

M3 Junction 9 Improvement

Scheme Number: TR010055

5.1 Consultation Report Appendix J - 2021 Statutory Consultation Part 1 of 2

APFP Regulation 5(2)(q)

Planning Act 2008

**Infrastructure Planning (Applications: Prescribed Forms and
Procedure) Regulations 2009**

Volume 5

November 2022

Infrastructure Planning

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

M3 Junction 9 Improvement
Development Consent Order 202[x]

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| <p style="text-align: center;">5.1 CONSULTATION REPORT APPENDIX J – 2021 STATUTORY CONSULTATION</p> |
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J.1. Land Interest Questionnaire

Our ref: HE551511
Your ref: M3/LIQ/XX

Name
Address

[REDACTED]
[REDACTED]
Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

XX December 2020

Dear Salutation,

Subject: M3 Junction 9 Improvement Scheme – Land Interest Questionnaire

We're writing to you about the M3 Junction 9 Improvement Scheme (the Proposed Scheme), to help us prepare for our public consultation as you or your organisation may have an interest in land affected by the Proposed Scheme.

We may have previously contacted you about our proposals. Following feedback received from the last public consultation in summer 2019, we have reviewed our design and would like to make sure that our records about land interests are as up to date as possible. This will help us to discuss our updated proposals with you and keep you and other land interests informed.

The Proposed Scheme is classed as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and so will require a Development Consent Order (DCO) from the Secretary of State for Transport to be built. We intend to submit a DCO application in autumn 2021.

Land agents Ardent are working on our behalf to update the records of all those parties who hold an interest in and/or rights over land and property that could be affected by the Proposed Scheme. This process is known as 'land referencing'. This will allow us to ensure that all those parties potentially affected by the proposals are included in future consultation and communication and have an opportunity to comment on the Proposed Scheme as our proposals develop.

This letter, enclosed form and plan are part of this information gathering process. We may have contacted you previously to complete a 'Land Interest Questionnaire', but we need to update these following the changes to our design.

Our updated searches of the Land Registry, show that **you are in possession of a land interest or right which may be affected by part of the project**. As such, we wish to confirm that we have correctly identified you as holding an interest in this land. We would also like to ask you to help identify the details of any freeholders, leaseholders, tenants, occupiers and other parties (such as rights of access, easements etc.) with an interest in your land, in order that they can be included in correspondence going forward and have the opportunity to comment on the proposals through the upcoming formal consultation process, which we expect to hold in February 2021. From our records, we can see that you previously completed and returned a Land Interest Questionnaire in

2019, however due to changes to the Proposed Scheme, we would like to verify that the information we have is still correct.

What happens next?

This land referencing process helps to ensure the right people are consulted on our proposals as we continue to move forward.

We would therefore be grateful if you could please complete the enclosed Land Interest Questionnaire form with as much detail as possible and return to **Ardent** (along with any marked-up plans if helpful), using the pre-paid envelope provided, within 14 days. If you require any assistance with completing the form, please do not hesitate to contact **Elliot Bairstow** at **Ardent** using the details provided below.

For more information on the Proposed Scheme, please visit the scheme webpage at: <https://highwaysengland.co.uk/projects/m3-junction-9-improvements/>. You can subscribe to receive email alerts from this page when new information is published by clicking on 'sign up for updates'.

Once we have your information, Ardent will then continue to keep you informed about the Proposals and you will receive an invite to our consultation next year. We would like to thank you in advance for your help and look forward to receiving your response as soon as possible.

Yours faithfully/sincerely,

[Redacted signature block]

Enclosed:

- I. Land Interest Questionnaire (LIQ) – the LIQ is provided so that you can confirm the information we have received is correct in the form required, identify any changes to land ownership/interest and confirm any other interests that others may hold over the land.
- II. Land ownership plans (2 copies) – shows the extent of land we believe you may have an interest in. Please mark up if this is helpful
- III. M3 junction 9 improvement scheme - land use plan
- IV. A prepaid return envelope – to return the LIQ to Ardent or you can scan the LIQ and email it to [Redacted email address]

J.2. Section 42 cover letter – prescribed bodies

Our ref: TR010055/S42(1)(a)/May21
Your ref:

To: «Title» «First_Name» «Second_Name»
«Company_namename»
«Add_1»
«Add_2»
«Add_3»
«Add_4»
«Add_5»
«Postcode»

Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

Direct Line: [REDACTED]
Email:
[M3Junction9Improvements@
highwaysengland.co.uk](mailto:M3Junction9Improvements@highwaysengland.co.uk)

25 May 2021

Dear «Salutation»,

**M3 Junction 9 Improvement Scheme
Statutory Consultation – Thursday 27 May 2021 until Thursday 8 July 2021
Section 42(1)(a) of the Planning Act 2008 and Regulation 13 of the Infrastructure
Planning (Environmental Impact Assessment) Regulations 2017**

We're writing to you about the M3 Junction 9 Improvement Scheme ("the Proposed Scheme") to tell you about our statutory consultation.

Since our last consultation in 2019, we have used feedback from consultees, along with results from our environmental assessments and design reviews to amend our previous proposals. We have therefore decided to undertake a further consultation to provide you with the opportunity to share your views on our updated proposals. This letter is notice of our consultation taking place from **Thursday 27 May 2021 until Thursday 8 July 2021**.

Overview of the Proposed Scheme

M3 junction 9 is a key transport interchange which connects south Hampshire and the wider sub-region, with London via the M3 and the midlands and the north via the A34. Our proposals are intended to reduce congestion and improve journey times by separating traffic travelling through the junction between the M3 to and from Southampton and the A34 to and from Newbury.

The Proposed Scheme comprises the following key elements:

- Widening of the M3 to form a four lane motorway;
- Providing a same direction free-flow link between the M3/A34;
- Rearranging the main junction 9 roundabout;
- Three new bridges and a number of other structures including new underpasses;
- Revised walking and cycling routes;
- New connecting roads from the revised roundabout; and
- Improved motorway slip roads.

Application for Development Consent

Due to the scale and nature of the Proposed Scheme, it is a Nationally Significant Infrastructure Project (“NSIP”) under the Planning Act 2008 (“PA 2008”). Therefore, we will apply to the Secretary of State for Transport for a Development Consent Order (“DCO”) to authorise the Proposed Scheme. The application will be submitted to the Planning Inspectorate who will process and consider the application before submitting a recommendation to the Secretary of State for Transport to determine the application. We intend to submit our application for a DCO in early 2022.

Further information about the PA 2008 process and DCOs can be found on the Planning Inspectorate’s National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Statutory Consultation

During the pre-application process, we must consult with a variety of people and organisations about our proposals in accordance with the requirements of the PA 2008 and related regulations. You have been identified as a “prescribed consultee” for the purposes of Section 42(1)(a) of the PA 2008 and Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). Information on how you can give us your comments is provided below.

In July and August 2019, we undertook statutory consultation on the Proposed Scheme and presented our preliminary environmental information. After consideration of the feedback received and further development of the scheme proposals, we have made several design changes to the Proposed Scheme.

In summary, key matters that have changed are:

- The inclusion of various areas to the east of the junction for environmental mitigation and areas of search for potential excess spoil management and temporary compounds;
- New highways and roundabout configuration;
- A new footbridge over the River Itchen;

- Revised walking and cycling routes; and
- The inclusion of other temporary compound areas needed by the future contractor that we have appointed to build the Proposed Scheme, so that they can construct the proposals in a safe, efficient and sensitive manner whilst aiming to keep vehicles running through the junction.

Therefore, we are undertaking a further statutory consultation on the Proposed Scheme in accordance with the requirements of the PA 2008 and related regulations.

This consultation is an opportunity for you to share your views on our updated proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

In response to the current restrictions in place due to the COVID-19 pandemic, we have developed a 'digital first' approach to our consultation. During the consultation period, we will be running a telephone appointment surgery where members of the Project Team will be available to speak with you about the Proposed Scheme and answer questions you might have. We are also happy to schedule a focussed discussion on a particular issue. Further details are set out in the enclosed notice. This information can also be found online from **9am on Thursday 27 May 2021** at: www.highwaysengland.co.uk/m3junction9

To view the full suite of consultation documents, please visit the Proposed Scheme webpage (www.highwaysengland.co.uk/m3junction9). These are provided to help you understand the proposals and share your views with us. If you require a hard copy of any of the consultation documents, please contact us at: M3Junction9Improvements@highwaysengland.co.uk or on 0300 123 5000. Please note, there may be a charge of up to £200 (including postage) for a paper copy of the Preliminary Environmental Information Report ("PEIR").

