

15<sup>th</sup> May 2009

Our ref: R00100

## **Freedom of Information Request - Kent International Gateway**

Thank you for your Freedom of Information Request, dated 14<sup>th</sup> April 2009, concerning Kent International Gateway.

Your request to SEEDA is:

I am writing regarding the Kent International Gateway and to request information from you under The Freedom of Information Act 2000. The information I seek is set out below.

### Page1 paragraph 4

*"This is clearly a different business model from that envisaged by the SRA and addressed in policy T13 of the South East Plan Proposed Changes. However it has clear potential to deliver significant modal shift and economic growth in the region".*

Would you please provide the evidence which supports your stated view and particularly:

1. the difference in the business model;
2. what is the clear potential to deliver significant modal shift;
3. what is the clear potential to delivery economic growth in the region?

Page 2 paragraph 3

*"The nearby CTRL line provides access for continental rail traffic to the site".*

Would you please provide the advice and evidence which supports this statement?

Page 2 penultimate paragraph

*"SEEDA is satisfied that this business model requires a site of this size and that this should legitimately be the size used for an alternative site search. On this basis we are satisfied that the previously submitted site search demonstrates that the KIG site is the most suitable".*

Would you please provide the evidence which supports this statement and also provide your evidence that trains will stop at Kent International Gateway in preference to other connected and served developments?

I would also request a copy of the minutes from the meeting where the response to the application was discussed.

**Information requested**

Page1 paragraph 4

SEEDA has not commissioned its own study on Kent International Gateway and has relied on the Strategic Rail Authority Policy March 2004 and the evidence submitted by the applicants. SEEDA has not developed nor submitted any evidence of its own. From the evidence submitted and referred to above, SEEDA has concluded that:

1. The definition of Strategic Rail Freight Interchanges required in the South East, as set out in the Strategic Rail Authority Policy of March 2004, is most akin to a Regional Distribution Centre whereas the development envisaged by the applicant is two-thirds National Distribution Centre and only one-third regional distribution centre.
2. The applicants' evidence is that twenty percent of freight moved to and from the site will be by rail.
3. The applicants' evidence is that the development will create approximately 3,500 jobs.

Page 2 paragraph 3

The paragraph which you quote is taken from evidence submitted by the applicants which can be found at Section Two Railway Connectivity of the May 2007 submission by MDS Transmodal Limited entitled 'Assessment of Railway Connectivity and Site Layout' – please follow this link

<http://applications.digitalmaidstone.co.uk/AnitePublicDocs/00072284.pdf>

Page 2 penultimate paragraph

SEEDA's conclusion that the site is the most suitable is based on SEEDA's consideration of the applicants Supplementary Information On Other Sites Assessment submitted in June 2008.

SEEDA has not sought to argue that any particular train will stop at Kent International Gateway in preference to other connected and served developments.