

08/02/2018

Campaign Against Continued Traffic Damage to Children

John H Gingell

HEARING STATEMENTRE: Local Plan Inquiry Proceedings on Air Pollution, 23rd January 2018

We would reiterate our statement made at the hearing on 23rd January 2018 that “the Plan is unsustainable in the context of safeguarding public health” for the following reasons:-

Our campaign group was instrumental in submitting evidence in 1995 to the Inspector at the Baldock Bypass Public Inquiry highlighting the fact that child asthma levels in the area were at epidemic proportions (see appendice A). The environment in Baldock was so bad the local MP raised the matter in the House of Commons (see Hansard record – appendice B). The area asthma rate then among children was over twice the national average at 15% and rising (see CACTDTC Inquiry submission on appendice D – 7.11/7.12).

The Inspector at the time recognised traffic pollution as a main problem which needed to be addressed in his summary recommending adoption of the relief road (see appendices C and E 12-3/12-7) a view confirmed by the HCC legal office and the Secretary of State (see appendices F and G). It should be noted that NHDC opposed this Bypass scheme.

Since the Baldock bypass opened the child asthma rate has fallen back to the national average of 6% (see appendice H) due to the fact that **traffic generated fumes have been directed via the bypass away from the area. Consequently any pollution modelling undertaken on Baldock now will only conjure up a distorted picture of apparent EU limit compliance. When this point was made to Ms Ornsby QC representing NHDC at the proceedings she could not respond! This inability to provide an answer does typify the NHDC lack of awareness on the subject.**

The position of NHDC is even more contradictory given that their own (recently raised?) “Baldock Air Quality Paper” states the following on page 2:-

2.9 “The natural topography of Baldock and the surrounding area – whereby the town sites in a shallow ‘bowl’ with higher ground particularly to the north and south – has previously been highlighted as a factor influencing the natural dispersal of pollutants.”

2.10 “Concerns have been raised that the quantum of new development proposed for Baldock could raise air pollution levels within the town back to, or exceed, pre-bypass Levels and / or in excess of air quality exceedance levels.”

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In light of this and the other points made above it seems inconceivable that Baldock should not, after taking future traffic projections linked to the scale of new housing proposals also in to account, have been proactively designated an Air Quality Management Area (AQMA). This is a situation that really ought to be corrected without delay.

The WHO limit for PM_{2.5} particles of 10mg/m³ has already been exceeded in Baldock, something reflected by WYG (consultants to HCC in their housing planning application to NHDC) in their assessment of the Baldock North and South east developments. Using 2016 as a baseline for assessment has produced PM 2.5 pollution ranging from 11.1-11.7 mg/m³.

Compliance to stricter WHO limits is not presently a legal requirement but who knows how things will develop in the future?

In order to ensure soundness of the plan a **central** planning policy for addressing the matters raised in the "NICE Pathways Report of 30th June 2017 – Air Pollution: Outdoor air quality and health" should have been adopted by plan makers, all as stipulated in the NICE report.

The NICE report also sets out the following criteria:-

- 1) Interventions to reduce emissions and exposure to road – traffic – related air pollution
- 2) Planning
- 3) Clean Air and congestion charging zones
- 4) Reducing emissions from public sector transport services and vehicle fleets
- 5) Smooth driving and speed reduction
- 6) Active travel
- 7) **Raising awareness**

To this should be added electric vehicle charging points, removal of speed humps, closure of town parking bays, park and ride schemes, pedestrian only zones and other innovative schemes, such as council tax incentives, to discourage car ownership.

The NICE research programme should have been known to officials, consultants and advisors but does not feature in the NHDC Local Plan. Indeed there is no mention in the Plan of any proactive consultation having been undertaken with NICE. This should have been a vital part of the process without which the plan is fundamentally unsound in relation to dealing with traffic generated air pollution that development of this scale will re-introduce.