Preliminary Environmental Information

The Proposed Scheme is classified as an EIA Development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). We are therefore undertaking an environmental impact assessment (EIA) to identify the likely significant effects of the Proposed Scheme on the environment.

As part of this consultation, we have prepared a new PEIR to help you understand the likely effects of the Proposed Scheme. The PEIR presents the environmental information gathered to date and provides the results of a preliminary assessment of the likely significant environmental effects of the construction and operation of the Proposed Scheme. The final findings of the EIA will be reported in the Environmental Statement which will accompany our DCO application.

The PEIR, its technical appendices and a non-technical summary (“NTS”) of its findings can be viewed on the M3 Junction 9 Improvements Scheme webpage (www.highwaysengland.co.uk/m3junction9) throughout the consultation period. A USB drive containing an electronic copy of the PEIR, its technical appendices and NTS is enclosed with this letter.

In accordance with Regulation 13 of the EIA Regulations, a paper copy of the notice we will be publishing under Section 48 of the PA 2008 to publicise the Proposed Scheme is also enclosed with this letter.

How to Respond

The consultation period on the Proposed Scheme will run from **Thursday 27 May 2021 until Thursday 8 July 2021** (inclusive). Any responses to this consultation on the Proposed Scheme should be made via:

- **Online:** www.highwaysengland.co.uk/m3junction9
- **Email:** M3Junction9Improvements@highwaysengland.co.uk
- **Post:** Freepost M3 JUNCTION 9

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us **by 11.59 pm on Thursday 8 July 2021**.

Should you have any queries about this correspondence, the Proposed Scheme or the consultation, then please do not hesitate to contact a member of the Project Team at: M3Junction9Improvements@highwaysengland.co.uk or by calling **0300 123 5000**.

«Ending»,

Project Manager

Email: M3Junction9Improvements@highwaysengland.co.uk

Enclosures:

- I. A paper copy of a notice pursuant to section 48 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
- II. A USB drive containing an electronic copy of the Preliminary Environmental Information Report, its technical appendices and the Non-Technical Summary

J.3. Section 42 cover letter – local authorities



Our ref: TR010055/S42(1)(b)/May21
Your ref:

To: «Title» «First_Name» «Second_Name»
«Company_namename»
«Add_1»
«Add_2»
«Add_3»
«Add_4»
«Add_5»
«Postcode»

Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

Direct Line: [REDACTED]
Email:
[M3Junction9Improvements@
highwaysengland.co.uk](mailto:M3Junction9Improvements@highwaysengland.co.uk)

25 May 2021

Dear «Salutation»,

**M3 Junction 9 Improvement Scheme
Statutory Consultation – Thursday 27 May 2021 until Thursday 8 July 2021
Section 42(1)(b) of the Planning Act 2008 and Regulation 13 of the Infrastructure
Planning (Environmental Impact Assessment) Regulations 2017**

We're writing to you about the M3 junction 9 improvement scheme ("the Proposed Scheme") to tell you about our statutory consultation.

Since our last consultation in 2019, we have used feedback from consultees along with results from our environmental assessments and design reviews to amend our previous proposals. We have therefore decided to undertake a further consultation to provide you with the opportunity to share your views on our updated proposals. This letter is notice of our consultation from **Thursday 27 May 2021 until Thursday 8 July 2021**.

Overview of the Proposed Scheme

M3 junction 9 is a key transport interchange which connects south Hampshire and the wider sub-region, with London via the M3 and the midlands and the north via the A34. Our proposals are intended to reduce congestion and improve journey times by separating traffic travelling through the junction between the M3 to and from Southampton and the A34 to and from Newbury.

The Proposed Scheme comprises the following key elements:

- Widening of the M3 to form a four lane motorway;
- Providing a same direction free-flow link between the M3/A34;
- Rearranging the main junction 9 roundabout;
- Three new bridges and a number of other structures including new underpasses;
- Revised walking and cycling routes;
- New connecting roads from the revised roundabout; and
- Improved motorway slip roads.

Application for Development Consent

Due to the scale and nature of the Proposed Scheme, it is a Nationally Significant Infrastructure Project (“NSIP”) under the Planning Act 2008 (“PA 2008”). Therefore, we will apply to the Secretary of State for Transport for a Development Consent Order (“DCO”) to authorise the Proposed Scheme. The application will be submitted to the Planning Inspectorate who will process and consider the application before submitting a recommendation to the Secretary of State for Transport to determine the application. We intend to submit our application for a DCO in early 2022.

Further information about the PA 2008 process and DCOs can be found on the Planning Inspectorate’s National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Statutory Consultation

During the pre-application process, we must consult with a variety of people and organisations about our proposals in accordance with the requirements of the PA 2008 and related regulations. You have been identified someone we must consult with for the purposes of Section 42(1)(b) of the PA 2008. Information on how you can give us your comments is provided below.

In July and August 2019, we undertook statutory consultation on the Proposed Scheme and presented our preliminary environmental information. After consideration of the feedback received and further development of the scheme proposals, we have made several design changes to the Proposed Scheme.

In summary, key matters that have changed are:

- The inclusion of various areas to the east of the junction for environmental mitigation and areas of search for potential excess spoil management and temporary compounds;
- New highways and roundabout configuration;
- A new footbridge over the River Itchen;
- Revised walking and cycling routes; and

- The inclusion of other temporary compound areas needed by the future contractor that we have appointed to build the Proposed Scheme, so that they can construct the proposals in a safe, efficient and sensitive manner whilst aiming to keep vehicles running through the junction.

Therefore, we are undertaking a further statutory consultation on the Proposed Scheme in accordance with the requirements of the PA 2008 and related regulations.

This consultation is an opportunity for you to share your views on our updated proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

In response to the current restrictions in place due to the COVID-19 pandemic, we have developed a 'digital first' approach to our consultation. During the consultation period, we will be running a telephone appointment surgery where members of the Project Team will be available to speak with you about the Proposed Scheme and answer questions you might have. We are also happy to schedule a focussed discussion on a particular issue. Further details are set out in the enclosed notice. This information can also be found online from **9am on Thursday 27 May 2021** at: www.highwaysengland.co.uk/m3junction9

To view the full suite of consultation documents, please visit the Proposed Scheme webpage (www.highwaysengland.co.uk/m3junction9). These are provided to help you understand the proposals and share your views with us. If you require a hard copy of any of the consultation documents, please contact us at: M3Junction9Improvements@highwaysengland.co.uk or on 0300 123 5000. Please note, there may be a charge of up to £200 (including postage) for a paper copy of the Preliminary Environmental Information Report ("PEIR").

Preliminary Environmental Information

The Proposed Scheme is classified as an EIA Development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 ("the EIA Regulations"). We are therefore undertaking an environmental impact assessment ("EIA") to identify the likely significant effects of the Proposed Scheme on the environment.

As part of this consultation, we have prepared a new PEIR to help you understand the likely effects of the Proposed Scheme. The PEIR presents the environmental information gathered to date and provides the results of a preliminary assessment of the likely significant environmental effects of the construction and operation of the Proposed Scheme. The final findings of the EIA will be reported in the Environmental Statement which will accompany our DCO application.

The PEIR, its technical appendices and a non-technical summary ("NTS") of its findings can be viewed on the Proposed Scheme webpage (www.highwaysengland.co.uk/m3junction9) throughout the consultation period. A USB

drive containing an electronic copy of the PEIR, its technical appendices and NTS is enclosed with this letter.

In accordance with Regulation 13 of the EIA Regulations, a paper copy of the notice we will be publishing under Section 48 of the PA 2008 to publicise the Proposed Scheme is also enclosed with this letter.

How to Respond

The consultation period on the Proposed Scheme will run from **Thursday 27 May 2021 until Thursday 8 July 2021** (inclusive). Any responses to this consultation on the Proposed Scheme should be made via:

- **Online:** www.highwaysengland.co.uk/m3junction9
- **Email:** M3Junction9Improvements@highwaysengland.co.uk
- **Post:** Freepost M3 JUNCTION 9

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us **by 11.59 pm on Thursday 8 July 2021**.

If you have any queries about this letter, the Proposed Scheme or the consultation, please contact us by emailing: M3Junction9Improvements@highwaysengland.co.uk or by calling **0300 123 5000**.

