

**APPEAL BY KENT INTERNATIONAL GATEWAY LTD ARISING FROM MAIDSTONE BOROUGH COUNCIL'S FAILURE TO DETERMINE AN APPLICATION FOR PLANNING PERMISSION FOR A PROPOSED RAIL/ROAD FREIGHT INTERCHANGE, WAREHOUSING AND OTHER WORKS ON LAND BETWEEN THE M20 AND THE A20, TO THE WEST OF JUNCTON 8 AND EAST OF THURNHAM LANE, MAIDSTONE.**

**Revised Proof of Evidence on behalf of the Joint Parishes  
Group (JPG)**

Public Health  
(impact on human beings)

Gavin McLaggan

5<sup>th</sup> October 2009

JPG  
c/o Clerk to the Joint Parishes Group  
4 Birkhall Close  
Walderslade  
CHATHAM  
Kent ME5 7QD

**1. PERSONAL DETAILS**

1.1 My name is Gavin McLaggan and I appear at this public inquiry on behalf of the Joint Parishes Group (JPG). I have been helped in the preparation of this proof of evidence by colleagues within the JPG.

1.2 I am a former General Medical Practitioner. I do not have specialist qualifications in environmental health. I appear as a local resident and on behalf of the JPG. I am not an expert in planning law or any other technical matter relevant to this public inquiry.

**2. SCOPE OF EVIDENCE**

2.1 It is recognised that any SRFI is likely to have an adverse effect on the health of residents adjacent to the site or to transport routes close to the site. Uniquely in the case of the proposed KIG development, these effects are likely to be more profound because of the presence of built-up areas immediately adjacent to the site.

**3. The likely causes of adverse health effects are:-**

**3.1 Air pollution.**

3.1.1 Exposure to air pollutants, specially particulates and other products of fossil fuel combustion has serious effects on health. In Northern Europe about 40% of particulate matter comes from road traffic and diesel locomotives. Particulate matter is associated with increase in respiratory symptoms which leads to greater use of drug treatments in people with asthma. It also causes reduction in lung function and increased admissions to hospital for respiratory and cardiovascular disease. They are likely to have serious effects on life expectancy.

3.1.2. The increase in HGV traffic predicted by the applicant will lead to a local increase in air pollution. The proximity of residential housing to the KIG site is likely to lead to serious effects to the health of residents.

**3.2. Disruption to opportunities for physical fitness activities**

3.2.1. The KIG site is crossed by footpaths and bridle ways which afford local residents access to the North Downs AONB with its network of footpaths, trails and cycle ways. These facilities are important for local residents. The KIG development would lead to damage and degradation to the access routes for local residents and would therefore be likely to lead to reduction in opportunity for fitness activities.

**3.3. Noise Pollution, Light Pollution (see Proof of Evidence JPG/11 Quality of Life ).**

3.3.1. The combined effects of Noise Pollution, Light Pollution, Psychosocial Effects and Road Traffic Injuries will all be at an increased level compared with other SRFI sites because of the unique proximity of housing to the site.

**4. Failure to comply to the Environmental Impact Assessment Directive**

- 4.1 The appellant has failed to comply with the Environmental Impacts Assessment Directive, as stated in article 3: “The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case and in accordance with Articles 4 to 11, the direct and indirect effects of a project on the following factors: human beings...etc”.<sup>1</sup>

**5. Conclusion**

- 5.1 There are threats to the health of residents living near any SRFI development. The KIG proposal poses uniquely severe threats because of the proximity of residential areas to the site.

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<sup>1</sup> Environmental Impact Assessments Directive, Article 3, p.4