The NHDC Local Plan as presently configured incorporates a reactive mechanism only to the issue of traffic generated air pollution, leaving responsibility to individual developers to endeavour to produce mitigation measures. This lazy and fragmented approach to the matter is not only disappointing but displays a complete **lack of awareness on the part of NHDC staff and advisors as to the magnitude of this major public health problem. In short the air pollution issue has not been prioritised as it should have been.**

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It should further be noted that a National Audit report of 13th December 2017 in support of a joint inquiry by the Environment, food and Rural Affairs, Environmental Audit, Health and Transport Committees on improving air quality states:-

“For all pollutants except for sulphur dioxide, the UK will need to make further emissions reductions to meet the 2020 ceilings. Defra has said it will publish a wider air quality strategy in 2018 which will cover its approach to these pollutants. It is noted that the World Health Organisation (WHO) has guideline limits for air pollutants that are in some cases more stringent than EU limit values”

In addition, on 12th November 2017 the Secretary of State for Environment, food and Rural affairs, Michael Gove, announced plans to consult on a new independent body for upholding environmental standard in England after the UK leaves the EU. This would all imply that in the future WHO standards are more likely to be mirrored than the more lenient EU standards in future UK legislation.

Something certainly has to be done as Brussels is poised via the ECJ to take legal action and fine the UK unless a viable plan with solutions to the problem is presented to the EU by 5th February 2018. **Without concerted action the EU has warned there will be more deaths from this invisible killer, not only from long term lung damage but from a range of cancers, heart and nervous system diseases.**

In light of these developments it seems to us to be a mistake that comparative modelling using the stricter WHO limits has not been undertaken for analysis against the results obtained against the EU limits. If this had been done the data obtained would have encouraged NHDC to drop their casual approach to the issue, **raise awareness** and re-charge their efforts to actually comply with the aforementioned NICE criteria via the formulation of a properly coordinated plan.

Given the growing public concern about the health impacts of traffic generated air pollution (something that disproportionately effects children) and the Brussels criticism, it is our view that the Minister would welcome comparative modelling using WHO limits being undertaken by plan makes. This would then enable the Minister to show those critical of the Government record on the issue that everything was being done to deliver new housing but not at the expense of producing more deaths. This aspect does, of course, have implications for all the areas covered by the NHDC Local Plan.



John Gingell

Campaign Against Continued Traffic Damage to Children

APPENDICE

Dr. Ian F. Macrae Dr. Margaret M. Thomas Dr. Kevin A. MacLusky
Dr. Keith Ceckburn Dr. George Georgiou

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27th March 1995

Mr. J H Gingell
Campaign Against Continued Traffic
Damage to Children

Dear Mr. Gingell,

Thank you for your letter of the 8th March which I received on the 13th March 1995. I am sympathetic to your mission and am concerned that traffic and other types of pollution may be responsible for the near epidemic proportions of asthma cases which we see at the surgery. However, unfortunately I do not have the with all to give you the information which you would like.

Firstly our computer system records generally treatment given and whether a patient was seen, not the reason why the patient was seen. It is difficult to extract from this information whether patient's are asthma uncontrolled at any time during the summer of 94.

Secondly Baldock itself is an unusual area in that we have a remarkably well controlled asthmatic population who generally control their own medication, therefore any specific period of time accompanied by an epidemic normally effects Baldock sometime later when the patient's normal measures failed. I am sorry that we did not receive the Hertfordshire Health Agency survey of asthma attacks but I suspect that it may have come in far too late for us to be able to respond to it anyway.

I am sorry that I am unable to help you and wish you luck with your endeavours.

Yours sincerely,

K.A. MacLusky.

Bypasses (North-east Hertfordshire)

Motion made, and Question proposed, That this House do now adjourn.—[Janet Anderson.]

10.15 pm

Mr. Oliver Heald (North-East Hertfordshire): I am glad to have the opportunity to raise the subject of bypasses for north-east Hertfordshire. My constituency contains the Letchworth garden city, small market towns such as Royston, Baldock, and Buntingford, and many small villages. This debate is about heavy, noisy, polluting traffic that goes through the heart of two small market towns—Baldock and Royston—and four small villages—Thundridge, Wadesmill, Colliers End and High Cross, all of which are in my constituency.

The three road schemes that have been proposed would make a real difference to those communities. I shall deal first with Baldock. I have lived in Royston for some 16 years and have travelled almost every day to or through Baldock. As one goes down the hill, morning or evening, from Royston towards Baldock, there is an immense queue of traffic—lorries and cars streaming back from Baldock all the way to the dual carriageway some half a mile away.

