



Minutes

Cabinet

Held at:	Council Chamber - Civic Centre Folkestone
Date	Wednesday, 14 September 2016
Present	Councillors Miss Susan Carey, John Collier, Malcolm Dearden, Alan Ewart-James, David Godfrey, Mrs Jennifer Hollingsbee, Rory Love, Philip Martin, David Monk and Stuart Peall (arrived for the reconvened meeting)
Apologies for Absence	None
Officers Present:	Kate Clark (Trainee Committee Services Officer), Amandeep Khroud (Head of Democratic Services and Law), Sue Lewis (Committee Services Officer), Susan Priest (Corporate Director - Strategic Development) and Alistair Stewart (Chief Executive)
Others Present:	Erin Banks, Environmental Consultant, WYG

NOTE: All decisions are subject to call-in arrangements. The deadline for call-in is Tuesday 27 September at 5pm. Decisions not called in may be implemented on Wednesday 28 September 2016.

23. **Declarations of interest**

Councillor Mrs Jenny Hollingsbee declared a voluntary announcement in minute 24 - Managing Freight Vehicles through Kent as she and her family have properties that adjacent to the site. She remained in the meeting during discussions and voting on this item.

24. **Managing Freight vehicles through Kent: A consultation on proposals for a lorry area at Stanford West**

Report C/16/47 The Secretary of State for Transport announced on 6th July 2016 that as a result of public consultation and of further work undertaken by Highways England into the design of the Stanford West and Junction 11 North sites, he had sufficient information to make a decision on the way forward. The Secretary of State has decided to propose a single large lorry

area at Stanford West.

Highways England are now carrying out a further consultation that sets out in more detail the proposed design and operation of the Stanford West site. The consultation document sets out the main issues relating to the proposal and is supplemented by an Environmental Assessment Report (EAR) that identifies in more detail the potential environmental impacts and proposed mitigation measures. The consultation was launched on 12th August and responses are required by Highways England by 11.45pm on 23rd September 2016.

The consultation document which includes a questionnaire is attached to this report as Appendix A and is also available at:

<https://highwaysengland.citizenspace.com/he/managing-freight-vehiclesthrough-kent>

<http://www.highways.gov.uk/publications/environmental-assessmentreport-figures-and-appendices/>

Highways England are also planning a series of stakeholder consultation events at various locations during the consultation period where people will be able to view information about the proposals, ask the project team any questions and provide feedback on the proposals.

The Overview and Scrutiny Committee is considering this report on 13th September and its views will be available for Cabinet to consider at its meeting.

NB: The meeting was adjourned at 4.40pm to allow Alistair Stewart, Chief Executive and Susan Priest, Corporate Director – Strategic Development to make a number of requested changes to the recommendations and for another meeting of Cabinet to take place.

The meeting reconvened at 6.30pm for it then to be adjourned at 6.50pm for a Council meeting to take place.

The meeting reconvened at 7.30pm as follows:

Proposed by Councillor David Monk
Seconded by Councillor Philip Martin and

Resolved:

- 3. a. Shepway District Council continues to strongly support Stanford West as the only feasible option presented by Highways England for providing a lorry area to alleviate the problems resulting from Operation Stack.**

(Voting: For 7; Against 2; Abstentions 1)

Proposed by Councillor David Monk
Seconded by Councillor Stuart Peall and

Resolved:

- 1. To receive and note report C/16/47.**
- 2. To note the content of the public consultation.**
- 3. To make the following responses to the public consultation on the basis of the content of this report:-**
 - b. Shepway District Council seeks a guarantee that the process to put a Controlled Motorway in place is started and delivered at the very earliest opportunity so that eastbound traffic can leave the M20 at the J11 slip road and lorries can simultaneously exit the proposed lorry area onto the motorway, thus allowing all exits at junction 11 to remain open even when the lorry area is in use.**
 - c. That prior to a Controlled Motorway being introduced, the M20 Junction 11 slip road remains open at all times except where temporary and necessary traffic management measures require its closure for safety reasons while Operation Stack is in place.**
 - d. That space for regular lorry parking is only permitted on the southern section of the proposals south of the M20.**
 - e. That the area identified for lorry parking between the railway and the M20 is constructed as a priority and Highways England is therefore urged to reach agreement with the land owners and potential operators as a matter of urgency. The Council would welcome Highways England working in partnership with the local existing lorry park operators.**
 - f. That use is made of TROs, including the appropriate powers to direct, to ensure that HGVs make use of the facilities.**
 - g. That the proposed lorry area, which is a unique project of nationally important infrastructure, requires a bespoke compensation scheme for owners of local properties and businesses adversely impacted by the development. The existing**

compensation scheme is not acceptable as it is too limited in its terms of reference and its scope. The Council urge Highways England, in the strongest possible terms, to undertake and complete detailed negotiations with property owners as a matter of priority.