«Ending»,



Email: M3Junction9Improvements@highwaysengland.co.uk

Phone: 

Enclosures:


- I. A paper copy of a notice pursuant to section 48 of the Planning Act 2008 and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
- II. A USB drive containing an electronic copy of the Preliminary Environmental Information Report, its technical appendices and the Non-Technical Summary

J.4. Section 42 cover letter – landowners

Our ref: TR010055/S42(1)(d)/Cat1&2/May 2021
Your ref: M3J9/S42/001



Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

Direct Line: 
Email: [M3Junction9Improvements@
highwaysengland.co.uk](mailto:M3Junction9Improvements@highwaysengland.co.uk)

25 May 2021

Dear Sir/Madam,

**M3 Junction 9 Improvement Scheme
Statutory Consultation – Thursday 27 May 2021 until Thursday 8 July 2021
Section 42(1)(d) and Section 44 of the Planning Act 2008 (as amended)**

We're writing to you about the M3 junction 9 improvement scheme ("the Proposed Scheme") to tell you about our statutory consultation.

We wanted to bring this to your attention because you or your organisation may be an affected/potentially affected landowner or have an interest in land or property affected by the Proposed Scheme. This letter is to give you notice of our consultation running from **Thursday 27 May 2021 until Thursday 8 July 2021**.

Highways England intends to submit an application ("the Proposed Application") for a Development Consent Order ("DCO") under Section 37 of the Planning Act 2008 (as amended) ("PA 2008") to the Secretary of State for Transport. The DCO, if made by the Secretary of State for Transport, would authorise the construction and operation of the Proposed Scheme.

The changes planned at M3 junction 9 are a critical part of our ongoing investment in the strategic road network and will improve journey times between south Hampshire and London via the M3 and the midlands and the north via the A34.

In response to the current restrictions in place due to the COVID-19 pandemic, we have developed a 'digital first' approach to our consultation. During the consultation period, we

will be running a telephone appointment surgery where members of the Project Team will be available to speak with you about the Proposed Scheme and answer questions you might have. We are also happy to schedule a focussed discussion on a particular issue. Further details are set out in the enclosed notice. This information can also be found online from **9am on Thursday 27 May 2021** at: www.highwaysengland.co.uk/m3junction9.

Further information relating to the Proposed Scheme and our consultation is provided in the enclosed Information Sheet and on the accompanying USB drive, which contains our consultation documents. These include a Preliminary Environmental Information Report ("PEIR") and its Non-Technical Summary as well as our Public Consultation Brochure. If you or your organisation is unable to use the USB device, the consultation documents can be accessed via the Proposed Scheme webpage (www.highwaysengland.co.uk/m3junction9) from **9am on Thursday 27 May 2021** or you can request a paper copy of any of the Consultation Documents. Details of how to request paper copies of any of the Consultation Documents and any associated costs are provided on the Information Sheet.

Any response to this consultation or on the Proposed Scheme should be submitted to Highways England **no later than 11.59pm on Thursday 8 July 2021**. Details of how to submit a response are provided towards the end of the Information Sheet.

If you have any queries about this letter, Proposed Scheme or the consultation, please contact us by email at: M3Junction9Improvements@highwaysengland.co.uk or by calling **0300 123 5000**.

Yours faithfully,

[Redacted signature]

[Redacted name]

Email: M3Junction9Improvements@highwaysengland.co.uk

Phone: [Redacted]

Enclosures:

- i. A USB drive containing an electronic copy of the Proposed Scheme Map, Preliminary Environmental Information Report ("PEIR"), PEIR Non-Technical Summary, Public Consultation Brochure, Questionnaire and Statutory Notices
- ii. A paper copy of a notice pursuant to section 48 of the Planning Act 2008 (as amended) and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended)

- iii. A paper copy of the Individual Land Ownership Plan and the Indicative Application Boundary Plan.

INFORMATION SHEET

Why are you being consulted?

During the pre-application process of a Development Consent Order (“DCO”) application, we are required to consult with a variety of persons and organisations (“prescribed persons”) about the Proposed Scheme in accordance with Section 42 of the Planning Act 2008 (as amended) (“PA 2008”). These ‘prescribed persons’ include local authorities, prescribed consultation bodies, such as the Environment Agency and Historic England, and affected/potentially affected landowners and others with interests in land. The statutory consultation must be carried out prior to submitting the application for a DCO to the Secretary of State for Transport.

We have identified a number of persons and organisations, which we are required to consult for the purposes of Section 42 of the PA 2008. You or your organisation have been identified as an affected/potentially affected landowner or have an interest in land affected by the Proposed Scheme for the purposes of Section 42(1)(d) of the PA 2008.

Further to a review of Land Registry information and the land referencing process conducted, we have identified that you may have an interest in land which falls within our Indicative Application Boundary or is potentially affected by the Proposed Scheme. We believe your interest relates to:

| Title Number(s) (if registered) | Land Description(s) |
|------------------------------------|---------------------|
| █ | █ |

Please refer to the set of plans included with this letter, which show all affected land within the Indicative Application Boundary.

We therefore wish to seek your views on the Proposed Scheme. Information on how you can provide your comments is provided below.

Haven’t we already held a statutory consultation?

Yes, this is our second ‘statutory’ consultation. We previously held one in July-August 2019 and presented our preliminary environmental information. The consultation invited comments from a variety of stakeholders including local planning authorities, landowners, local interest groups and the general public. Feedback from the consultation showed that there was a high level of support for the proposals. However, some key comments were provided including: the length available for vehicles to change lanes when joining the A34 from junction 9 and then heading on to the A33/Kings Worthy; the future traffic capacity of the Proposed Scheme and the length of the construction period. Through consideration of the feedback received and ongoing engineering review and development of the proposals, we have made several design changes to the Proposed Scheme, to try to resolve some of the issues raised.

The principal design and boundary changes since the last consultation in summer 2019 are:

- The inclusion of various areas to the east of the junction for environmental mitigation and areas of search for potential excess spoil management and temporary compounds;
- New highways and roundabout configuration;
- A new footbridge over the River Itchen;
- Revised walking and cycling routes; and
- The inclusion of other temporary compound areas needed by the future contractor that we have appointed to build the Proposed Scheme, so that they can construct the proposals in a safe, efficient and sensitive manner whilst aiming to keep vehicles running through the junction.

As the amount of land needed and the design have changed, we're holding another statutory consultation. The consultation period runs from **Thursday 27 May 2021 to Thursday 8 July 2021** (inclusive).

This consultation is an opportunity for you to share your views on our updated proposals and develop our understanding of how our proposals impact you and how we could improve that. We strongly encourage you to provide your views through this consultation. This will enable us to take your opinions into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

Further information about our previous consultations can be found in our consultation brochure and on the Proposed Scheme webpage: www.highwaysengland.co.uk/m3junction9

The Proposed Scheme

M3 junction 9 is a key transport interchange which connects south Hampshire and the wider sub-region, with London via the M3 and the midlands and the north via the A34. Our proposals are intended to reduce congestion and improve journey times by separating traffic travelling through the junction between the M3 to and from Southampton and the A34 to and from Newbury.

The Proposed Scheme comprises the following key elements:

- Widening of the M3 to form a four lane motorway;
- Providing a same direction free-flow link between the M3/A34;
- Rearranging the main junction 9 roundabout;
- Three new bridges and a number of other structures including new underpasses;
- Revised walking and cycling routes;
- New connecting roads from the revised roundabout; and
- Improved motorway slip roads.

The Planning Process

Due to the scale and nature of the Proposed Scheme, it is classed as a Nationally Significant Infrastructure Project (“NSIP”) under the Planning Act 2008 (“PA 2008”). Therefore, we will apply to the Secretary of State for Transport for a Development Consent Order (“DCO”) to authorise the Proposed Scheme. Our application will be submitted to the Planning Inspectorate who will process and consider the application before submitting a recommendation to the Secretary of State for Transport to determine the application. We intend to submit our application for a DCO in early 2022.

Further information about the PA 2008 process and DCOs can be found on the Planning Inspectorate’s National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Environmental Impact Assessment

The Proposed Scheme is classified as ‘EIA Development’ under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (“the EIA Regulations”). We are therefore undertaking an environmental impact assessment (“EIA”) to identify the likely significant effects of the Proposed Scheme on the environment.

As part of this consultation, we have prepared a new Preliminary Environmental Information Report (“PEIR”) to help you understand the likely effects of the Proposed Scheme. The PEIR presents the environmental information gathered to date and provides the preliminary findings of the assessment of the likely significant environmental effects of the construction and operation of the Proposed Scheme, to help you understand the likely effects. The PEIR does not set out the final findings of the EIA, as that is ongoing, but does include information on the preliminary mitigation measures proposed. The final findings of the EIA will be reported in the Environmental Statement which will accompany our DCO application.

The PEIR, its technical appendices and a non-technical summary (“NTS”) of its findings can be viewed on the Proposed Scheme webpage (www.highwaysengland.co.uk/m3junction9) throughout the consultation period. A USB drive containing an electronic copy of the PEIR, its technical appendices and Non-Technical Summary is enclosed with this letter.