The problem has been identified as a major traffic bottleneck for some 40 years. The A505 is an important road to my constituency, not only for those who live in the area but for those trying to do business in Royston, Letchworth and Baldock. The need for a bypass has long been recognised. Residents feel inconvenienced by the traffic, the delays interfere with commercial traffic and local people fear the pollution that it causes. The local pressure group, the Campaign against Continued Traffic Damage to Children, led by Mr. Gingell, has for years been asking for

"fair, just and compassionate consideration to the health interests of Baldock children"

who walk to school and live against a background of heavy traffic and pollution.

Since I was elected in 1992, I have been pressing for action. In 1995, we finally had a public inquiry, which led to the granting of planning permission and to the statutory orders that are now in place. The bypass project could therefore go ahead now if the money could be found. Hertfordshire county council considers this its first priority as a public-private partnership project, but feels that it needs help from the Government with the start-up costs for the project—the cost of the financial and legal experts to explore, negotiate and conclude the award of the contract. The cost is quite small—only £500,000 spread over three years.

I know that officials from the Minister's Department are in discussions with the Hertfordshire county council. My first plea to the Minister is this: after all those years of effort, now that we have reached the point where the road could be built, is it not possible to find £500,000, so that this public-private partnership of such high priority to Hertfordshire and to my constituency can go ahead? That is surely not such a large sum to resolve a huge problem for my constituents.

I notice the hon. Member for Stevenage (Barbara Follett) in her place. I imagine that that project would also help her constituents, many of whom travel to work in my constituency, just as many of my constituents travel to work in hers.

The second project concerns the A10. I notice in his place my hon. Friend the Member for Hertford and Stortford (Mr. Wells), who has campaigned for many years for the Wadesmill to Puckeridge bypass.

As one drives north on the A10 from Hertford, one goes through the dual carriageway at Ware and comes to a narrow section of single carriageway, which starts at Thundridge and passes through the centre of that village, Wadesmill, Colliers End and High Cross. This is a trunk road with a heavy toll of traffic.

Many of the inhabitants, including the elderly, children and the disabled, are effectively denied access on foot to other parts of the village because of the monstrous stream of heavy vehicles running through the middle of tiny villages. The accident record has always been bad on that stretch of road, but it is worsening, and the pressures will exacerbate the situation.

The traffic to Stansted airport is increasing. The passenger volumes proposed for Stansted are to increase from 5 million a year to 15 million a year. All that will have an effect on the narrow stretch of road that is one of the natural routes into London or across country from Stansted airport.

Mr. Bowen Wells (Hertford and Stortford): I am grateful to my hon. Friend for giving way. Does he accept that, in line with the Government's current policy of looking at the environmental damage caused by traffic congestion the bypass, at modest cost, would bring enormous environmental advantages to the villages that would be bypassed by it, and thereby improve hugely the life of the children and others who live on the congested narrow A10 passage between Wadesmill and Puckeridge?

Mr. Heald: My hon. Friend and Mr. Harry Tee, who has been leading the campaign for the bypass, have made that point at public meetings and had huge support from local residents, many of whom have petitioned on the matter for some years. Not only would there be an environmental benefit to the villages, but the route of the bypass would not create any environmental damage, because it would not go deep into the apron of the nearby countryside.

There are many listed buildings in east Hertfordshire along the road—homes right next to the road—and there are numerous awkward private accesses to the road. Road conditions that are already poor, with poor gradient, camber and visibility, have the additional problem of awkward accesses from private homes on to a major trunk road.

County councillor David Beatty, who has been campaigning for some time, points out that pollution from the lorries is blown from the road into two primary schools at Thundridge and High Cross that abut the road. It is not satisfactory for that to continue. If the Minister drove up that road, as she may have done, she would see sign after sign on listed buildings and homes adjacent to the road saying "Bypass Now". That is the plea that I am making tonight.

The scheme has huge public support and full planning permission—all the statutory orders that it needs. It is ready to go. The county council is now suggesting, in conjunction with East Hertfordshire district council, that in terms of the Government's consultation document, "What role for trunk roads in England?", all the

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APPENDICE

HIGHWAYS ACT 1980

ACQUISITION OF LAND ACT 1981

TOWN AND COUNTRY PLANNING ACT 1990

ANCIENT MONUMENTS AND ARCHAEOLOGICAL AREAS ACT 1979

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APPLICATIONS BY HERTFORDSHIRE COUNTY COUNCIL
for planning permission for:

i:- The construction of: (a) a new bypass between A6141 south of Baldock and the A505 east of Baldock to be known as the Baldock Bypass; (b) new industrial links between North Road and Norton Road and between Norton Road and Blackhorse Road;

and, ii:- The construction of: a new bypass between A6141 south of Baldock and the A505 east of Baldock to be known as the Baldock Bypass

