imports and exports. 28 per cent of the UK’s national income is traded and, of the last 40 years, falling international transport costs have boosted trade, increasing the UK’s economy by over 2.5 per cent.”*
- *“Delays and unreliability on the network have direct costs to people and businesses, increasing business costs and affecting productivity and innovation. Eliminating existing congestion on the road network would be worth some £7-8 billion of GDP per annum. It would never be economically rational to eliminate this completely but it does illustrate that the sums involved are far from trivial.”*
- *“Because the UK is already well connected, the key economic challenge is therefore to improve the performance of the existing network. But there is little strategic case for action in all places. To meet its economic goals for transport, government should prioritise action on those parts of the system where networks are critical in supporting economic growth, and there are clear signals that these networks are not performing.”*

2.32 The ETS indicates that government will need to show considerable foresight to deliver a transport system capable of supporting the continued success of the UK economy in the global market place, whilst ensuring that transport plays its role in meeting environmental challenges. One of the key recommendations in the report is that **“Over the next 20 years, the three strategic economic priorities for transport policy should be: congested and growing city catchments; and the key inter-urban corridors and the key international gateways that are showing signs**

of increasing congestion and unreliability. These are the most heavily used and economically significant parts of the network”.

2.33 We believe that the Monserat proposal will help to address the congestion issues on the M20 (an international gateway) during Operation Stack in line with the recommendations in the ETS report, and will help to rationalise this gateway by providing overnight/stop over facilities for lorry drivers. These proposals are discussed in further detail in Section 4.0.

3.0 Strategic Highway Options for Access to South Ashford

3.1 The ‘M20 Junction 10 Access to South Ashford Scheme Identification Study’ was completed in May 2002 on behalf of the Highways Agency.

3.2 The objective of the study was primarily to identify options for providing increased capacity at the junction of the M20 with the A20, A2070, A292 and B2164 for inclusion in the Targeted Programme of Improvements.

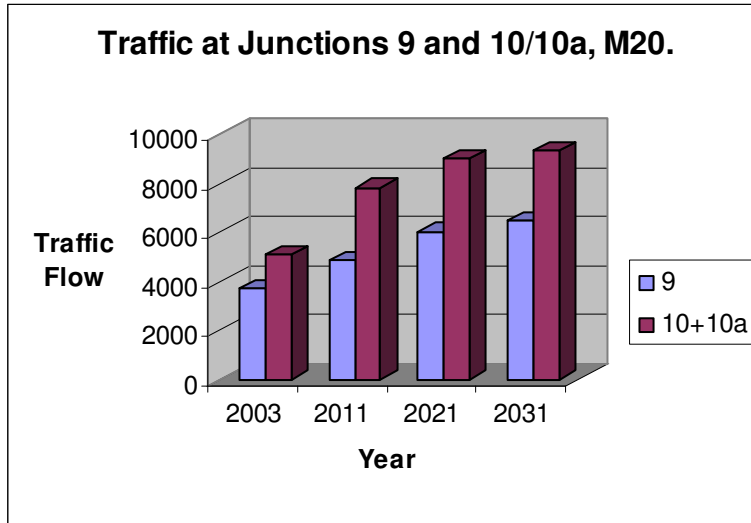
3.3 The preferred strategy was to pursue a potential new junction west of Mersham with a link road to the A2070, referred to as junction 10a. Details of this work are included in the report completed by Parsons Brinckerhoff.

3.4 This preferred scheme for improved access to and from the M20 was then carried forward and has since been tied to proposed new residential development. Condition 29 of the Cheesman’s Green planning permission states that *“No more than 700 dwellings shall be occupied ... until the completion and opening to traffic of a new motorway junction on the M20 (referred to in SPG6 as junction 10a) or such other scheme of works substantially to the same effect which has first been approved in writing by the Secretary of State for Transport..”*

