

THE PLANNING ACT 2008

**M4 (JUNCTIONS 3 TO 12) (SMART MOTORWAY) DEVELOPMENT CONSENT
ORDER APPLICATION**

TR010019

Friends of the Earth England, Wales and Northern Ireland

Response to Written Representations

**Appendix A - Correspondence with Public Health England,
dated 8 October 2015**

Deadline III - 5 November 2015



Highways England
The Cube
199 Wharfside Street
Birmingham
B1 1RN
F.A.O Lynne Stinson
M4 Smart Motorway Team

08 October 2015

Dear Ms Stinson,

**Nationally Significant Infrastructure Project
The M4 Motorway (Junctions 3 to 12)(Smart Motorway), Development Consent
Order
Request for a Statement of Common Ground**

Thank you for providing a draft statement of common ground (SOCG) relating to the above development. Where possible Public Health England (PHE) prefers to provide comments in the form of a letter rather than a SOCG.

We have reviewed the submitted Statement of Common Ground and can confirm the following :-

1) Matters with which PHE is in agreement

a. Methodologies used for the Assessment of Health Impacts via Air, Land and Water.

It is agreed that the methodologies used for the assessment of health impacts via air, land and water are appropriate (refer to Chapters 6, 10 and 15 of the ES respectively) (Application Document Reference 6.1).

Air quality

As described in paragraph 6.2.25 of the Environmental Statement (Application Document Reference 6.1), the air quality objectives¹, which form the basis of the assessment of the impact of the Scheme on air quality, are selected based on the way they affect human health, with mean annual objectives relating to chronic impacts on human health and 24 hour objectives relating to

¹ The air quality standards for clean air based on EU and UK legislation

acute impacts on human health. Paragraph 6.2.81 of the ES (Application Document Reference 6.1) explains that sensitive receptors have been selected based on locations where people will be present, given the potential impact of air quality on human health. It is agreed that the approach set out in the ES (Application Document Reference 6.1) is suitable to assess the impacts of the Scheme on air quality as it affects human health.

Land Contamination

It is agreed that likely impacts to areas of land contamination can be managed or mitigated by the use of good construction practice which are included in the Outline Construction Environmental Management Plan (Appendix 4.2A of the ES) (Application Document Reference 6.3), which is secured by a requirement in the DCO. Whilst the Scheme has the potential to impact on several source protection zones, Public Health England acknowledges that this issue predominately falls under the statutory remit of the Environment Agency.

b. Assessment of Potential Impacts on Human Health

It is agreed that the ES (Application Document Reference 6.1) does not contain a specific section summarising the potential impacts on human health. Public Health England considers that such a section would provide a focus which ensures that public health is given adequate consideration. However, it is agreed that impacts on health are addressed in the various topic-specific chapters of the ES (Application Document Reference 6.1) in accordance with the National Networks National Policy Statement as follows:

Air quality.

An overview of the Scheme-wide impacts on air quality is presented in paragraphs 6.4.1 to 6.4.5 of the ES (Application Document Reference 6.1), followed by the results of the assessment of the Scheme on the local air quality on a link-by-link basis in Sections 6.5 to 6.13 of the ES (Application Document Reference 6.1), and for receptors along off-Scheme roads in Section 6.14 of the ES (Application Document Reference 6.1). The modelling results for individual receptors are presented on Drawings 6.1 to 6.35 (Application Document Reference 6.2) and tabulated in Appendix 6.6 (Application Document Reference 6.3).

c. Assessment of Electromagnetic Field Impacts

Public Health England notes that electromagnetic field (“EMF”) impacts have not been addressed. Highways England technology equipment must comply with TR1100 ‘General Specification for Motorway Signs, Signalling and Communications Equipment’. Within this specification it requires equipment to be capable of meeting the acceptance criteria of the tests listed in BS EN 50293 ‘Road traffic signal systems electromagnetic compatibility’. TR1100 also states that “Equipment shall comply with the requirements current at the date of tender of relevant European Directives and UK legislation, in particular those related to Product Liability, Safety, Electromagnetic Compatibility (EMC), Waste Management and Restrictions on the use of Hazardous Substances”.

In the recently submitted Health Impact Assessment, Highways England confirms that the proposed scheme does not result in the movement or construction of any significant sources of EMF. On this basis PHE can confirm that the assessment is sufficient to cover possible EMF impacts. Whilst it would be preferable if the applicant had provided more detail, the statement that the equipment shall comply with relevant European Directives and UK legislation, including those on safety, can be taken as providing the necessary assurance.

d. Development Consent Order Requirements

Public Health England has reviewed the draft requirements in Schedule 2 to the draft DCO and agrees that they are appropriate to secure the mitigation and other matters to be addressed in that Schedule

2) Limitations of the PHE response

PHE is a statutory consultee for applications which fall under the provisions of the Nationally Significant Infrastructure Planning (NSIP) regime. Our statutory remit in these consultations covers applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and are likely to affect significantly public health. For this reason PHE will not provide comments on the following matters included in the draft SOCG.

- a) Aspects of the application relating to noise exposure/mitigation.
- b) In the case of road drainage and the water environment PHE believes that, unless a credible risk to public health has been identified as part of the assessments, The Environment Agency is better placed to provide comments associated with this aspect of the proposed development.

We hope that the above is satisfactory but should you require any additional information or clarification please do not hesitate to contact us.

Yours sincerely



Allister Gittins
Environmental Public Health Scientist
nsipconsultations@phe.gov.uk

Please mark any correspondence for the attention of National Infrastructure Planning Administration.