THE HERTFORDSHIRE COUNTY COUNCIL (A505 BALDOCK BYPASS CLASSIFIED ROAD)
(SIDE ROADS) ORDER 1993

THE HERTFORDSHIRE COUNTY COUNCIL (A505 BALDOCK BYPASS)
COMPULSORY PURCHASE ORDER 1993

THE HERTFORDSHIRE COUNTY COUNCIL
(LETCWORTH INDUSTRIAL LINK ROAD) COMPULSORY PURCHASE ORDER 1993

THE HERTFORDSHIRE COUNTY COUNCIL (A505 BALDOCK BYPASS)
(SUPPLEMENTARY) COMPULSORY PURCHASE ORDER 1994

APPLICATION FOR SCHEDULED ANCIENT MONUMENT CONSENT
for construction of the Letchworth Industrial Link Road over part of the
settlement site south of Blackhorse Farm (County Monument 104)

THE HERTFORDSHIRE COUNTY COUNCIL (LETCWORTH INDUSTRIAL LINK ROAD)
BALDOCK FOOTPATH No.1 EXTINGUISHMENT ORDER 1995

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Inspector: P R Burden BSc CEng MICE

Assessor: M J Culshaw MA(Cantab) MA MRTPI

Dates of Inquiries: 25-28 April, 2-5, 10-12, 16-19, 24-25 May 1995

Files: E1/M1900/2/5/06
E1/M1900/2/3/05 & 07
DN5059/55/7/04
DN5059/60/1/04
DN5059/60/1/05
DN5059/60/1/07
FPS M1900/3/1
HSD 9/2/2991

7.9 Given that at present the majority of traffic travelling through Baldock uses Letchworth Gate Interchange, if the HNR were built, many drivers may decide to travel on the existing road through the town on the basis that it would be a lot shorter than the bypass and less congested than before. J9-J10 of the A1(M) does not seem to be very busy at present. Since Government is currently rethinking their roads policy it is conceivable that the widening of this stretch may be very long delayed and with it a northern bypass.

7.10 A total of 3173 names on a petition support the EBP, although some elements of the scheme are unsatisfactory: a roundabout on the A507 would be beneficial for local traffic movements; Wallington Road should remain open; and the ILRs should be dropped. Traffic exiting the LEA does so without difficulty. Internally the LEA is never unduly congested and it is difficult to see what traffic justifies the expense of the EILR and the harm it would do. With most of the LEA sited to the south of the railway it is unlikely much traffic would make for Blackhorse Road, when the time taken could be spent getting off the estate. Any traffic using the ILRs would be likely to conflict with the busy equestrian traffic using North Road and Norton Road. In this regard the siting of two roundabouts on Norton Road so close to the entrance of the Equitation Centre, would be seriously detrimental to riders' safety. The loss of football club land arising from the EILR would lead to car boot patrons parking on the verges of Norton Road and causing traffic jams.

7.11 **Mr J H Gingell, for the Campaign Against Continued Traffic Damage to Children:** Vehicle exhaust fumes are harming people's health, the health of children especially. The ITV programme "Dirty Driving" demonstrates this. Baldock has been a dumping ground for harmful exhaust pollution for far too long. The importance of bringing this to an early end has been underestimated by those opposing the EBP. The statistics for the Baldock medical practice show that there were a total of 801 asthma sufferers on their asthma register in April 1994, an overall proportion of 7% of the practice population. Within this total some 11% of children in the 5-16 age group were sufferers. Comparable statistics for May 1995 show significant rises. At that date 990 people in total, some 9% of the practice population, were registered, while the proportion of the 5-16 age group registered had risen to 15%. The rising trend implicit in the is a matter of great concern and suggests that Baldock should be given its bypass as soon as possible.