Consultation Documents

The USB drive that is enclosed with this letter contains the following consultation documents in order to assist you in considering and commenting on the Proposed Scheme:

- The Proposed Scheme Map
- Preliminary Environmental Information Report
- Preliminary Environmental Information Report Non-Technical Summary

- Public Consultation Brochure
- Questionnaire
- Statutory Notices

The full suite of consultation documents will also be available to view online, free of charge, from **9am on Thursday 27 May 2021** via the Proposed Scheme webpage: www.highwaysengland.co.uk/m3junction9

If you require a paper copy of any of the consultation documents, please contact us at: M3junction9Improvements@highwaysengland.co.uk or on 0300 123 5000. There may be a charge of up to £200 (including postage) for a paper copy of the PEIR, however all other consultation documents are available on request, free of charge.

Other Documents of Interest

Further to a review of title and Land Registry information, we have identified that you may have an interest in land which falls within the Proposed Scheme footprint. To help you understand this, we are also enclosing additional documents in hard copy. Please use or refer to these documents in your consultation response to ensure we know about potential impacts on your interests, whether they lie within the boundary of the Proposed Scheme or outside it:

- **Individual Land Ownership Plan** – showing the land the Proposed Scheme will use that we believe you have an interest in.
- **A plan showing the full extents of the Proposed Scheme, known as the “Indicative Application Boundary”** – we have included this plan so that, if there is land you have an interest in within the Indicative Application Boundary but that has not been included on the Individual Land Ownership Plan, you can use this consultation opportunity to bring that to our attention. If this is the case, you can use / amend the plan to explain that to us and send it back to us as part of your consultation response.

Whilst this information is considered up to date at the time of the consultation, the identification of interests in the land potentially affected by the Proposed Scheme is an ongoing process. This process will be finalised prior to the submission of our DCO application. However, if you think you no longer have an interest in the land, please contact Highways England using the details provided below.

We have produced the following guidance about compulsory acquisition and compensation which you can view under the ‘documents section’ on the Proposed Scheme webpage (www.highwaysengland.co.uk/m3junction9) from **9am on Thursday 27 May 2021**:

- Your property and our road proposals
- Your property and blight
- Your property and discretionary purchase

- Your property and compulsory purchase
- How to claim for the effects on your property of new or altered roads

Statutory Consultation

In response to the current restrictions in place due to the COVID-19 pandemic, we have developed a 'digital first' approach to our consultation. During the consultation period, we will be running a telephone appointment surgery and hosting a series of bespoke webinars, where members of the Project Team will be available to speak with you about the Proposed Scheme and answer questions you might have.

Further details are set out in the enclosed Public Consultation Brochure and Section 48 Notice. This information can also be found online from **9am on Thursday 27 May 2021** at: www.highwaysengland.co.uk/m3junction9

Responding to the Consultation

The consultation period on the Proposed Scheme will run from **Thursday 27 May 2021 to Thursday 8 July 2021** (inclusive). Any response to this consultation or on the Proposed Scheme can be made via:

- **Online:** www.highwaysengland.co.uk/m3junction9
- **Email:** M3Junction9Improvements@highwaysengland.co.uk
- **Post:** FREEPOST M3 Junction 9

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us **by 11.59pm on Thursday 8 July 2021**.

Compensation

Whilst you would be entitled to compensation if your land or interests are acquired, or if temporary possession is taken, this is not a matter upon which you can comment in this consultation. The amount of compensation due will be a matter to be determined through separate negotiation. However, there may be instances where we cannot reach agreement. In that situation you can refer your claim to the Lands Chamber of the Upper Tribunal. We are also interested in understanding whether we have captured the correct information about everyone who has an interest in land. Therefore, it would be very helpful if you either could confirm our Individual Land Ownership Plan is accurate or update us on anything we have missed.

Your data, your rights

Your data, your rights

On 25 May 2018, the General Data Protection Regulations (GDPR) became law. The law requires Highways England to explain to you – consultees, stakeholders and customers – how your personal data will be used and stored.

Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by

Highways England and its appointed contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing

■ Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



If you'd like more information about how we manage data, or a copy of our privacy notice, please contact: DataProtectionAdvice@highwaysengland.co.uk

J.5. Section 42 cover email + digital covering letter

From: [REDACTED]
Sent: 26 May 2021 13:24
To: [REDACTED]
Cc: [REDACTED]
Subject: M3 JUNCTION 9 IMPROVEMENT SCHEME - SECTION 42 CONSULTATION
Attachments: Section 42 Covering Letter_The Environment Agency.pdf; M3J9_Section 48 Notice.pdf

Importance: High

| Tracking: | Recipient | Delivery | Read |
|-----------|------------|-----------------------------|------------------------|
| | [REDACTED] | | |
| | [REDACTED] | Delivered: 26/05/2021 13:27 | |
| | [REDACTED] | Delivered: 26/05/2021 13:27 | Read: 26/05/2021 15:17 |

M3 Junction 9 Improvements

Dear [REDACTED],

**M3 Junction 9 Improvement
Statutory consultation on a proposed application for development consent
Section 42 of the Planning Act 2008 (and Regulation 13 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017)**

Highways England is undertaking a statutory consultation on the M3 Junction 9 Improvement Scheme ('the Proposed Scheme') in accordance with the requirements of the Planning Act 2008. The consultation runs from 27 May to 8 July 2021 (inclusive). Further details of the consultation and the Proposed Scheme can be found in the following consultation documents:

- Section 42 Covering Letter
- Section 48 Notice
- Preliminary Environmental Information Report (PEIR)
- PEIR Non-Technical Summary (NTS)
- PEIR Appendices

Copies of the Section 42 Covering Letter and the Section 48 Notice are attached with this email. All other consultation documents are available to download via the following link: [M3 JUNCTION 9 IMPROVEMENT s42a](#) and will also be available to view and download on the Proposed Scheme webpage from 9 am on 27 May 2021: www.highwaysengland.co.uk/m3junction9

The deadline for receipt of your views on the Proposed Scheme is 11.59 pm on 8 July 2021. The attached Section 42 Covering Letter provides details of how to submit your comments.

We would be grateful if you could confirm receipt of this email. Should you have any queries in respect of the consultation documents then please do not hesitate to contact me or my colleague Nicola Hartley

[REDACTED]

Kind regards

[REDACTED]

78 Cowcross Street
London
EC1M 6EJ

[REDACTED]



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Our ref: TR010055/S42(1)(a)/May21
Your ref:

To: [REDACTED]
The Environment Agency
Chichester Office
Oving Road
Chichester
West Sussex
PO20 2AG

Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

Direct Line: [REDACTED]
Email:
[M3Junction9Improvements@
highwaysengland.co.uk](mailto:M3Junction9Improvements@highwaysengland.co.uk)

BY EMAIL ONLY

26 May 2021

Dear [REDACTED],

**M3 Junction 9 Improvement Scheme
Statutory Consultation – Thursday 27 May 2021 until Thursday 8 July 2021
Section 42(1)(a) of the Planning Act 2008 and Regulation 13 of the Infrastructure
Planning (Environmental Impact Assessment) Regulations 2017**

We're writing to you about the M3 Junction 9 Improvement Scheme ("the Proposed Scheme") to tell you about our statutory consultation.

Since our last consultation in 2019, we have used feedback from consultees, along with results from our environmental assessments and design reviews to amend our previous proposals. We have therefore decided to undertake a further consultation to provide you with the opportunity to share your views on our updated proposals. This letter is notice of our consultation taking place from **Thursday 27 May 2021 until Thursday 8 July 2021**.

Overview of the Proposed Scheme

M3 junction 9 is a key transport interchange which connects south Hampshire and the wider sub-region, with London via the M3 and the midlands and the north via the A34. Our proposals are intended to reduce congestion and improve journey times by separating traffic travelling through the junction between the M3 to and from Southampton and the A34 to and from Newbury.

The Proposed Scheme comprises the following key elements:

- Widening of the M3 to form a four lane motorway;
- Providing a same direction free-flow link between the M3/A34;
- Rearranging the main junction 9 roundabout;
- Three new bridges and a number of other structures including new underpasses;
- Revised walking and cycling routes;
- New connecting roads from the revised roundabout; and
- Improved motorway slip roads.

Application for Development Consent

Due to the scale and nature of the Proposed Scheme, it is a Nationally Significant Infrastructure Project (“NSIP”) under the Planning Act 2008 (“PA 2008”). Therefore, we will apply to the Secretary of State for Transport for a Development Consent Order (“DCO”) to authorise the Proposed Scheme. The application will be submitted to the Planning Inspectorate who will process and consider the application before submitting a recommendation to the Secretary of State for Transport to determine the application. We intend to submit our application for a DCO in early 2022.