- h. That Highways England immediately enter into discussions with the District Council, Stanford and Sellindge Parish Councils to identify opportunities for community benefits that add value to local amenity in recognition of the immense impacts on the villages that will arise from the construction and operation of the lorry area. A Community Forum with representatives from District and Parish Councils should be established as soon as possible.**
- i. That a dedicated standard geographical 24 hour 7 day a week helpline is made available immediately to assist local residents in reporting matters of concern relating to the development both during construction and afterwards. During construction vehicles accessing the site should display this number prominently.**
- j. That Highways England urgently progress discussions with Kent Police, Port of Dover and Eurotunnel with regard to the management and operation of the lorry area and the associated role of Dover Traffic Assessment Protocol (TAP).**
- k. Dover Harbour Board be requested to contribute further to the solution by expanding the lorry holding capacity within their site thus alleviating some of the pressure experienced by Dover TAP.**
- l. Any permanent replacement or adaptation of Dover TAP as a result of the lorry area being brought into use must include variable speed limits operated by electronic signage with the tail of the queue managed so that at no time does it come within 500 metres of the A260 slip roads.**
- m. That the recommendations made by the Council's appointed consultants, WYG, in connection with their detailed assessment of the Environmental Assessment Report be addressed and that Highways England report back to the Council its detailed response in respect of each point raised as soon as possible.**
- n. Notwithstanding recommendations in the WYG report, Highways England be requested to give further detailed consideration to environmental impacts and mitigation relating to the following:-**

- **The aesthetics of the detailed design, profiling and planting of the perimeter bunds, the fingers of planting within the site and the new water features, including the scope for semi mature planting and establishing the most appropriate mix of species and planting densities;**
- **The size, design and function of the facilities building on the south part of the site;**
- **The level and gradient of land on the southern part of the site particularly having regard to the setting of Westenhanger Castle and prominent views in the local landscape;**
- **Greater detail of the lighting columns and lanterns for both parts of the lorry area including technical data and diagrams showing the extent of illumination, its backwash and its night visibility in longer views;**
- **Confirmation that the refrigeration-free zone, shown in Figure 5.2A, will be enforced at all times and add additional refrigeration-free zones in other sensitive areas of the site, such as adjoining Gibbons Brook Farm and other properties immediately to the west of the proposed lorry area;**
- **A sustainable scheme for using surplus materials on local building sites should be put in place;**
- **Construction traffic should only use non residential routes;**
- **A further study with more detailed information on construction is required so as to assess the noise levels at key residential receptors;**
- **That Highways England make effective use of the most sophisticated equipment available to monitor regularly air quality, taking appropriate immediate action to mitigate the impacts;**
- **More detail is required of the replacement nature conservation habitat that will be provided across the site and in particular in and around the new water course features; and**

- **That Highways England report back to the Council its detailed response in respect of each point raised as soon as possible.**

- o. Where properties are surrounded on three sides additional planting and screening is included in the final design.**

- p. The use of new information communication technologies should be deployed as the lorry area is introduced to efficiently manage HGVs and local traffic on the M20 and the local road network throughout Kent. Improved information technology should also be introduced across the strategic network to more effectively manage HGV movements and avoid bottlenecks occurring on the M20 in Kent.**

- q. That appropriate use is made of automatic number plate recognition technologies to stop the use of the A20 from Junction 10 as a through route to Junction 11 as an alternative to the motorway, unless emergency access is required when the M20 is blocked.**

- r. That the response to Highways England's questionnaire attached as Appendix B be included in the Council's response as a summary of its views.**

- 4. That the Leader of the Council incorporates the above recommendations and the key contents of this report in a formal letter of representation to Highways England, prior to the consultation deadline. This representation includes the Council's summary response to Highways England's questionnaire which is attached as Appendix B to this report.**

(Voting: For 10; Against 0; Abstentions 0)

Proposed by Councillor David Monk
Seconded by Councillor Stuart Peall and

Resolved:

- 5. To receive and note the new version of Appendix B, appended to the minutes.**

(Voting: For 10; Against 0; Abstentions 0)

Appendix B

Managing freight vehicles through Kent - Shepway District Council Questionnaire Response

1. Do you have any comments on the indicative layout of the lorry area?

The Council welcome the fact that access and egress to the lorry area will be directly from the M20 during Operation Stack and if this was not the case it would have strong objections to the proposals due to the impact on junction 11 of the M20 and local roads.