7.12 A direct link between ill health and high exposure to traffic generated fumes will no doubt be proven before long, and more is likely to be discovered about the synergistic effect of the urban cocktail of exhaust pollutants on health. However, it is likely to be many years before technology has been developed to the degree needed to reduce emissions to non-harmful acceptable levels. Even then many of the present stock of polluting vehicles will still be on the road. Catalytic converters cannot be retrofitted, and anyway are not completely effective. Neither are particulate traps for diesel HGVs. In these circumstances, since a northern route would involve several years' delay, the EBP should be confirmed at the earliest date. If the EBP does not proceed regular continuous monitoring of emissions in the town should be undertaken and published.

7.13 **Mr R A Russell:** Despite the preference of the vast majority of Baldock's residents and local councillors for the EBP, in NHDC this preference has always been overruled. As a result 20 years have elapsed and the effects of the traffic on Baldock's town centre have not been overcome. It is always possible to advocate delay while another option or forecast scenario is examined but these "what if" arguments have been used for too long. Whatever route was promoted it would have generated much protest. This "nimby" attitude has for too long been exploited by local politicians for narrow party ends. Baldock's residents are disillusioned with this. The inquiry is welcomed as the last chance of achieving the much needed solution to Baldock's traffic problems.

12 CONCLUSIONS

12.1 Having regard to all the foregoing considerations I reach the following conclusions. I consider the need for and environmental impacts of the EBP first, deal then with the ILRs, and then examine route choice considerations and policy before reaching final conclusions and covering miscellaneous matters. I give in parentheses references to earlier paragraphs of this report or to inquiry documents where appropriate.

12.2 In reaching these conclusions I have had regard to the Environmental Statement produced by HCC, the evidence given on environmental issues and the written comments received from statutory consultees and others.

Need

12.3 In my view there is little doubt that a bypass of Baldock is sorely needed. For much of the day at present the ambience of the historic town centre is marred by stationary or slow moving traffic. The noise, air pollution and vibration caused by these vehicles, many of which are heavy lorries, is unpleasant for those walking on the footways and cannot be beneficial to the many listed buildings adjacent to the main through route. [#5.12, 5.65, 5.72]

12.4 In addition the juxtaposition of vehicles and pedestrians creates serious conflicts and leads to unnecessary accidents. In this respect the accident plots reveal a clustering on High Street and in the vicinity of the A505/A507 traffic signal junction. These may not be untypical of heavily trafficked urban areas generally, but it is clearly preferable to eliminate the conflicts leading to these risks if possible. I am also concerned about the incidence of accidents on the A505 from the A507 junction eastwards to the start of the dual carriageway leading to Royston. Frequently on this stretch there are extended queues leading back from the traffic lights which often surprise drivers from Royston as they run from the end of the dual carriageway into the single carriageway road. On the evidence of those living along this length of road the tragic result has been many serious accidents. [doc OD7-DH14 & DH15, #5.12, 5.17, 7.5]

12.5 Quite apart from the adverse effects on town residents' living conditions and the pain and suffering caused by these accidents, the cumulative economic costs of the delays incurred by travellers and freight movements, on what is a fairly important route between London and East Anglia, must be significant. [#5.72]

12.6 There is a remarkable degree of unanimity in the representations on the need for a bypass. This is reflected by NHDC's NHLP, which clearly expresses the local planning authority's strong support for the early construction of a bypass scheme. However, some people contended that instead vehicular traffic should be used less. That is clearly one of the aims of the shift in planning and transport thinking that has been emerging recently, in PPG13 and elsewhere. However, this objective involves such a wholesale transformation in people's behaviour and aspirations that I doubt whether tangible changes will be quick. There are too many imponderables at present as to what detailed policies and fiscal incentives might, in time, be put in place, but I consider it unlikely that any realistic measures of this type will by themselves reduce the traffic through Baldock town centre to a level that is tolerable in amenity and environmental terms. [#3.3, 3.7, 4.2, 8.8, 8.12, 8.50]

12.7 I therefore concur with the broad consensus of local opinion that a bypass is needed, and in view of the desirability of ameliorating the problems caused in the town centre by traffic noise, air pollution and vibration, I consider the solution is needed as soon as possible.