Further information about the PA 2008 process and DCOs can be found on the Planning Inspectorate’s National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/>

Statutory Consultation

During the pre-application process, we must consult with a variety of people and organisations about our proposals in accordance with the requirements of the PA 2008 and related regulations. You have been identified as a “prescribed consultee” for the purposes of Section 42(1)(a) of the PA 2008 and Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). Information on how you can give us your comments is provided below.

In July and August 2019, we undertook statutory consultation on the Proposed Scheme and presented our preliminary environmental information. After consideration of the feedback received and further development of the scheme proposals, we have made several design changes to the Proposed Scheme.

In summary, key matters that have changed are:

- The inclusion of various areas to the east of the junction for environmental mitigation and areas of search for potential excess spoil management and temporary compounds;
- New highways and roundabout configuration;
- A new footbridge over the River Itchen;

- Revised walking and cycling routes; and
- The inclusion of other temporary compound areas needed by the future contractor that we have appointed to build the Proposed Scheme, so that they can construct the proposals in a safe, efficient and sensitive manner whilst aiming to keep vehicles running through the junction.

Therefore, we are undertaking a further statutory consultation on the Proposed Scheme in accordance with the requirements of the PA 2008 and related regulations.

This consultation is an opportunity for you to share your views on our updated proposals. We strongly encourage you to provide your views to us now through this consultation. This will enable us to take your views into account in developing and refining our proposals before submitting our application to the Planning Inspectorate.

In response to the current restrictions in place due to the COVID-19 pandemic, we have developed a 'digital first' approach to our consultation. During the consultation period, we will be running a telephone appointment surgery where members of the Project Team will be available to speak with you about the Proposed Scheme and answer questions you might have. We are also happy to schedule a focussed discussion on a particular issue. Further details are set out in the enclosed notice. This information can also be found online from **9am on Thursday 27 May 2021** at: www.highwaysengland.co.uk/m3junction9

To view the full suite of consultation documents, please visit the Proposed Scheme webpage (www.highwaysengland.co.uk/m3junction9). These are provided to help you understand the proposals and share your views with us. If you require a hard copy of any of the consultation documents, please contact us at: M3Junction9Improvements@highwaysengland.co.uk or on 0300 123 5000. Please note, there may be a charge of up to £200 (including postage) for a paper copy of the Preliminary Environmental Information Report ("PEIR").

Preliminary Environmental Information

The Proposed Scheme is classified as an EIA Development under the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). We are therefore undertaking an environmental impact assessment (EIA) to identify the likely significant effects of the Proposed Scheme on the environment.

As part of this consultation, we have prepared a new PEIR to help you understand the likely effects of the Proposed Scheme. The PEIR presents the environmental information gathered to date and provides the results of a preliminary assessment of the likely significant environmental effects of the construction and operation of the Proposed Scheme. The final findings of the EIA will be reported in the Environmental Statement which will accompany our DCO application.

The PEIR, its technical appendices and a non-technical summary (“NTS”) of its findings can be viewed on the M3 Junction 9 Improvements Scheme webpage (www.highwaysengland.co.uk/m3junction9) throughout the consultation period.

In accordance with Regulation 13 of the EIA Regulations, a copy of the notice we will be publishing under Section 48 of the PA 2008 to publicise the Proposed Scheme is also enclosed with this email.

How to Respond

The consultation period on the Proposed Scheme will run from **Thursday 27 May 2021 until Thursday 8 July 2021** (inclusive). Any responses to this consultation on the Proposed Scheme should be made via:

- **Online:** www.highwaysengland.co.uk/m3junction9
- **Email:** M3Junction9Improvements@highwaysengland.co.uk
- **Post:** Freepost M3 JUNCTION 9

To allow us time to collect and assess all responses to this consultation before finalising our application, please ensure your response reaches us **by 11.59 pm on Thursday 8 July 2021**.

Should you have any queries about this correspondence, the Proposed Scheme or the consultation, then please do not hesitate to contact a member of the Project Team at: M3Junction9Improvements@highwaysengland.co.uk or by calling **0300 123 5000**.

Yours sincerely,

[Redacted signature]

[Redacted name]

[Redacted title]

Email: M3Junction9Improvements@highwaysengland.co.uk

Phone: [Redacted phone number]

J.6. Section 46 Notification



PINS ref: TR010055

Susannah Guest
The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Anne-Marie Palmer
Highways England
Bridge House
1 Walnut Tree Close
Guildford
Surrey
GU1 4LZ

25 May 2021

Dear Ms Guest

**M3 JUNCTION 9 IMPROVEMENT SCHEME
PLANNING ACT 2008 SECTION 46: DUTY TO NOTIFY SECRETARY OF STATE
OF PROPOSED APPLICATION**

I write further to our letter of 28 June 2019, notifying you under Section 46 of the Planning Act 2008 ("PA 2008") that Highways England ("the Applicant") intends to apply under Section 37 of the PA 2008 for a Development Consent Order ("DCO") for the M3 junction 9 improvement scheme ("the Proposed Scheme").

Since our last statutory consultation in 2019, Highways England has been progressing preparations for submission of the DCO application. Through consideration of the feedback received from consultees and ongoing engineering review, Highways England has made several design changes to the Proposed Scheme. Since the Indicative Application Boundary and design have changed, Highways England has decided to hold a further statutory consultation on the new proposals to provide consultees with the opportunity to understand the nature of the changes and any likely significant impacts. This consultation will run from **Thursday 27 May 2021 to Thursday 8 July 2021**.

Under Section 46 of the PA 2008, Highways England is required to supply the Planning Inspectorate with copies of the section 42 consultation material. I therefore enclose a USB drive with electronic copies of the following documentation, as part of Highways England's duty to consult under Section 42 of the PA 2008:

- Template covering letters sent to consultees under Section 42 of the PA 2008:
 - Letter sent to consultees prescribed in Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009;
 - Letter sent to local authorities as defined in Section 43 of the PA 2008;
 - Letter sent to category 1 and 2 land interests as defined in Section 44 of the PA 2008;

- Notice pursuant to Section 48 of the PA 2008 and Regulation 13 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009;
- Consultation Brochure;
- Questionnaire Form;
- Preliminary Environmental Information Report (“PEIR”), its technical appendices and Non-Technical Summary; and
- Consultation plans.

A copy of the consultation materials will be available to view, free of charge, on the Proposed Scheme webpage from 9 am on Thursday 27 May 2021. To view the consultation materials online, please visit the documents section on the following website www.highwaysengland.co.uk/m3junction9. Further details of the consultation arrangements can be found on the website and in the enclosed Section 48 Notice.

If you have any comments or queries regarding this or our proposals, then please do not hesitate to contact me or Nicola Hartley (██████████@stantec.com) who is supporting our DCO application. Please acknowledge that this notice has been received as a record of compliance.

Yours sincerely,

██████████

Anne-Marie Palmer
Project Manager

Email: M3Junction9Improvements@highwaysengland.co.uk

Phone: ██████████

Enc.

- USB drive with electronic copies of the section 42 consultation material

J.7. Acknowledgement of Section 46 Notification



National Infrastructure Planning
Temple Quay House
2 The Square
Bristol, BS1 6PN

Customer Services: 0303 444 5000
e-mail: M3Junction9@planninginspectorate.gov.uk

Anne-Marie Palmer
Project Manager
Highways England
By email only

Your Ref:

Our Ref: TR010055

Date: 27 May 2021

Dear Ms Palmer

Planning Act 2008 (PA2008) – Section 46 and The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – Regulation 8

Proposed application by Highways England for an Order Granting Development Consent for the M3 Junction 9 Improvement scheme

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 25 May 2021 and the following documentation:

- Template covering letters sent to consultees under Section 42 of the PA2008;
- Letter sent to consultees prescribed in Schedule 1 of The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009;
- Letter sent to local authorities as defined in Section 43 of the PA2008;
- Letter sent to category 1 and 2 land interests as defined in Section 44 of the PA2008;
- Notice pursuant to Section 48 of the PA2008 and Regulation 13 of The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009;
- Consultation Brochure;
- Questionnaire Form;
- Preliminary Environmental Information Report ("PEIR"), its technical appendices and Non-Technical Summary; and
- Consultation plans.

I acknowledge that you have notified the Planning Inspectorate of the proposed application for an order granting development consent for the purposes of section 46 of the PA2008 and supplied the information for consultation under section 42. The following reference number has been given to the proposed application, which I would be grateful if you would use in subsequent communications:

TR010055

I also acknowledge notification on 19 October 2020 in accordance with Regulation 8(1)(b) of The Infrastructure Planning (Environmental Impact Assessment)

Regulations 2017 that you propose to provide an Environmental Statement in respect of the Proposed Development.