- 3.5 The new Junction 10a on the M20 could result in the closure of the existing M20 slips at junction 10. Under this scenario, all traffic currently travelling to and from the M20 at existing junction 10 will therefore re-assign via the new junction 10a. Without the new junction 10a, it has been forecast that traffic levels would rise at junction 10 to over 7,000 vehicles/hour in the AM peak at 2031 (ref para 5.6.6 AHTS). This will result in considerable congestion at junction 10, and there will also be knock-on effects in other areas of Ashford.
- 3.6 As previously mentioned, the Ashford Growth Area is planned to provide an increase of 31,000 additional houses and 28,000 new jobs by 2031. Much of the traffic associated with this growth area will pass through junction 10, or the new junction 10a. This traffic would be further increased by additional traffic travelling to and from the (expanding) Ashford Lydd Airport, and the extra traffic as a result of re-distribution due to reclassification of the rail station.
- 3.7 A new junction 10b would provide a release valve for junctions 10 and 10a, particularly for traffic travelling to and from the south. It is estimated that around 10 to 15% of the traffic travelling via junction 10 (and 10a) could instead use the new junction 10b, which equates to around 1,000 to 1,500 vehicular trips during the AM peak hour. This would provide obvious capacity benefits for junctions 10 and 10a, and in freeing up some of the highway capacity at and around Ashford, would also provide a positive economic impact.
- 3.8 The forecast increases in traffic at junctions 9 and 10/10a are shown in Table 1 below, and are shown graphically on Figure 1. This traffic data has been established from the AHTS report.

Table 1: Traffic at Junctions 9 and 10/10a, M20, Ashford

Junction	2003 Base	2011	2021	2031
9	3,706	4,817	6,026	6,461
10+10a	5,085	7,810	8,953	9,279



3.9 It can be seen that there is predicted to be an over 80% rise in traffic levels at junctions 10/10a between 2003 and 2031, and over 70% increase in traffic at junction 9.

3.12 We therefore consider that the Monserat Properties Ltd proposals for a new junction 10b on the M20 will help to relieve potential future congestion at junction 10/10a, and will help address the not infrequent seizures of the M20 which occur during operation stack, by providing off-line lorry parking facilities and services. There will also be environmental benefits in that the overnight facilities and lorry park would relieve the ad-hoc parking arrangements up to 1000 lorries, which park up at various unsatisfactory locations throughout Kent every night. The benefits of these proposals are discussed in further detail below.

4.0 Current Monserat Properties Ltd Proposal for Junction 10b at Sellindge-Evegate

- 4.1 The current Monserat proposals are shown on the scheme layout plan. The details are summarised in Section 1.0 above and include a new Junction 10b east of Mersham, located between Evegate and Sellindge. The new junction would serve a new lorry park, a service station with overnight facilities (also as ancillary to the lorry park), a site for 5000 new jobs and a link road to the A2070. These proposals would effectively help to relieve some of the traffic flows from junction 10 (or Junction 10a), provide overnight lorry parking facilities and services and could also be used during operation Stack as an off-line storage area for lorries.
- 4.2 Monserat Properties Ltd made representations on the draft Plan as part of the consultation exercise held in summer 2006. A summary of the representations are included for ease of reference in Appendix A.

Layout

- 4.3 An indicative location of the proposed junction 10b is shown on the layout plan, which indicates that the proposed junction is around 5km from the existing junction 10. The proposed junction 10a is located under 1km south of existing junction 10, and hence the junction spacing between the planned junction 10a and the proposed junction 10b is around 4km.
- 4.4 This junction separation of at least 4km is more than the desirable minimum distance of 2km between successive merges and diverges to avoid weaving problems on the M20.
- 4.5 This proposed junction could be constructed in a number of ways, such as a conventional grade-separated layout, dumbbell layout or trumpet layout.

There is sufficient land to enable any of these layouts to be provided, and the final design would provide sufficient spare capacity to allow for the predicted amount of traffic at the future design year. Capacity would therefore not be an issue, as enough spare capacity could effectively be provided within the junction layout.

- 4.6 In terms of buildability, it is envisaged that the junction is capable of being constructed at the shown location. Levels of required cut and fill etc would form part of the detailed design work, however, the topography of the surrounding area does not appear to provide any constraints to the construction of the junction. Slip roads and the final junction form could all be provided within available land.

Benefits

- 4.7 There are a number of benefits which the Junction 10b, M20, Sellindge-Evegate proposal provides including the following:
- it would provide a solution to the operation stack issue; the proposed service area and overnight facilities would operate continuously throughout the year, however, they would also be ancillary services to the lorry park during day to day operation and also during times of Operation Stack. The lorry park would be able to accommodate up to 1000 lorries, and hence this would provide parking for the majority of HGV's which currently need to stack on the M20 and surrounding roads/areas.
 - It would create a link to A2070; this would help to reduce the levels of traffic which pass through junction 10, or the planned junction 10a, thereby freeing up some highway capacity and improving safety at this junction.
 - it would help free up capacity on the A2070 southern ring around Ashford; there would also be benefits to the whole of the South Ashford area, due

to this element of traffic being removed from the A2070. This would therefore help to mitigate against the additional traffic generated on the A2070 and beyond by the Cheeseman's Green proposals.