It is imperative that a controlled motorway is put in place at the very earliest opportunity so that eastbound traffic can leave the M20 at the J11 slip road and lorries can simultaneously exit the proposed lorry area onto the motorway, thus allowing all exits at junction 11 to remain open even when the lorry area is in use.

The access to the overnight lorry parking on the south side of the M20, when Operation Stack is not in place, is considered to be acceptable provided that care is taken in relation to the alignment of the access road where it passes close to properties in Stanford South and the ecological impact on the East Stour River and its immediate environment is minimised.

The refrigeration-free area for lorries on the east side of the main site is welcome but it is essential that this is properly enforced and consideration should be given to a similar protection zone on the west boundary near Gibbons Brook Farm and other residential properties.

The finger planting in the main lorry area should be provided as part of the layout to reduce visual impact and should be sufficiently large and protected so that the trees are not damaged by lorries.

2. Do you have any comments on the environmental impact of the proposals?

The proposed lorry area will have significant environmental impacts during construction and operation from noise and visual intrusion in particular as well as some impacts on existing air quality levels.

The Council request that the detailed design, profiling and planting of the perimeter bunds, the fingers of planting within the site and the new water features, including the scope for semi mature planting, be given further

consideration so as to lessen the impact of the development over time from key views and from local residential properties.

The facilities building seems excessively large and should be reduced in size and designed using sensitive materials that will help it blend into the local landscape. The Council would like to be consulted on the draft design of this building.

The Council consider that the proposed working times proposed by Highways England during the construction period where activity is within 250 metres of residential properties are excessive and should be limited all year round to 07:00 to 19:00 weekdays and 08:00 to 14:00 on Saturdays with no working on Sundays and bank holidays so as to give local residents a respite from construction activity.

3. Do you have any comments on additional measures we could take to further mitigate the environmental impact of the proposals?

Further consideration needs to be given to the level and gradient of land on the southern part of the site particularly having regard to the setting of Westenhanger Castle and prominent views in the local landscape.

Greater detail is required of the lighting columns and lanterns for both parts of the lorry area including technical data and diagrams showing the extent of illumination, its backwash and its night visibility in longer views.

A sustainable scheme for using surplus materials on local building sites should be put in place.

A further study with more detailed information about construction plant is required so as to assess the noise level at key residential receptors.

More detail is required of the replacement nature conservation habitat that will be provided across the site and in particular in and around the new water course features.

4. Regarding management of the site, do you have any comments on:

a. Traffic management

The consultation material is lacking information on how the lorry area will be operated when Operation Stack is in place. The respective roles of Kent Police, Eurotunnel and Port of Dover do not appear to have been resolved. It is not clear who will take responsibility for ensuring the orderly movement of lorries on and off the site and the co-ordination of how lorries will be called forward when there is available space at a terminal for a channel crossing.

b. Security

More information is needed about how the site will be kept secure and monitored when Operation Stack is not in place. It is not clear if there will or will not be security cameras.

c. Operation of overnight parking

The inclusion of 500 spaces for overnight parking to the south of the site between the railway and M20 is welcomed by the Council but more information is needed as to how this will be operated and by whom. Pricing needs careful consideration to ensure it does not undermine existing lorry park businesses while at the same time not providing a disincentive for drivers to stop parking on local roads.

d. Management in general?

The Council encourage Highways England to enter into a public / private sector arrangement for managing both parts of the lorry area.

5. Do you have any comments on the facilities that should be provided at the site?

The Council consider that welfare facilities such as mobile toilets and food outlets should be made available as necessary to drivers when Operation Stack is in place but these should all be removed at the end of a Stack event.

The overnight lorry area should include permanent welfare provision within the facilities building but should not replicate the wider services available at the nearby STOP 24. The Council question why the facilities building is so large?

6. Do you have any comments on how the operation of the site should be kept under review?

There should be a published review after each Operation Stack event so that improvements can be made for future events.

Air quality and noise data should be monitored during both construction works and operation and if targets are exceeded additional mitigation put in place.

There should be a bespoke website set up for both the construction and operation phases so that stakeholders and residents can find relevant information and data, can view frequently asked questions and can contact a responsible person if the information they require is not available or they wish to complain. Response to complaints should be published on the web site.

Highways England should monitor lorry use of Junction 11 for accessing and exiting the south side lorry park and ensure that sufficient budget is set aside in order for them to make any mitigation measures necessary.

7. Do you have any comments on our equality and diversity proposals?

No.

8. Do you have any other comments?

It is essential that the Department for Transport and Highways England set up and publish as a matter of priority a bespoke compensation scheme for local residents affected by the proposed lorry area and that discussions are held with Stanford and Sellindge Parish Councils and Shepway District Council to identify social, environmental and economic opportunities for the village from the proposed project.