I will be your point of contact for this application during the Pre-application stage – my contact details are at the end of this letter.

The role of the Planning Inspectorate at the Pre-application stage is to provide independent and impartial advice and to have open discussions with applicants, statutory bodies and others about the processes and requirements of the regime. It is important that you keep us accurately informed of your timetable and any changes that occur.

We will publish advice we give to you or other parties on our website and, if relevant, direct parties to you as the Applicant. We are happy to meet at key milestones and/or provide advice as the case progresses through the Pre-application stage.

Once you have prepared draft documents we are able to provide technical advice, in particular on the draft Development Consent Order, draft Explanatory Memorandum, the draft Consultation Report and any draft Habitats Regulations Assessment. We would encourage you to build this into your timetables.

In the meantime, you should have regard to the guidance and legislation material provided on our website including The Infrastructure Planning (Fees) Regulations 2010 (as amended) and associated guidance, which you will need to observe closely in establishing the correct fee to be submitted at the successive stages of the application process.

When discharging your Pre-application duties you should also be aware of your obligation under the UK GDPR.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely

Richard Price

Richard Price
Operations Manager for National Infrastructure and Transport

Tel. 0303 444 5654

Email. RICHARD.PRICE@planninginspectorate.gov.uk

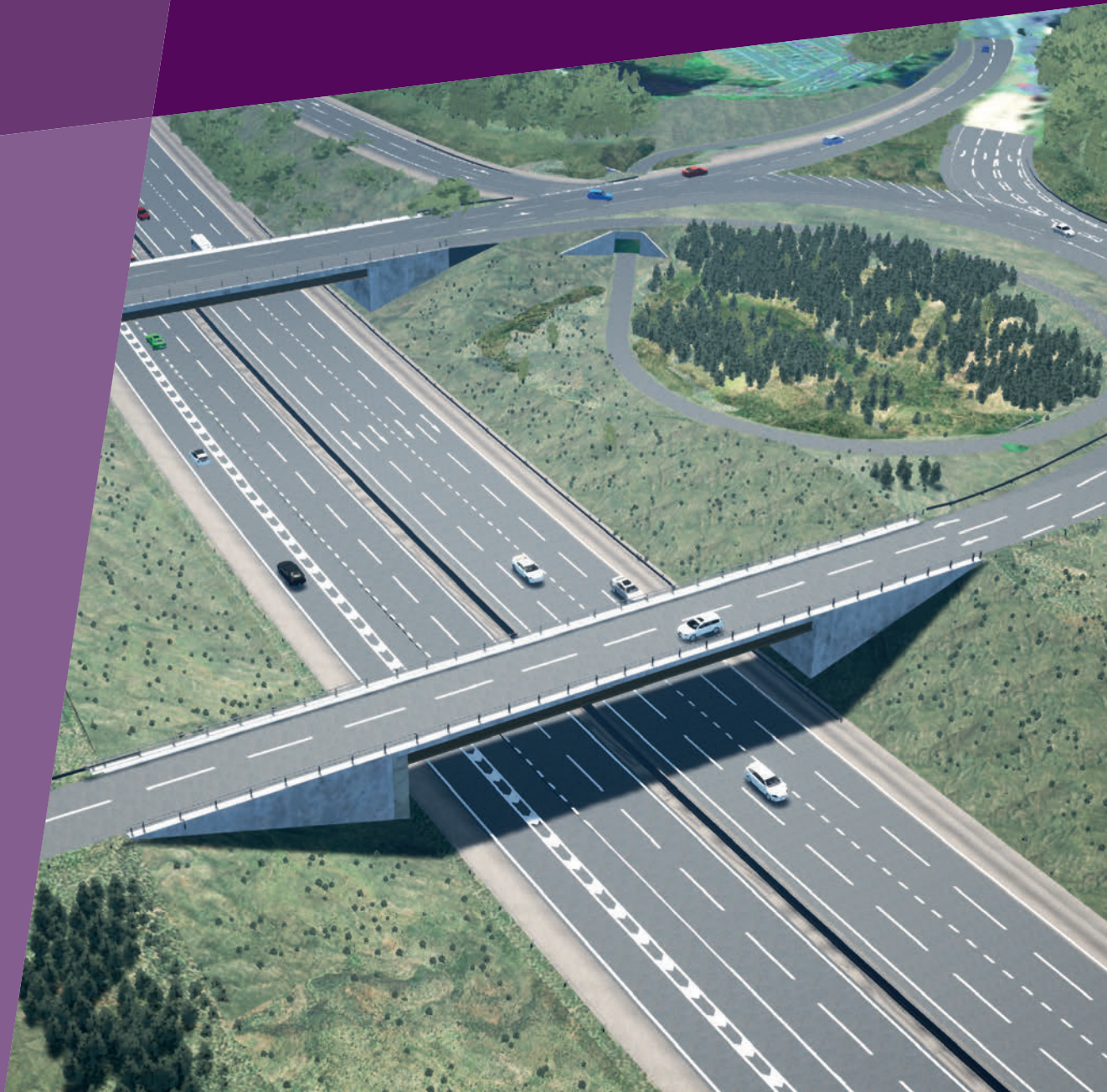
This communication does not constitute legal advice.
Please view our [Privacy Notice](#) before sending information to the Planning Inspectorate.

J.8. 2021 consultation brochure

M3

junction 9 **improvement scheme** Public consultation brochure

27 May 2021 – 8 July 2021



Investing in your roads

At Highways England, we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and most importantly, safe. That's why we're delivering £27.4 billion of investment in our network. We're committed to delivering this scheme, with the support of central government, who confirmed funding in their second Road Investment Strategy (RIS2), published in March 2020.

We're improving junction 9 of the M3, a key motorway junction which connects south Hampshire and the wider region, with London via the M3 and the midlands and the north via the A34. The Proposed Scheme is intended to reduce congestion and improve journeys between the M3 to and from Southampton and the A34 to and from Newbury.

We've been reviewing the feedback received during our consultation in summer 2019 and have amended our proposals. You may wish to read the *M3 junction 9 Improvements Public Consultation Summary Report* which summarises the feedback we received in summer 2019. This can be found under the documents tab at: www.highwaysengland.co.uk/m3junction9

As part of the planning process, we're consulting on all aspects of our Proposed Scheme design before submitting our Development Consent Order (DCO) application to the Planning Inspectorate. In this brochure, you'll find information about the changes we've made and why we've made them. We'd like your comments on the Proposed Scheme and how we're proposing to reduce its impact. We think our new layout strikes the right balance between the comments we have received and the safety standards. We also explain where you can find more information, how you can have your say, and what will happen next.

The consultation is taking place between **Thursday 27 May 2021** and **Thursday 8 July 2021**.

Responses must be received by **11.59pm on Thursday 8 July 2021**.

When we come to submit our planning application we have to be clear about how we have considered and, where appropriate, responded to all comments we receive in this consultation. More information about the planning application process can be found under section 'The application process and next steps' in this brochure.

3D model of the scheme



New junction 9 roundabout



New A34 (left) and A33 (right) underpasses - M3 southbound

Get involved

Since our consultation in 2019, we've made some changes to the Proposed Scheme and would like to hear your thoughts. Your feedback will help shape our proposals before we submit our DCO.

Due to COVID-19 we're not holding the face-to-face events we normally would. Instead, we're providing a range of alternative ways for you to understand our proposals, speak to us, ask questions and make an informed response to this consultation.

Virtual exhibition

One of the best ways to find out about our proposals and have your say is to visit our virtual exhibition. You can access it via:

www.highwaysengland.co.uk/m3junction9

Here, you can learn more about the changes, study plans and drawings, watch a video of our proposals and submit your comments to us via our questionnaire.

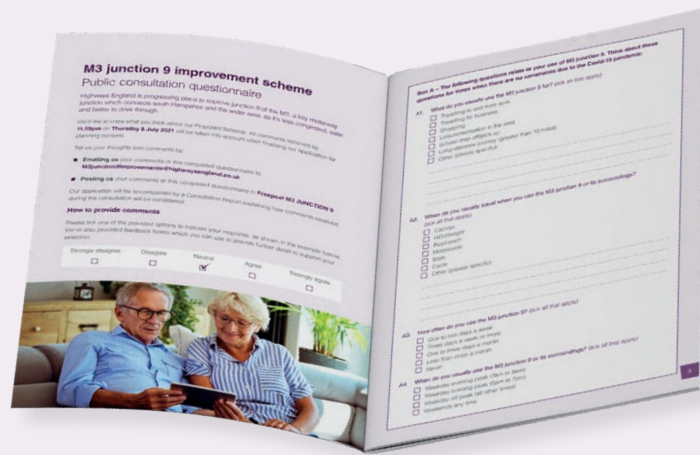
Online webinars

We're hosting seven online webinars, covering different topics and specialist areas*.