- there would be less environmental impact than that which would arise with the other potential lorry park at junction 11.
 - there would be sustainable merits with the proposal in that employment development in the Monserat scheme and residential development (e.g. Cheeseman's Green) would be able to be developed in parallel, which would help facilitate sustainable modes of travel.
 - it would create a positive economic impact on the area due to the additional employment land and associated work opportunities, and depending on the type of development, could provide a positive impact on regional and inter-European trade.
 - the location for a lorry park facility with associated services between Evegate and Sellindge is ideal, as it is around 15 miles from Dover. This would enable drivers leaving the country to break their journey or wait for their crossing time at a conveniently close location. Similarly, drivers arriving from the continent would be able to use the facilities and prepare for their onward journey.
- 4.8 Various people and organisations have been consulted independently on the Monserat proposals, and letters of support from the Road Haulage Association, Dover Harbour Board and Damian Green, MP are included in Appendix B.

5.0 Conclusions

- 5.1 The Ashford Growth Area is planned to deliver an increase of 31,000 additional houses and 28,000 new jobs by 2031. Lydd Airport is due to expand as part of a managed growth initiative and Dover Port will see an increase of over 100% in freight vehicles by 2034. The combined traffic impact of these developments/expansion plans, will have a significant impact on the M20 and specifically on junction 10.
- 5.2 Junction 10 will not be able to accommodate this increase in traffic, and improvements are currently planned to include a new junction 10a, to the south of the existing junction 10. Monserat Properties Ltd are proposing an additional junction 10b between Sellindge and Evegate, which will help to relieve future congestion at junctions 10/10a. This would provide a link to the A2070, and would provide a filter for traffic travelling between the M20 and the A2070.
- 5.3 The proposals also include a lorry park and overnight facilities, which would be available to use as off-line parking for general lorry and commercial vehicle traffic during Operation Stack. Provision of services would be very difficult to manage if it was only required during operation stack, and in order to maintain a high level of facility, it would need to be open on a permanent basis. Lorries which currently park illegally throughout Kent often in sensitive locations would be able to use the lorry park instead, which would provide significant environmental benefits.
- 5.4 An area of employment would also be required as part of the proposals, in order to generate some capital. This would provide a significant contribution towards the costs of the infrastructure associated with the new junction 10b, the lorry park and overnight services and the link road to the

A2070.

- 5.5 There are a number of benefits associated with the Monserat proposals, as outlined in Section 4.0 We believe that these proposals will help provide a solution to Operation Stack, will provide environmental benefits in providing overnight lorry parking facilities, will provide a link between the M20 south and the A2070 and will facilitate sustainable development of employment land and residential land (by others) to the south of Ashford.
- 5.6 In light of the above, we consider that the Monserat proposals will provide significant highway and environmental benefits, and should be taken forward for development. We also believe that the proposals are in line with the recommendations of the recent Eddington Transport Study, commissioned by the government, and accord with the aspirations of local, national and international businesses that rely on the M20 artery as being a free flowing transport route.

Bibliography:

M20 Junction 10, Access to South Ashford Scheme Identification Study, Completed on behalf of the Highways Agency by Parsons Brinckerhoff (May 2002)

Position Paper on the Current Proposals for Mitigation Measures for Operation Stack, Government Office for the South East (December 2005)

Ashford Highway and Traffic Study, Completed on behalf of the Highways Agency by Parsons Brinckerhoff (September 2006)

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Websites Used for Information:

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South East Plan EIP: www.eipsoutheast.co.uk

Dover Port: www.doverport.co.uk

Eurotunnel: www.eurotunnel.com

Highways Agency: www.highways.gov.uk

Appendix A
Summary of Representations Made
by Monserat Properties Ltd

Monserat Properties Limited

Respondent Number: 7647

Summary of Submissions to SE Plan Examination in Public 2006-2007

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 4.2
Section A
General n/a
Summary Need evidence that infrastructure predates development growth.
Support? Both

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 3.3
Section B
General n/a
Summary Support that the provision of infrastructure to support short and long run growth plans and strategic transportation needs to and from Europe and the South Coast through Kent. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph Table B1
Section B
General n/a
Summary Infrastructure requirements should be mentioned as a precursor to attracting knowledge intensive employment.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 7.3.5

