

Adran yr Economi a'r Seilwaith  
Department for Economy and Infrastructure



**File Ref WG/REB/OBJ0270.15 – GWT/Webb**

**Objection Ref OBJ0270**

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Llywodraeth Cymru  
Welsh Government

**Response to Objector's Evidence: Michael Webb**

(Gwent Wildlife Trust)

## **1. GROUNDS FOR OBJECTION**

### **1.1. Details**

1.1.1. Michael Webb has submitted a Statement of Evidence dated February 2017 in relation to the draft statutory Orders associated with the Welsh Government's proposals for the M4 Corridor around Newport, which has been received via the Programme Officer.

1.1.2. The Welsh Government understands the evidence submitted within Michael Webb's Statement to be based on the following:

1. Considers that the Welsh Government has failed to address cumulative impacts, because it has not addressed the full range, as set out in the European policy pursuant to the EIA Directive.
2. Considers that, even in those instances where it has addressed developments/allocations etc., it has relied on its own deficient "mitigation" in respect of the M4CAN to conclude that there would be no material cumulative impacts.

## 2. REBUTTAL

### 2.1. Points Raised

2.1.1. One of the above points has already been addressed in proofs of evidence. The other is dealt with by the relevant witness in the following section, in addition to his and other general proofs of evidence, to which readers should also make reference in their entirety for a full understanding of the Welsh Government's case. For ease of reference the places where the above points are addressed in this Rebuttal are listed in the table below:

Objector's point reference	Rebuttal paragraph reference	Objector's point reference	Rebuttal paragraph reference
1	2.2.1	2	2.1.2

2.1.2. The Objector's point that has already been covered in proofs of evidence is as follows:

1. **Point 2** (Considers that, even in those instances where it has addressed developments/allocations etc, it has relied on its own deficient "mitigation" in respect of the M4CaN to conclude that there would be no material cumulative impacts) / The Gwent Wildlife Trust (GWT) has raised multiple concerns about mitigation, primarily in the proofs of evidence submitted to the Inquiry by Professor John Altringham, Richard Barnes and James Byrne on behalf of the GWT. Separate Welsh Government responses have been provided to address the points they raise.
2. The Welsh Government has taken all steps that are reasonable with respect to maintaining and enhancing the relevant habitats and species insofar as that is consistent with the proper exercise of its functions regarding the motorway network.

2.1.3. The other point is responded to the section following.

## 2.2. Peter Ireland (Environment - General)

2.2.1. Response to **Point 1** (Considers that the Welsh Government has failed to address cumulative impacts, because it has not addressed the full range, as set out in the European policy pursuant to the EIA Directive):

1. As explained in the March 2016 Environmental Statement (ES) Chapter 17, the Cumulative Effects Assessment generally follows the guidance issued by the Planning Inspectorate, (i.e. PINS Advice Note 17 published in December 2015<sup>1</sup>) as well as having regard to the DMRB (Document 6.1.8). Whilst GWT correctly quote the definition of cumulative impacts proposed in a 1999 Hyder report to the EU, the approach has changed since then. Thus the footnote to Table 3 of the PINS guidance (on p.6) states that where developments are completed and the effects are fully known they should be included as part of the baseline. This is the approach adopted in the M4CaN ES (Document 2.3.2).

2.2.2. I confirm that the statement of truth and professional obligations to the inquiry from my main proof still applies.

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<sup>1</sup> <https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2015/12/Advice-note-17V4.pdf>