

LDF Core Strategy Preferred Options

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Please let us know your views

Refer to the title of options where appropriate e.g. SO2 or CC1a.

The preferred options concerning the North Downs Spatial Strategy do not intend to allocate our clients land, which forms part of Hillhurst Farm for employment to form part of the strategic site allocation. The Council's preferred option is the allocation of land adjacent to the Lympne Industrial Estate.

The South East Plan (May 2009) takes a more strategic view of the M20 and CTRL corridor and planning authorities are encouraged to exploit the potential for employment along the Channel Tunnel corridor.

The non-allocation of this site is contrary to the detailed assessment of the potential in this area, which is shown in the the report (Junction 11 A Strategic Economic Opportunity) prepared by the Channel Corridor Partnership and funded and resourced by SEEDA.

The council have recognised the importance of a new road link from the M20 to Folkestone Racecourse and Westenhanger Railway Station and it is therefore logical to zone the land coloured red for employment, because of its strategic location.

SITE AND SURROUNDINGS

The site, which is the subject of this representation, is located to the south of the Motorway Service Area, adjacent to Junction 11 of the M20 Motorway and east of Westenhanger Hamlet and Folkestone Racecourse.

THE PROPOSALS

1. Construction of a new link road from the existing roundabout on the A20 across to Stone Street adjacent to the main entrance to Folkestone Racecourse.
2. The new road will allow the redevelopment of Folkestone Racecourse and give a substantially improved road access to the racecourse.
3. The creation of a car park, which will serve the proposed Westenhanger Parkway Station.
4. The development of a distribution and logistic centre and provision for sidings to be constructed for lorry swap body operation.
5. The development of new office accomodation in a business park setting.

DETAILS OF THE PROPOSED SITES

WESTENHANGER STATION

The potential for development starts with the re-development of Westenhanger Station into a Parkway Station, with provision for a car park with the capacity for 250 car parking spaces. Southeastern railways are very supportive of the proposed Westenhanger Parkway Station but are not responsible for rail infrastructure projects. The owners of the station Network Rail are very positive about adopting this project as a concept.

DISTRIBUTION AND LOGISTICS CENTRE

The proposal is to create an Integrated Transport Facility, which consists of two main complementary elements, a Logistics Centre and an International Rail Freight Facility.

Logistics Centre

Providing a suitable location close to the Port of Dover & the Channel Tunnel to allow trucks from Continental Europe to unload their cargo so that it can be transferred to larger, more efficient and safer UK trucks and distributed more efficiently throughout the UK using proven hub and spoke processes.

Reduction in Truck Movements on the M20

We are currently estimating an annual reduction of truck movements on the M20 of 30,000+. This is based on the larger capacity of UK trucks versus Continental Trucks and the increased efficiency of hub and spoke distribution. There will be significant increases in road safety due to UK drivers replacing inexperienced foreign drivers. There will be Environmental benefits due to UK trucks being more environmentally friendly than foreign trucks.

Intermodal Rail Freight Terminal

Planning to incorporate an Intermodal Rail freight facility to provide rail freight transport from trucks using the Channel Ports to Midlands and Northern distribution depots. We are currently estimating 3 trains a day each containing 40 container/swap bodies. This would result in an estimated further reduction of 72,00 truck movements on the M20 and other motorways and roads.

OFFICE DEVELOPMENT

The proposed office development will be a valuable addition to the employment mix of the area; this will provide a balance of jobs and economic activity into the area.

The strategy for this office development is its close proximity to Euro Tunnel, which is accessed via junction 11A of the M20 and the port of Dover, which lies just 10 miles south of Junction 11. Ashford International Station is approximately 8 miles north of Junction 11.