



CPRE/5

Town and Country Planning Act 1990

**Appeal by Kent International Gateway Limited
APPU2235/A/09/2006565/NWF**

Kent International Gateway, Land West of Junction 8, M20, Maidstone, Kent

Statement on behalf of Protect Kent (the Kent Branch of CPRE)

NOISE/LIGHTING



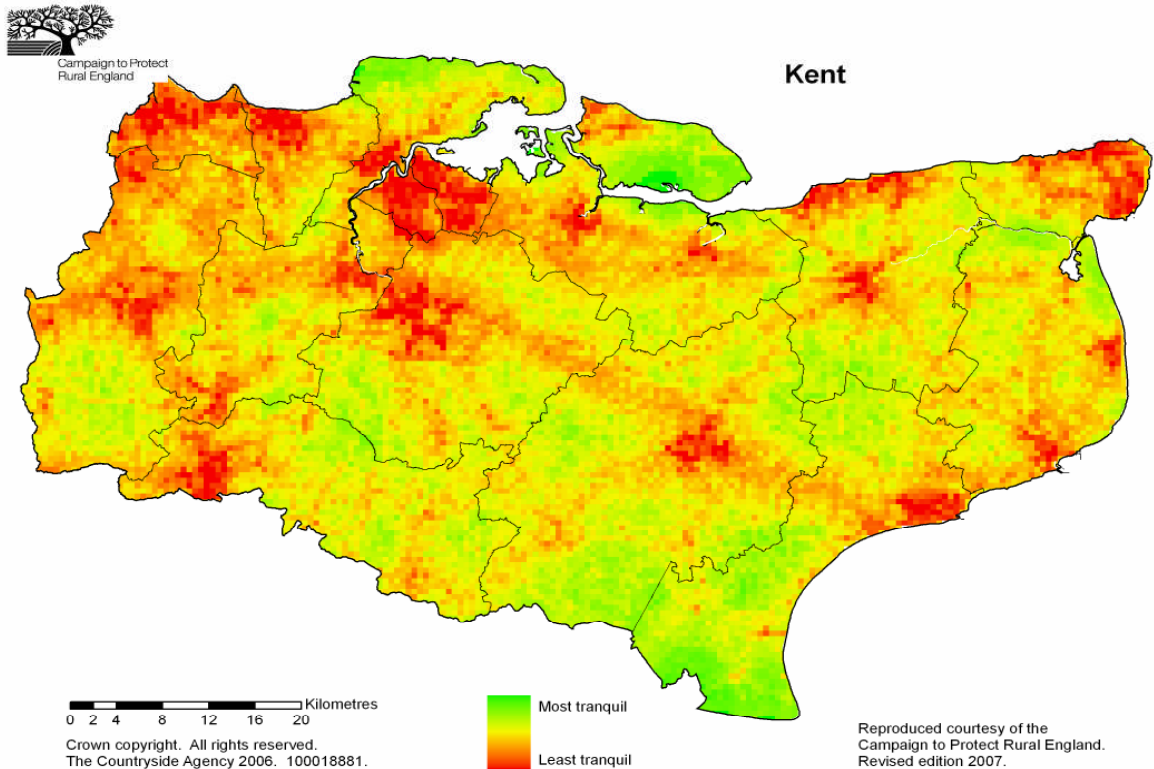
The Kent Branch of the Campaign to Protect Rural England exists to promote the beauty, tranquillity and diversity of rural England by encouraging the sustainable use of land and other natural resources in town and country.

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1. Protect Kent is the Kent Branch of the Campaign to Protect Rural England (CPRE). CPRE is a national charity which promotes the beauty, tranquillity and diversity of rural England. We advocate positive solutions for the long-term future of the countryside. Founded in 1926, we have 60,000 supporters and a branch in every county. The Kent Branch was established in 1929.
2. The importance of tranquillity is recognised in Planning policy (see para 2.17 of our submission on Planning, CPRE/1). It has also recently been comprehensively demonstrated by CPRE studies whose work in mapping tranquillity has led to a clearer understanding of those features that make a tranquil environment so important. It incorporates not just noise and light pollution but also factors in less tangible aspects of people's enjoyment of the countryside, such as remoteness and the lack of discordant visual elements in the landscape.
3. Tranquillity is a factor in most people's enjoyment of the countryside; it is important for the perception of peace, the natural environment and attractive vistas. But tranquillity is difficult to define, and easily lost. CPRE's tranquillity maps published in 2007 allowed multiple layers of data on those factors that people say adds to or detracts from their perception of tranquillity to be depicted in graphical form. The tranquillity map for the county of Kent is appended.
4. While it clearly shows that the areas immediately alongside the channel corridor are less tranquil, it also reveals the tranquil areas of the county, including those within the Kent Downs. These are precious resources and only once they can be measured can they be managed and protected. The impact of such a large development as KIG, with its knock-on impacts for elevated traffic levels, will have a significant adverse impact on the very feature that the majority of visitors to the countryside most value.
5. The experience of tranquillity has been shown to be beneficial for the physical and psychological health of young and old, urban and rural dwellers alike. It also contributes to the economy, with tranquillity cited as the main attraction for those who visit the countryside. Through rural tourism, tranquillity supports local jobs and the economy.
6. An important aspect of tranquillity measurement is that it is a relative measure. Therefore temporary or intermittent noise is more intrusive. In this situation there is not just the increase in overall noise levels, but the introduction of wholly new elements to the existing background noise patterns with manoeuvring vehicles, reversing alarms, and percussive sounds from goods handling and the use and movement of cranes and rail carriages.



7. An important aspect of tranquillity measurement is that it is a relative measure. Therefore temporary or intermittent noise is more intrusive. In this situation there is not just the increase in overall noise levels, but the introduction of wholly new elements to the existing background noise patterns with manoeuvring vehicles, reversing alarms, and percussive sounds from goods handling and the use and movement of cranes and rail carriages.
8. During the construction phase there would also be the increased noise impact of construction logistics and the construction processes including piling. There would also be the lighting impacts of site security arrangements both at the perimeter to prevent ingress, and on the site to protect materials and for the safety of partially constructed buildings and on-site infrastructure.
9. The noise generated by construction and operation of this site would be of a wholly more intrusive nature than the hum of the M20 and the sudden but infrequent noise of trains on the HS1 line. It would be far harder for human and other receptors to acclimatise to. We find it hard to accept that the sound emanating from construction and operation can be adequately cocooned as the applicants suggest. The constant movement of goods and vehicles around the site will create noise and intrusion which will be impossible to adequately shield.