

1. PERSONAL INTRODUCTION

- 1.1 I am Dr. Hamann, resident of Pondtail, Fleet for 19 years. I am a Physician. Most of you will have had chance to read my Curriculum Vitae as it appears as Appendix I.

2. THE PROPOSALS

- 2.1 Details of the applications have been well covered elsewhere so a very brief history should suffice. The site was previously owned by QinetiQ who acquired it from The Government as it was a Ministry of Defence site.
- 2.2 The application consists of land occupied by the former Defence Evaluation and Research Agency (DERA) at Pyestock North. The site, located to the north of Ively Road, covers an area of 47.5 ha and is now largely vacant.
- 2.3 The Pyestock applications are for a Logistics Park in varying forms and shapes. At Appeal are two applications: 07/00764/major (outline) and 07/03197/major (detailed) plus Addenda produced in August 2008. The proposed developments are a combination of storage space in massive buildings with large numbers of loading bays to allow the stocking and supply to retail outlets, during 24 hours every day of the week, and some office space.
- 2.4 The Developer is proposing 800 HGV movements over a 24-hour day. This figure has been disputed by SPLAT, for over two years, who believe it is greatly understated. Only in mid-October 2008 did we learn that an HGV capping agreement was under negotiation with Hants CC which would permit 16,800 HGVs per week.

3. LOCATION OF THE SITE

- 3.1 The site is approximately 2.5 kilometres from the M3 J4A, via a busy roundabout (Pyestock), narrow railway bridge, a T-junction (currently a roundabout) and a single carriageway road to the motorway. All HGVs will be obliged to use this route.
- 3.2 The other planned entry to the site will be at the southerly end by a new proposed access from the new Ively Road.

4. LEGAL REQUIREMENTS

- 4.1 European Law requires that the Precautionary Principle is applied to Health Matters.¹

5. POLICY MATTERS

- 5.1 One of the main functions of the Primary Care Trust is:
"engaging with its local population to improve health and well-being."²
The PCT is not a statutory consultant but in matters which may affect health they should be consulted.
- 5.2 The Environment Agency policy recommends that "Local Authorities should ensure that all proposed development which could adversely affect air quality, have received an appropriate assessment of air quality effects and a health impact assessment."³

6. TRAFFIC MOVEMENTS

- 6.1 The traffic movement levels associated with the proposed development will be equivalent to those found on a major road. The vast majority will involve Heavy Goods Vehicles (HGVs).
- 6.2 The final number of movements including ancillary traffic has not been determined. Research of large warehouse units (e.g. Andover) has clearly demonstrated that single units of around 60,000 sq m also

¹ Micheael O'Briain's Email to David Healey 29.08.07

² Dept. of Health Publication (policy and guidance), 11.05.06 gateway ref. 6566, para.2

³ Environment Agency, Transport & Spatial Planning, Storey, 11.11.05.

produce in excess of 1,500 HGV movements per day. No analysis has been conducted for this sized scenario at Pyestock. It is reasonable to assume that, once completed, the depot will be used up to its design capacity, which has never been declared.

- 6.3 A substantial number of houses along the Minley Link Road are already within the 500m corridor along the M3 which is subject to an Air Quality Management scheme. Many families with young or adolescent children live in an area of overlapping trunk and major road corridors which will experience significantly increased traffic levels associated with the proposed development.

7. HEALTH IMPLICATIONS

- 7.1 Health issues in relation to the proposed development have not been assessed directly.
- 7.2 There is sound scientific evidence that the proximity of major trunk roads or motorways is associated with:
- retardation in the development of the respiratory system in adolescents;
 - asthma;
 - cardiovascular disease with increased cardiovascular mortality, and
 - adversely affected quality of sleep.
- 7.3 Gauderman et al. (The Lancet Jan 26, 2007: 1-10) have shown that the lung development of adolescents is retarded in adolescents growing up in the proximity of major highways and trunk roads. Reductions in FEV₁ of 3% were observed. The most likely explanation for this observation is low level chronic airway inflammation.