At the online webinars, we'll give a presentation and then take questions from attendees.

To register for one of these events, and to submit your questions beforehand, email:

M3Junction9Improvements@highwaysengland.co.uk or call **0300 123 5000**



| Theme | Date | Time |
|---|-----------------------|------------------|
| Introduction to the M3 junction 9 improvement scheme and next steps | Wednesday 2 June 2021 | 7.00pm – 8.00pm |
| | Saturday 5 June 2021 | 3.30pm – 4.30pm |
| Our proposals: what we are planning to do | Tuesday 8 June 2021 | 9.30am – 10.30am |
| | Thursday 17 June 2021 | 7.00pm – 8.00pm |
| Our effect on the environment: overview | Thursday 10 June 2021 | 7.00pm – 8.00pm |
| Our effect on the environment: landscape, visual impacts, wildlife and habitats | Monday 14 June 2021 | 7.00pm – 8.00pm |
| Our effect on the environment: air quality and noise | Tuesday 15 June 2021 | 7.00pm – 8.00pm |

*All online webinars will be recorded and published online after each event at www.highwaysengland.co.uk/m3junction9

Telephone surgery

We're offering a telephone surgery service with members of the project team who'll be happy to discuss our proposals and answer your questions. If you can give us an idea of what your questions are in advance of your appointment, we can try to make our most relevant team member available to talk to you.

Appointments will be available **Monday to Friday between midday and 7pm**, and **Saturday between 10am and 4pm** throughout the consultation period.

Email **M3junction9Improvements@highwaysengland.co.uk** or call **0300 123 5000** to book a telephone surgery appointment with us.

Have your say

You can share your views on our proposals using the following methods:

- **Online questionnaire** – complete the questionnaire online at: www.highwaysengland.co.uk/m3junction9 or by clicking on the link within the virtual exhibition which is also available via our website
- **Email** – email your comments or completed questionnaire to: **M3Junction9Improvements@highwaysengland.co.uk**
- **Post** – use a paper copy of the questionnaire or send any other comments you want to make to: **Freepost M3 JUNCTION 9**

You can request a paper copy of the questionnaire via the phone number or email address above.

All responses received will form the basis of our Consultation Report that we'll submit as part of our Development Consent Order application.

The Consultation Report will be publicly available. When providing your comments, please bear in mind that they may be communicated to others as part of our Consultation Report.

If you would prefer your comments to be anonymous, please let us know in your response.

If you have any other questions, please contact us by:

- Email: **M3Junction9Improvements@highwaysengland.co.uk**
- Phone: **0300 123 5000**
- Post: **Freepost M3 JUNCTION 9**

The consultation is taking place between **Thursday 27 May 2021** and **Thursday 8 July 2021**.

Responses must be received by **11.59pm** on **Thursday 8 July 2021**.

Construction work

We're thinking carefully about how we build the Proposed Scheme and how we manage issues such as noise, dust and congestion on local roads whilst we do our works.

Our site activities include:

- Demolishing existing structures
- Digging and moving earth
- Laying cables and drains
- Building and marking the motorway
- Putting up fencing, safety barriers and signs
- Building or altering structures such as bridges, culverts, watercourses and walls
- Building or altering routes for walkers and cyclists

There'll be temporary access tracks and roads into and out of our work and our compound.

We know we will dig out more material than we will use to create the new embankments and roads. We're looking to put this material near the junction to reduce lorry movements.

We'll be preparing a draft Environmental Management Plan (draft EMP) as part of our DCO application which will explain how we'll manage the impact of construction on local communities and the environment. Our draft EMP will be discussed with Hampshire County Council, Winchester City Council and South Downs National Park Authority and other relevant bodies.

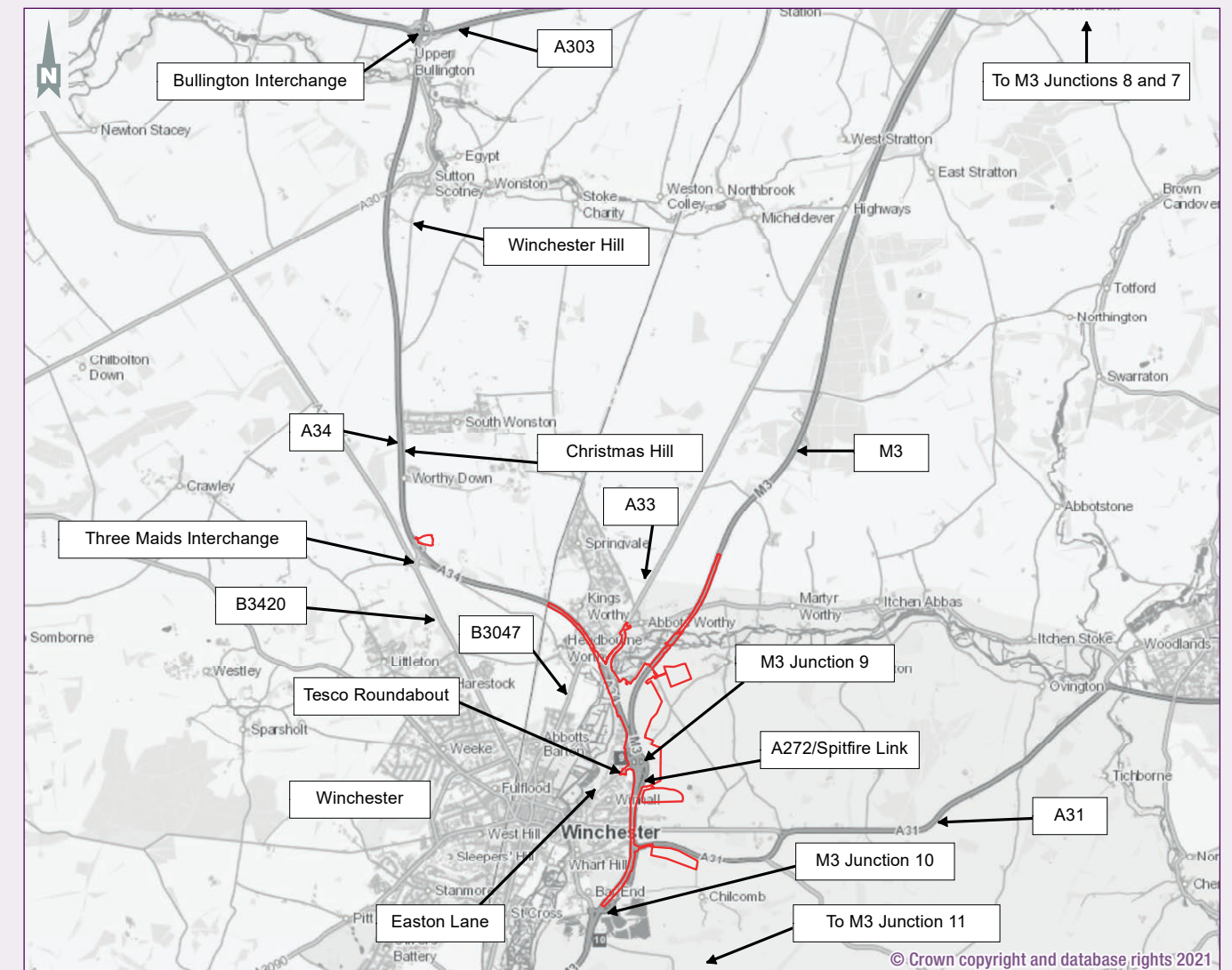
We would like to know what you think about the type of construction work we're proposing.



Our road layout

The 3D flythrough is also a great way to see our road layout. You can view the 3D flythrough on our Proposed Scheme webpage at www.highwaysengland.co.uk/m3junction9

Site location plan



Key Indicative Application Boundary

© Crown copyright and database rights 2021.

Our effect on the environment

Our proposals may have some impacts on the surrounding area. We're undertaking a thorough 'Environmental Impact Assessment' of the Proposed Scheme which includes carrying out local surveys. This allows us to understand the potential effects of our proposals and find ways to reduce impacts, where possible.

