

MONSERAT PROPERTIES LIMITED (MPL)  
Briefing Note  
SOLVING THE OPERATION STACK M20 PROBLEM IN KENT:  
The SEA (Sellindge-Evegate/Aldington) Proposal

**1. The Problems**

Monserat Properties Ltd, established in 2000 by Dr. Rehan ul-Haq, is the fulcrum of a strategic infrastructure alliance to enable a solution to Operation Stack, the parking of freight vehicles on the M20. A team of experts have engineered a multilevel and multidimensional alliance between appropriate private and the public sector organisations.

Operation Stack M20 involves the parking of up to 3,000 lorries on the M20 when the Channel Tunnel and/or the Dover ferry crossings are closed, which causes the sporadic but highly-disruptive seizing-up of a major national (and trans-European) road artery system. Delivering a long-term solution to Operation Stack M20 solution is Objective 1 in Kent County Council's Freight Action Plan 2012-2016; and the selected (relief lorry park) location is at Sellindge-Evegate/Aldington (**SEA**, hereinafter) between Junction 10s and 11 on the M20.

The operational improvement of the Eire/UK/continental Europe road linkages is also designated as High Priority under the major EU Initiative, the Trans-European Transport Network (TEN-T) Programme; and the M20 is a key element in these linkage systems.

Solving Operation Stack M20 would deliver the following international, national and local benefits:

- Reduce congestion and disruption on the M20 and the diversion of traffic on to the A20 and other roads;
- Reduce time and disruption delays for hauliers/their customers; and other motorists;
- Save British business (at minimum) over £1 million per day of implementation (Freight Transport Association);
- Remove any future need for the Highways Agency to re-adopt the Quick Removable Barrier solution at a cost of over £600,000 per annum;
- Realise additional police savings of over £15,000 per day of implementation, plus 90 officers' time (Kent Police);
- Reduce the associated negative financial and environmental impacts on local businesses and residents.
- On sum: it would reduce the clogging by lorries of routes between the UK and the rest of Europe on this major transport artery (and the surrounding major and minor roads) with all of the associated disruptions, damage and dangers involved.

There is a separate – although related – problem that MPL proposals re. the SEA development would also address:

In 2007, an independent report on secure lorry parking submitted to the European Commission stated that "the number of truck parking areas in the UK in general is not sufficient and that the level of security of existing parking areas is not satisfactory. *Furthermore, there are in general not enough secured parking areas. In particular in Kent (RoRo traffic) there are capacity problems*" (italics added) this remains the case today (2013).

There is also a local/regional problem: the congested/often-disrupted local transport system surrounding the M20 is hampering local/regional development goals and prospects.

## **2.The SEA Solution**

MPL Proposals re the **SEA** Development seek to address these three (separable; but also inter-related) problems together;

Section 9.6 of KCC's Freight Action Plan states that "KCC has been working with Kent Police, the Highways Agency and district councils to find a long-term solution to Operation Stack and has a proposal for a lorry park adjacent to the M20 between junctions 10 and 11...a design is being prepared which will aim to provide 2,700 spaces."

MPL has pursued this **SEA** Solution to Operation Stack M20 since 2000 and has given evidence to over 20 public examinations and consultations. This solution is the best solution both on technical and environmental merit; and MPL works closely with KCC to enact this solution.

The Sellindge-Evegate/Aldington solution to Operation Stack M20 is the location recommended by the Government Office of the South East, in conclusion of an extensive public examination process, examining all sites.

The Leader of the Kent County Council, Mr Paul Carter, (supported by Kent Police, the Freight Transport Association and other stakeholders) has publicly (12 March 2008 KCC-Kent TV) declared this location to be KCC's preferred option (after considering several alternatives in great detail).

The Kent County Council now seeks funding to deliver this plan for the Operation Stack Lorry park. MPL consider the KCC plan should be modified to provide a new adjacent Junction 10B at Sellindge-Evegate/Aldington on the M20 Ashford, Kent, and a link road to the A2070 thereby providing a longer-term comprehensive strategic infrastructure solution to the Ashford Growth Agenda of 31,000 houses (including 4,600 to be built by the Church Commissioners partners) and 28,000 jobs.

For reasons of *economy/joint operation* it also makes obvious sense to locate additional short-stay/overnight Secure Lorry Park/Truck Stop Facilities in Kent on the same site as the designated **SEA** Relief Lorry Park (to obviate Operation Stack).