It is true that for acute clinical diagnostic purposes one may be looking for larger changes than 3% in the FEV₁. However, there is increased longer term ischaemic cardiac mortality, even with relatively small FEV₁ reductions (Sin D et al. 2005, Chest; 127: 1952-1959), substantiating a trend that was already observed in

the Paisley and Renfrew study (Hole DJ, et al. 1996 BMJ, 313: 711-715). This effect is thought to be mediated through chronic inflammatory processes (Sin et al. 2005).

- 7.4 There is evidence for an association between Asthma and air pollutants, including ozone, NO₂ and particulate matter (Sarnat JA, Holguin F. 2007 Current Opinion in Pulmonary Medicine, 13: 63-6).
- 7.5 Road traffic noise is recognized by the WHO as a health hazard. Regular exposure to over 55dB of road traffic noise is considered to be dangerous to health, particularly by reducing the quality of sleep and by raising the plasma levels of catecholamines and stress hormones.
- 7.6 Discontinuous noise, as produced by accelerating and stopping vehicles. is perceived as more annoying than continuous noise such as flowing traffic on a motorway. Residents backing on to Minley Link Road are likely to suffer both.
- 7.7 The 24 x 7 operating schedule of the depot will increase night time noise quite considerably as compared with the present situation. There is likely to be interference with sleep patterns.
- 7.8 At present there are disagreements on the method(s) of measuring the noise which may be expected from the development. This proof will not enter the argument. Increased noise is to be expected. There are three residential areas which will be exposed: Minley Link Road (the route for all HGVs), Pondtail(330 yards from the site) and Southwood(700 yards from the site).
- 7.9 At 0300 hours one morning Mr. Healey and I visited The Waitrose Depot at Bracknell to measure the operating noise levels. We found the local Shunters/Tractors, which never leave the site, scored 85db at 10metres. The drivers themselves were wearing ear muffs. The noise was discontinuous and irregular. We could find no such noise estimates or allowances in the Environmental Statement. We conclude that they were not included.
- 7.10 Temperature inversion is a frequent phenomenon in the Pyestock Area. When the shunter noise is inverted to Pondtail the noise nuisance will

be a much more annoying feature than would be predicted purely from the geographical distance.

8. EFFECTS OF NOISE POLLUTION⁴

- 8.1 Road traffic noise annoys people, causes stress and illness and may sometimes even have a fatal impact. It is costly to Society, but not to a developer.
- 8.2 The most vulnerable groups are children, the elderly, the sick and the poor.
- 8.3 Traffic noise may also affect children's learning progress.
- 8.4 The main cause of Sleep Disturbance is traffic noise. Whilst people may be good at adapting to nocturnal noise there is never complete habituation, particularly with respect to heart-rate acceleration.
- 8.5 Children are very vulnerable to the effects of noise. They have less cognitive capacity to understand and anticipate it. Elderly and ill people are affected primarily by awakenings.
- 8.6 Quality of sleep is also important and sleep is impaired close to the traffic noise.

9. HEALTH IMPACT ASSESMENT

- 9.1 It is not essential for the planned distribution depot to be erected at the Pyestock site. In other words the development is avoidable. For this reason it is particularly appropriate to ensure sure that potential health hazards are fully considered before granting permission to proceed. This can be achieved by conducting a Health Impact Assessment (HIA), taking account of the impact of **the maximum possible level** of commercial activity following completion of the project.

⁴ Traffic Noise reduction in Europe, C E Delft, den Boer & A Schrotten, August 2007

- 9.2 The relevance and importance of an HIA has already been pointed out by the Chief Executive of the Blackwater Valley and Hart and North Hampshire Primary Care Trust. However, her suggestion has not been taken up, presumably because neither Primary Care Trusts nor the Health Protection Agency are statutory consultees.
- 9.3 It cannot be the responsibility of an underfunded and voluntary residents' association to assess the health hazards of the major development anticipated at Pyestock for the local population. The onus is clearly on the developer to provide an independent investigation in the form of an HIA. This has not been done.

10. CONCLUSION

- 10.1 In the absence of an HIA and any health evaluation it is appropriate to reject the applications. I concur with Dr Knight, respiratory physician from Frimley Park Hospital, who is also concerned about the health implication of the proposed development⁵.

W Hamann MD PhD, 22.10.2008

⁵ Letter to HDC from Dr R Knight 24.05.07.