

Full Council Meeting	
Meeting Date	30 July 2025
Report Title	Overnight vehicle issues at locations across Sheppey
EMT Lead	Emma Wiggins, Director of Regeneration and Neighbourhoods
Head of Service	Martyn Cassell, Head of Environment and Leisure
Lead Officer	Martyn Cassell, Head of Environment and Leisure
Classification	Open
Recommendations	1. Council is asked to agree the charge of £15 per vehicle per night at Shingle Bank (including the areas of green opposite), and Shellness Road as recommended by Community and Leisure Committee and Policy and Resources Committee.

1 Purpose of Report and Executive Summary

- 1.1 The issues arising from overnight parking at various locations in Sheppey has been discussed by Community and Leisure Committee on 11 December 2024 and 5 March 2025, including the outcome of a public consultation.
- 1.2 As a result, the Community and Leisure Committee approved the implementation of an overnight charge at the Shingle Bank and surrounding areas at Minster and Shellness Road in Leysdown.
- 1.3 It was then further discussed at Policy and Resources Committee on 25 March 2025 where they agreed the budget for implementation.
- 1.4 This report is the final requirement which is to insert the overnight charge into the Council's Fee and Charges structure.

2 Background

- 2.1 In recent years, a number of complaints have been received from members of the public, Borough and Parish Councillors, regarding the presence of a large number of motorhomes, campervans and caravans parked along the Shingle Bank 'sea defence' in Minster and at Shellness in Leysdown.
- 2.2 Community and Leisure committee weighed up the costs of implementing an overnight charging scheme (costs of maintaining signage/enforcement against likely income) or permanently restricting access (likely one-off costs).
- 2.3 Having agreed to implement overnight charging and providing the budget to undertake the works, Full Council is the final stop to agree the amount to charge

per night. Public consultation, Community and Leisure committee and Policy and resources have all discussed what amount to charge and are recommending £15 per vehicle per night.

- 2.4 Considerations for setting the charge included finding a rate high enough to deter those wishing to stay in the locations for a long period of time, versus not putting short term visitors off. Furthermore, we do not want to take business away from local operators. The Council will also not be providing facilities that these specialist overnight destinations provide and so the fee proposed is lower than those.
- 2.5 The previous committees have discussed the costs of operating the scheme. These include one-off set-up costs, but also annual enforcement and maintenance of the locations. Taking the one-off costs away, we estimate it will cost £26,300 a year to operate (not including existing officer time in the relevant departments).
- 2.6 Taking the £15 per night fee it would therefore require 1753 paying customers per year to break even. This equates to an average of 5 payments per night. Unfortunately, there is no accurate way to work out demand. There has been a high number of vehicles staying at the locations overnight, however we anticipate that most of this is due to the location being free to stay. A full review will be undertaken after a year of operation to consider the operation and financial position in due course.
- 2.7 To meet the Community and Leisure Committee wish to try and implement this for the summer of 2025, the formal traffic order consultation has already been undertaken. It stated a charge of £15 per night. We have discretion to reduce the fee should Members wish to, but any increase above £15 would require a new consultation period.
- 2.8 The results of the formal traffic order consultation have now been received. There was a total of 24 responses, 6 objecting, 6 in support and 12 comments on the overall scheme that were neutral. No new information was presented with most topics having been discussed in the public consultation and committees. Therefore, as per the delegation given by Policy and Resources committee, officers can implement the scheme.

3 Proposals

- 3.1 Council is asked to agree the charge of £15 per vehicle per night at Shingle Bank (including the areas of green opposite), and Shellness Road as recommended by Community and Leisure committee and Policy and Resources committee.

4 Alternative Options Considered and Rejected

- 4.1 To not approve the fee and charge at all. This would mean the Community and Leisure Committee's decision to implement the overnight charging scheme could not be delivered and the problems encountered would continue.
- 4.2 To reduce the fee. This is not recommended as it would likely mean that the Council will be subsidising the operation.
- 4.3 To increase the fee. This would not enable us to implement the operation this summer but would potentially generate higher income.

5 Consultation Undertaken or Proposed

- 5.1 Community and Leisure committee considered a public petition and public consultation during their decision making.
- 5.2 The relevant town and parish councils were consulted ahead of the decision.

6 Implications

Issue	Implications
Corporate Plan	This report cuts across a range of corporate plan priorities in Community, Environment and Running the Council.
Financial, Resource and Property	Setting the fee at the right amount is vital to try and cover the estimated operational costs. The Civil enforcement fund is the back stop for the year 1 costs. No income from this venture has been budgeted for in the 25/26 revenue budget, so any income achieved will reduce the draw on the reserve. Following the first year of operation it will be reviewed by the relevant committee and budgets aligned.
Legal, Statutory and Procurement	As per the council's constitution fees and charges need to be agreed by Full Council. The Traffic regulation order process has been followed.
Crime and Disorder	Reports of anti-social behaviour have contributed to the raising of this matter at committee.
Environment and Climate/Ecological Emergency	Reports of inappropriate use of the locations such as littering, and disposal of human waste have been considered.
Health and Wellbeing	Those opposed to overnight charges state that they use the locations for leisure pursuits that improve their health and well-being. However, the congestion at the site may restrict others from enjoying the space.

Safeguarding of Children, Young People and Vulnerable Adults	Not applicable to this report.
Risk Management and Health and Safety	Not applicable to this report.
Equality and Diversity	Setting the fee may have an impact on those unable to afford the overnight charge.
Privacy and Data Protection	Not applicable to this report.

7 Appendices

7.1 Not applicable

8 Background Papers

8.1 [Sheppey Area Committee September 2024](#)

8.2 [Community and Leisure Committee – December 2024](#)

8.3 [Community and Leisure Committee – March 2025](#)

8.4 [Policy and resources Committee – March 2025](#)