Section	B
General	n/a
Summary	Should acknowledge the importance of infrastructure provisos as an enabler of employment growth.
Support?	Support
Respondent	7647 - Dr Rehan ul-Haq
Organisation	Monserat Properties Limited
Agent	n/a
Policy	n/a
Paragraph	2.1
Section	C
General	n/a
Summary	Gateway function is damaged by the current poor infrastructure and this damages trade and investment.
Support?	Support
Respondent	7647 - Dr Rehan ul-Haq
Organisation	Monserat Properties Limited
Agent	n/a
Policy	n/a
Paragraph	3.4.1
Section	C
General	n/a
Summary	Support that the provision of infrastructure to support short and long run growth plans and strategic transportation needs to and from Europe and the South Coast through Kent. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met.
Support?	Support
Respondent	7647 - Dr Rehan ul-Haq
Organisation	Monserat Properties Limited
Agent	n/a
Policy	n/a
Paragraph	4.6.8
Section	C
General	n/a
Summary	Infrastructure should precede economic regeneration
Support?	Support
Respondent	7647 - Dr Rehan ul-Haq
Organisation	Monserat Properties Limited
Agent	n/a
Policy	CC5

Paragraph n/a
Section D1
General n/a
Summary Strategic infrastructure needs to be provided in advance of development. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 3.2
Section D2
General n/a
Summary PPS1 requires mitigation and compensation. The Operation Stack proposed solution at J11 on the M20 requires the destruction of Ancient Woodland at AONB land. Monserats solution at the proposed J10b uses brownfield land which does not impact on AONB.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 2.1
Section D3
General n/a
Summary Strategic infrastructure needs to be provided to support the increased traffic flows due to housing growth.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 2.1
Section D3
General n/a
Summary Strategic infrastructure needs to be provided to support the increased traffic flows due to housing growth.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a

Policy	n/a
Paragraph	1.3
Section	D4
General	n/a
Summary	(I) Needs to strengthen the relationship between the lack of high quality transport infrastructure and the negative impact on the economy and economic regeneration. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met.
Support?	Support
Respondent	7647 - Dr Rehan ul-Haq
Organisation	Monserat Properties Limited
Agent	n/a
Policy	n/a
Paragraph	1.11
Section	D4
General	n/a
Summary	(iv) Agree that quality infrastructure will enable intra regional connectivity. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met as well as assisting economic regeneration of the coast.
Support?	Support
Respondent	7647 - Dr Rehan ul-Haq
Organisation	Monserat Properties Limited
Agent	n/a
Policy	n/a
Paragraph	1.11
Section	D4
General	n/a
Summary	(iv) Agree that quality infrastructure will enable intra regional connectivity. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met as well as assisting economic regeneration of the coast.
Support?	Support
Respondent	7647 - Dr Rehan ul-Haq
Organisation	Monserat Properties Limited
Agent	n/a
Policy	n/a
Paragraph	1.13
Section	D4
General	n/a
Summary	Agree with gateway function of Ashford in particular. Current poor transport

infrastructure in Ashford damages this gateway function with negative impacts on transport trade, tourism and employment.

Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 1.13
Section D4
General n/a
Summary Agree with gateway function of Ashford in particular. Current poor transport infrastructure in Ashford damages this gateway function with negative impacts on transport trade, tourism and employment.

Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 1.11
Section D4
General n/a
Summary (iv) Agree that quality infrastructure will enable intra regional connectivity. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met as well as assisting economic regeneration of the coast.

Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy T3
Paragraph n/a
Section D4
General n/a
Summary (iv) needs to be strengthened by the addition of the provision of appropriate strategic infrastructure clause.

Support? Both

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a

Policy n/a
Paragraph n/a
Section Exec summary
General Y
Summary Support para 3 of executive summary
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph n/a
Section Exec summary
General Y
Summary Support the infrastructure para of executive summary. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph n/a
Section Exec summary
General Y
Summary Support the East Kent and Ashford section of the Executive Summary. Strategic infrastructure is required to deliver the growth in Ashford.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph 1.13
Section D4
General n/a
Summary Agree with gateway function of Ashford in particular. Current poor transport infrastructure in Ashford damages this gateway function with negative impacts on transport trade, tourism and employment.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy T3

Paragraph n/a
Section D4
General n/a
Summary (iv) needs to be strengthened by the addition of the provision of appropriate strategic infrastructure clause.
Support? Both

