

WYG Table A042767/ 1

Review of GOSE and KCC Considerations for Operation Stack Lorry Park

	Access & Operation	Landscape	Ecology	Stakeholders	Conclusion
Sellindge-Evegate (South)	<p>Access would be provided directly from the M20 and could utilise the existing Church Road tunnel under the M20.²</p> <p>The site was previously used during the construction of Channel Tunnel Rail Link.</p>	<p>The site is enclosed on three sides by the M20, a transformer station and the Channel Tunnel high speed rail link.¹</p> <p>The site is outside the Kent Down AONB. There are no Ancient Trails or Heritage areas impacted by the site.³</p>	<p>There is water on the site and as such potential for Great Crested Newts.²</p>	<p>Acceptable to Operators.²</p> <p>Low Community Impact.²</p>	<u>Site Accepted</u>
Sellindge-Evegate (North)	<p>Access would be provided directly from the M20.²</p>	<p>The site is bordered on its northern side by the A20 and on its southern side by the M20.</p> <p>The site is outside the Kent Down AONB. There are no Ancient Trails or Heritage areas impacted by the site.³</p>	<p>There is water on the site and as such potential for Great Crested Newts.²</p>	<p>Rejected by Operators.²</p> <p>Medium Impact on Local Community.²</p>	Site Rejected
M20 Junction 11, Stanford	<p>Access would be provided directly from the M20. M20 Junction 11 does not have capacity for the arrival of lorries and so a new direct access off the M20 would be required.²</p> <p>The new access would need to be 2km away from M20 Junction 11 (inline with Design Manual for Roads & Bridges TD22/06).</p>	<p>Serious Environmental constraints.¹ The site is located within a SLA and the Kent Downs AONB.²</p> <p>The site includes areas of ancient woodlands and is a designated SSSI. The site lies at the foot of the North Downs Way and abuts other ancient Trails.³</p>	<p>There is water on the site and as such potential for Great Crested Newts.²</p>	<p>Acceptable to Operators.²</p> <p>Medium Impact on Local Community. Stanford Village is nearby.²</p>	Site Rejected
A249 Detling	<p>Very poor. Distant from the M20, the Channel Tunnel and Dover, creating operational problems. Concerns over lorry traffic on Detling Hill. Lorry traffic would cause congestion problems at the M20 and M2 junctions.²</p>	<p>The site is located within the Kent Down AONB and SLA.²</p>	<p>There is water on the site and as such potential for Great Crested Newts.²</p>	<p>The Police, Highways Agency, Dover Harbour Board and Eurotunnel have rejected this site.²</p>	Site Rejected
A2 Lydden	<p>Very poor. Lorries direct onto the M22 and A2 would cause problems at Brenley Corner and the A249. The A2 is single carriageway between Lydden and Dover. Eurotunnel traffic would be subject to a detour.²</p>	<p>The site is located within an AONB.²</p>	<p>Unknown</p>	<p>The Police, Highways Agency, Dover Harbour Board and Eurotunnel have rejected this site.²</p>	Site Rejected
Western Heights	<p>The site would be a buffer zone for the Port of Dover and would not deal with lorries bound for the Eurotunnel.¹</p> <p>The topography of the site may lead to access/ egress issues.¹</p>	<p>The site is located within the Kent Downs AONB with many environmental issues.¹</p> <p>The site is adjacent to the Samphire Coastal Country Park, in the line of sight of Dover Castle, and is within a designated Heritage Coast.³</p>	<p>Unknown</p>	<p>The site is proposed by Dover Harbour Board, and would be a commercial venture with drivers having to pay to use the lorry park. This could cause lorries to lay-up elsewhere.¹</p>	Site Rejected

¹ - GOSE - Position Paper on the Current Proposals for Mitigation Measures for Operation Stack

² - Kent County Council - Operation Stack Improvement Options

³ - Monserat Properties - Stacking Things Up: A Multiple Evaluation of the GOSE Options, Re: M20 Problems/ Operation Stack