Such a Secure Lorry Park/Truck Stop Facility at **SEA** would:

- Relieve illegal parking on local roads in Kent, a major concern to local residents;
- Reduce theft from heavy goods vehicles;
- Enable KCC, or its partner(s), to provide additional services to hauliers and drivers;
- Help the police to enforce the law and other bodies to carry out their statutory duties.

Additionally, the SEA Development could assist the local economy in employment generation; and longer term, assist:

- Ashford Borough Council to achieve its target of 31,000 new houses and 28,000 more jobs.
- The regeneration of the low income areas of the South East Coast; and
- The expansion of London Ashford Airport that would attract more passengers and other related businesses which would create more jobs to the area.

### **3.Funding for SEA**

KCC is now seeking funding to deliver its solution to this significant national and European road transport problem.

Funding could come from several sources, for example:

- Infrastructure UK;
- European Union Trans European Network (EU TEN-T) Funding;
- The Department for Transport;
- The Highways Agency;
- The Green Investment Bank;
- EU SETPOS (Secure European Truck Park Operational Services) Project;
- Lorry Park/Truck Stop concession payments;
- The European Investment Bank (EIB), under (eg.) the TIFF or LGTT Scheme.

In addition, the following sources might be available:

- HM Customs (capital cost and rental for secure area for examining and holding illegal contraband).
- Kent Police (capital cost and rental for secure area for lorry impounding, storage, office etc.).
- Highways Agency and/or Vehicle and Services Operator Agency, VOSA, (capital cost and rental for a weighbridge and office).
- Pre-ticketing of Lorries (at Calais for inbound and at start of journey for outbound, linked to travel plans and techograph?).
- Premier Inns or equivalent (capital cost and rental for low cost overnight accommodation and R&R facilities); other Site Concessions at the Truck Stop.
- S106 Town and Country Planning Act (1990), developer's financial contribution from associated lands.
- CIL (Community Infrastructure Levy) funds, under the Planning Act, 2008.
- The (reported as proposed) Motorway Entry Fee Tax (if enacted).
- Heavy Goods Vehicle charging revenue (Euro-vignette/"Brit Disc").

Funds could take the form of capital grants, annual contributions, loans on advantageous terms or other forms of support, e.g. guarantees from Infrastructure UK or the European Investment Bank.

MPL will assist and work with KCC and its partners to secure the necessary funding to deliver its solution.

#### **4.The Policy Agenda and Momentum**

The UK government is placing infrastructure firmly at the centre of its growth strategy. Key initiatives include:

- The creation of Infrastructure UK within HM Treasury's Enterprise and Growth Directorate in 2010;
- The laying down of the National Infrastructure Plan in 2011 (updated 2012);
- The establishment of the National Planning Policy Framework (NPPF) in 2012 by DCLG;
- The passage of the Infrastructure (Financial Assistance) Act in 2012; enabling the HM Government to underwrite major infrastructure projects under the UK Guarantee Scheme (launched 18/7/12);
- The appointment of Lord Deighton (former CEO of LOCOG) as Commercial Secretary [Infrastructure Minister] to HM Treasury in September 2012 (effective 8/1/13) with a brief from the Government to oversee/fast forward/speed up UK infrastructure delivery.
- HM Treasury announced (December 2013) that £375 Billion will be spent on infrastructure, including Roads, in the period to 2023.
- The Chancellor of the Exchequer announced in the Budget 2014 (March 2014) that 'Development Corporations' would be used to deliver housing development and enable infrastructure.

Related legislative developments include the successful passage of the Infrastructure Financial Assistance Act 2012, the HGV Road Users Levy Bill 2012-13, the Growth and Infrastructure Bill 2012-13, through the Houses of Parliament.

Monserat Properties Ltd seeks to work within this context of positive evolving infrastructure policies to enable the delivery of a strategic infrastructure project at Sellindge-Evegate/Aldington (**SEA**) of substantive public value and long term general benefit.

Dr Rehan ul-Haq MBA

CEO-Monserat Properties Ltd

Email: [drrehanul-haq@zen.co.uk](mailto:drrehanul-haq@zen.co.uk)

Web: [www.monserat-properties.co.uk](http://www.monserat-properties.co.uk)