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APPENDICE



GOVERNMENT OFFICE
FOR EASTERN REGION

The Director of Law and Administration
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Deputy Director, Planning

Our ref: E1/M1900/2/5/06, E1/M1900/2/3/05 & 07
FPS M1900/3/1

24 July 1996

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Dear Sir

TOWN AND COUNTRY PLANNING ACT 1990 - SECTION 77
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992
ACQUISITION OF LAND ACT 1981 - SECTION 32
HIGHWAYS ACT 1980
PLANNING APPLICATIONS BY HERTFORDSHIRE COUNTY COUNCIL FOR A
BALDOCK BYPASS AND RELATED MATTERS

1. I am directed by the Secretary of State for the Environment to say that consideration has been given to the report of the Inspector, Mr P R Burden BSc CEng MICE, who held local inquiries into the following matters:

(i) A planning application (no. 1/317/93 also referred to as 93/0317/1CC, and referred to in the Inspector's report as A1) for the construction of (a) a new bypass between A6141 south of Baldock and the A505 east of Baldock, to be known as the Baldock Bypass; and (b) new industrial links between North Road and Norton Road, and between Norton Road and Blackhorse Road, north of Baldock, Hertfordshire.

(ii) A planning application (no. 1/1443/93 also referred to as 93/1443/1CC, and referred to in the Inspector's report as A2) for the construction of a new bypass between A6141 south of Baldock and the A505 east of Baldock to be known as the Baldock Bypass.

(iii) The Hertfordshire County Council (Letchworth Industrial Link Road) Baldock Footpath No.1 Extinguishment Order 1995, made by the County Council and submitted to the Secretary of State for confirmation.

The Secretary of State directed in pursuance of section 77 of the Town and Country Planning Act 1990 that both applications be referred to him for decision instead of being dealt with by the County Council.

2. The inquiries were held jointly with inquiries into orders made under the Highways Act 1980 and an application for scheduled monument consent made under the Ancient Monuments and



the overall view that the proposed eastern route has significant advantages over all the suggested alternative routes which in sum outweigh any of the beneficial aspects of individual alternative routes.

Overall Conclusions

34. The Inspector assessed the proposals' compatibility with planning policy and reached his final conclusions at IR 12.75-12.81. For the reasons given, the Secretary of State accepts and agrees with these.

35. In summary, the Secretary of State fully accepts and agrees with the Inspector's findings and conclusions on the main issues identified. He takes the view, in accordance with the Inspector's conclusions, that there is a need for a bypass for Baldock which is fully reflected in the Development Plan; and that this need cannot be practicably met by a route which would be wholly outside the Green Belt. He recognises that the proposed route would cause a significant degree of harm to the Green Belt, mitigated to some extent by the design. He considers that all the routes examined would, to a lesser or greater degree, have an impact on the landscape and areas of archaeological and ecological importance, but that the impact of the eastern route would not be sufficient to refuse permission for it; that issues of noise, agricultural land-take, and the effect on public rights of way are not overriding considerations in the choice of route; that the eastern industrial link road would have an unacceptable impact on ecological and archaeological interests; that none of the alternative routes suggested would be sufficiently advantageous overall to warrant its promotion over the eastern route; and, that the eastern route has significant operational advantages over the alternative routes examined at the inquiry. The Secretary of State concludes that the compelling need for a bypass is sufficient to outweigh the harm that the eastern route would cause to the Green Belt and to other interests of acknowledged importance, and that very special circumstances have therefore been established to justify this development.

Planning Conditions

36. The Secretary of State agrees with the Inspector's comments at IR 12.86 that, if permission is to be granted for the bypass, the suggested conditions presented at the inquiry are generally acceptable. However, where necessary, the precise wording of some has been amended to conform to the advice in DOE Circular 11/95, "The Use of Conditions in Planning Permissions". He also agrees that in view of the unacceptability of the ILRs, the conditions specifically relevant to that part of the scheme are unnecessary. In the interests of protecting Scheduled Ancient Monument 20643, he accepts and agrees with the Inspector's suggestions at IR 12.87 and, accordingly, has attached the additional two conditions.

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APPENDICE

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Mr John Gingell



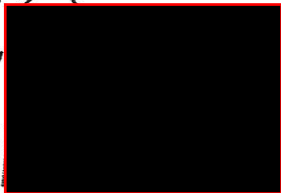
3rd November 2016

Dear Mr Gingell

In response to your letter of 30th October 2016 our asthma prevalence is 6% which equates almost exactly with the national average accordingly to GP Quality and Outcomes Framework data. As you know we are the only practice in Baldock so this would hold as data relevant for Baldock as a whole. This does not therefore support any reference to any localised asthma epidemic based on current data.

I hope this helpful

Yours sincerely



Dr Richard Stanley