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph n/a
Section Exec summary
General Y
Summary Support para 3 of executive summary
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph n/a
Section Exec summary
General Y
Summary Support the infrastructure para of executive summary. Monserats plan for a strategic transportation solution providing a secure lorry park for Operation Stack, a link between our proposed new junction 10b on the M20 between Sellindge and Evegate and link to the A2070 would resolve many of the local and regional transport bottlenecks and enable growth targets to be met.
Support? Support

Respondent 7647 - Dr Rehan ul-Haq
Organisation Monserat Properties Limited
Agent n/a
Policy n/a
Paragraph n/a
Section Exec summary
General Y
Summary Support the East Kent and Ashford section of the Executive Summary. Strategic infrastructure is required to deliver the growth in Ashford.
Support? Support

Appendix B
Letters of Support for Monserat Proposals

From: DAMIAN GREEN, MP



HOUSE OF COMMONS

LONDON SW1A 0AA

May 22nd 2006

Dear Dr ul-Haq,

Thank you for the documents about your plans for a new lorry park. As we have discussed in the past, I am very much in favour of finding a parking facility which will enable Operation Stack to be discontinued and I will take this opportunity to get back to GOSE on the subject.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'D Green'.

Dr Rehan ul-Haq MBA
Monserat Properties
Second Floor
3 Brindleyplace
Birmingham
B1 2JB



Email: Bill.Fawcus@doverport.co.uk
Telephone: 01304 240400 Ext 4041
Direct Fax: 01304 203368

Our Ref: PROP/r/9/16

19 May 2006

Dr Rehan ul-Haq
Managing Director
Monserat Properties
Second Floor
3 Brindleyplace
BIRMINGHAM
B1 2JB

Dear Dr ul-Haq

Junction 10b Lorry Park Proposal

Thank you for your letter with enclosures regarding this proposal. We have read it with great interest and I am pleased to advise that there is an element of it which we are willing to support.

However, before addressing this, I should point out that the report does confuse three distinct but sometimes overlapping issues. These are:

- the need for a buffer zone to regulate traffic to the Port of Dover which at peak times arrives faster than it can be up-lifted by the scheduled ferries.
- the common desire to find an alternative to the infrequent and irregular requirement for Operation Stack.
- the need for one or more lorry parks in Kent to support the growing demand for overnight parking which exceeds all currently available capacity.

The requirement for a buffer zone to regulate the traffic entering into the Port of Dover is quite different from that for an overnight lorry park. It is a concept which is fundamental to our operational needs and one which the Harbour Board expects to pay for without any help from external grants. The nature of the operational requirements is such that this has to be as close as possible to the Port and we are sceptical that this could be served by any provision as far away as your proposed Junction 10b.





- 2 -

Dr Rehan ul-Haq

19 May 2006

As it happens, our buffer zone concept would also remove most of the need for Operation Stack mitigation in respect of Dover. This is because it would meet more than the requirements of what is known as a Phase 1 Stack event. Faber Maunsell's report on Operation Stack for the Highways Agency in September 2005 predicts that in the period 2006-2028 we can expect eight routine Phase 1 events per year with only one larger event which might trigger Phase 2. Under the circumstances, we would anticipate little if any benefit from your proposal assuming that we proceed with the development of a buffer zone.

Another point of confusion which needs to be clarified is your reference to what you call the "Dover Port Authority Western Heights Proposal". The Port Authority has not yet made any proposal although we are considering doing so. In the process, we are reviewing a number of alternatives of which that area outlined in your report appears favourable. Here the reference to "Western Heights" is misleading because that is the name of a specific area of cliff-top adjacent to the west end of Dover and does not apply to the area in question.

Once the confusion arising from these issues is removed I can confirm that Dover Harbour Board is happy to support the third issue referred to above, namely the provision in your proposal of an overnight lorry park on the M20. We do support the idea of establishing one or more such additional parks in the area and we would be willing to provide statistics on the amount of freight traffic using the M20 which passes through the Port together with the results of our research in respect of its predicted growth. We would also be supportive of any alternative lorry park proposals which may materialise in advance of the possibility of a new Junction 10b. However, I should mention that we would not be in a position to provide any financial backing for such a development since this does not form part of our business plan.

I hope that these comments are of assistance and should be glad if you would let me know if you would like any further information.

Yours sincerely

S W Fawcus
General Manager, Special Projects

The Rt Hon Douglas Alexander MP
Secretary of State for Transport
Department of Transport
Great Minster House
76 Marsham Street
London, SW1A 4DR

In March 2005 I wrote to Alastair Darling and Charles Clarke of our concern that Operation STACK had been recently invoked without learning many of the lessons of previous years. At the time I recommended an urgent review of our previous experience and see what could be done in the future to reduce congestion in the Kent area.

Since then we have had useful co-ordination between the trade and your department and, coincidentally, a number of projects have since come forward to address some of the problems we faced then. In particular, we have been aware of the Dover Buffer Scheme proposed by the Dover Harbour Board and a proposal for a new junction and lorry park at Junction 11. However, more recently we have been briefed on a new proposal closer to Ashford as part of a wider development of the south-east part of the town, the so-called Monserat Proposal. Monserat Properties has allowed us to look at a number of the documents concerned, most notably the GOSE position paper dated 22nd December 2005 "Current Proposals for Mitigation for Operation Stack", a 2005 report conducted by Monserat Properties' civil engineering consultant BSP, the Monserat Properties report to GOSE "Stacking Things Up" of May 2006 and a revision dated 20th May 2006. Overall, we believe that the Monserat proposal has many attractions and in our view addresses many stakeholders' concerns.

Our interest is admittedly narrow in that we seek primarily to facilitate commercial vehicle movement through Kent at minimum inconvenience to residents and cost to our members. However, in this case, we have also considered the follow-on impact on trade and transportation within the UK and with Europe, and the effect of this proposal to positively reduce, if not reverse, the negative perception of Kent as a business location and holiday destination, which we have been discussing in detail with Kent County Council for some months.

What we understand as Monserat Option C (May 2006), for a new Junction 10b on the M20 between Sellingde and Evedgate seems to offer and integrate a number of key useful features. Firstly, on either side of the M20, Monserat proposes a long overdue secure lorry park capable of providing both normal overnight and STACK overflow capability and a service station with secure overnight facilities, which should reduce attacks on drivers and the risk of lorry hijacks. In addition, and of particular interest to us, an additional route around Ashford is proposed for westbound coastal traffic if a link road between the M20 and the A2070 were also to be included in the final project. Monserat also offers a means to allocate STACK traffic to the ferries or the Channel Tunnel, something currently not easily arranged. Most importantly, the proposal uses private finance. Discussions with the Dover Harbour Board has confirmed that Monserat is complimentary to the Dover Buffer Zone

scheme. The Junction 11 scheme is an alternative but we see it as too narrow in scope to address the varied needs of the numerous stakeholders.

Since Monserat and the Buffer Zone proposals both offer private finance solutions they should be more attractive to government than alternatives and hard to resist, other than for planning reasons. If completed in full the Monserat package would seem to offer a very high transportation benefit at minimum environmental cost. It would provide sites for new housing and business accommodation, and offer the potential for considerable high tech employment prospects so necessary for the successful outcome of the Ashford expansion plans. I can assure you that, as an organisation, we have no pecuniary interest in the scheme.

We would urge you to give the Monserat proposal Option C your sympathetic consideration and, if all seems well, your support.

Yours sincerely

Roger King
Chief Executive
Road Haulage Association

Separately to:

The Rt Hon Ruth Kelly MP
Secretary of State for Communities and Local Government
Eland House
Brasendon Place
London, SW1E 5DU

The Rt Hon David Miliband MP
Secretary of State for Environment, Food and Rural Affairs
DEFRA
Nobel House
17 Smith Square
London, SW1P 3JR

The Rt Hon Alister Darling MP
Secretary of State for Trade and Industry
Department of Trade and Industry
Victoria Street
London SW1H 0ET

Mr Adrian Darby OBE
Chairman and Managing Director
Joint Nature Conservation Committee
Monkstone House
Peterborough
PE1 1JY

Ms Yvette Cooper MP
Ashford 'Sponsor' Minister
Department for Communities and
Local Government
Eland House
Brassenden Place
London, SW1E 5DU

Mr Howard Moore
Network Strategy South East
Highways Agency
1B Federated House
London Road
Dorking, RH4 1SZ

Mr Rod Eddington
Transport Study
Department of Transport
Great Minster House
76 Marsham Street
London, SW1A 4DR

Mr Richard Lambert
Director-General
CBI
Centre Point
103 New Oxford Street
London
WC1A 1DU

Mr Geoff Mills
Chairman
Channel Corridor Partnership
The Glassworks
Mill Bay
Off Tontine Street
Folkstone
Kent, CT20 1JS