We're assessing:

| Environmental aspect | What we're assessing |
|---|---|
| Air quality | How we affect the air people breathe |
| Cultural heritage | The effect on archaeology and historic features |
| Landscape and visual | Our effect on the landscape and particular views |
| Biodiversity | How we affect habitats, plants and animal species |
| Geology and soil | How we will affect the ground and land |
| Material assets and waste | Our use of materials and how we deal with waste |
| Noise and vibration | Understanding the effects we might have on the local area |
| Population and health | What our overall effects might be on the local economy and population generally |
| Road drainage and the water environment | What our works would mean for rivers, watercourses and the drainage we use |
| Climate | What effect the Proposed Scheme would have overall in respect of climate change and how it responds to the effects of climate change |
| Cumulative effects | What the Proposed Scheme might mean when it is considered with other planned development in the area |
| In-combination effects | Understanding if, when combined, individual effects from the Proposed Scheme could result in a different or greater effect on the people or other things that might be affected |

Environmental information in this consultation

Our surveys are ongoing, and as a result we're gaining a better understanding of the environmental conditions in and around the Proposed Scheme. The survey results and our plans to deal with the effects of the Proposed Scheme will be reported in an Environmental Statement. We'll submit the Environmental Statement with our DCO application in early 2022. Our whole application will be made publicly available by the Planning Inspectorate.

While this process is ongoing, for the consultation we're required to prepare and publish an interim report, which is the PEIR we mentioned on page 6. This helps people understand what we currently think the potential effects of the Proposed Scheme will be and what mitigation we're proposing to minimise the impact of the Proposed Scheme.

We've updated the PEIR that we published in 2019, to take account of the potential effects of the new elements of our design.

You can view or download each PEIR chapter and the Non-Technical Summary from the Proposed Scheme webpage www.highwaysengland.co.uk/m3junction9. These documents may be requested in paper copy or on USB during the consultation period.

There may be a charge of up to £200 (including postage) for a paper copy of the PEIR. Please contact us if you'd like either of these formats by email M3Junction9Improvements@highwaysengland.co.uk or phone **0300 123 5000**. We recommend you read the Non-Technical Summary first.

We'd like to hear your comments and thoughts on any environmental aspect of the Proposed Scheme, including anything you read about in the PEIR. However, on the coming pages you will see information about key aspects of the Proposed Scheme that we think your comments will be able to influence the most.

To comment on our PEIR, go to **Box D** in the questionnaire.

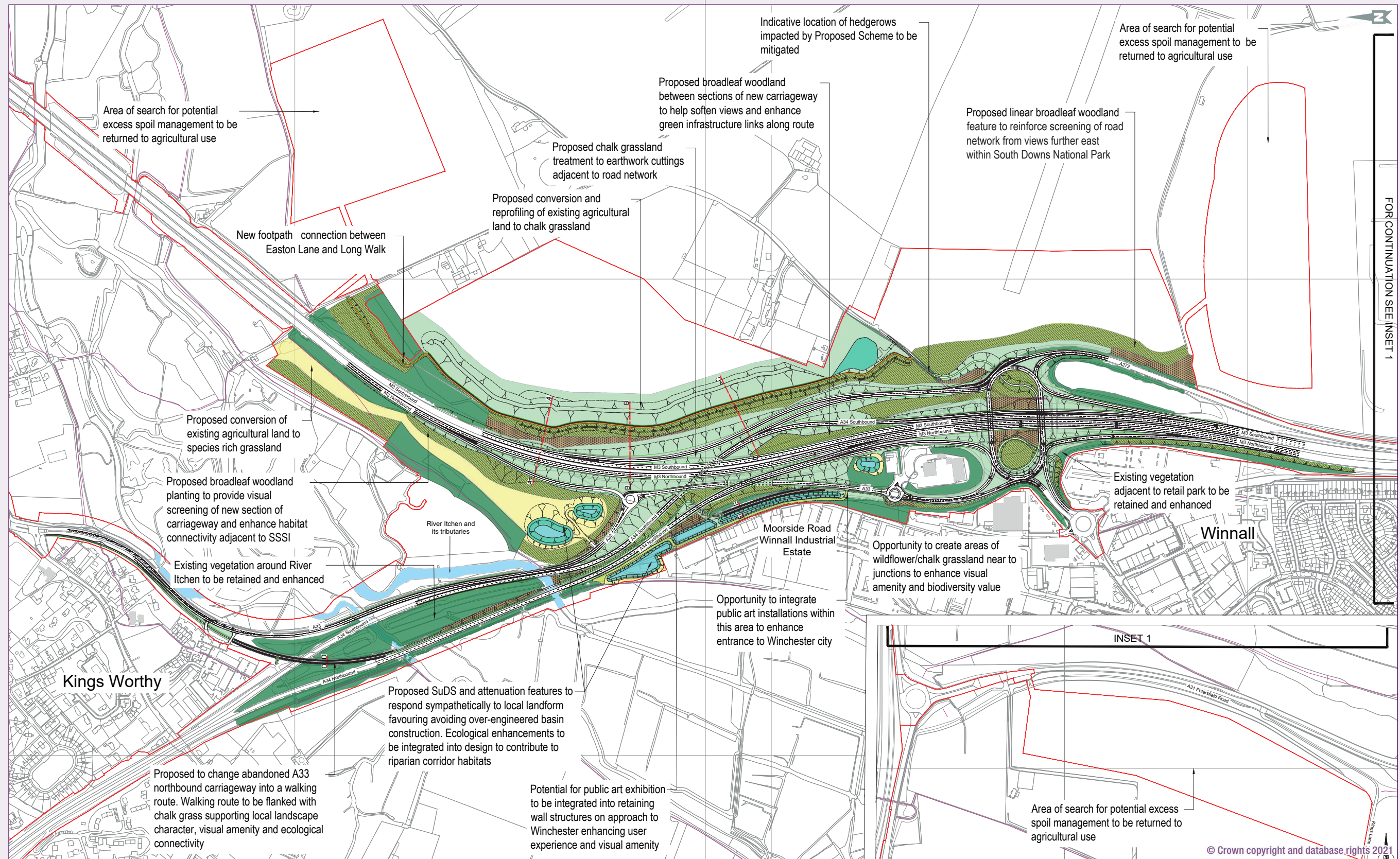
Our proposed mitigation

We will aim to minimise the effect of the Proposed Scheme on all the surrounding areas including the South Downs National Park and on the animal and plant species that live and grow nearby.

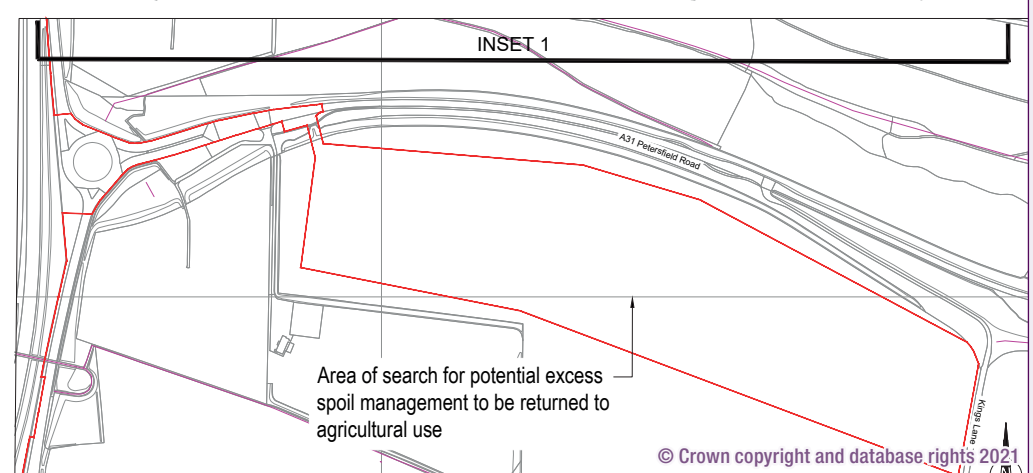
Take a look at our designs where we would like to create new areas for plants and animals that might be affected by our Proposed Scheme and leave your comments in **Box D** of our questionnaire.



Environmental mitigation plan



FOR CONTINUATION SEE INSET 1



| Key | | Proposed | |
|-----|--|----------|--|
| | Indicative Application Boundary | | Proposed footpath connection between Easton Lane and Long Walk |
| | Public Rights of Way | | LE1.3 Chalk Grassland |
| | Vegetation to be retained and enhanced | | LE1.3 Species Rich Grassland |
| | Grassland to be retained and enhanced | | LE1.3 Wildflower Grass Mix |
| | River Itchen and its tributaries | | LE6.4 Marginal Aquatic Grass Mix |
| | | | LE6.4 Wetland Grass Mix |
| | | | LE1.1 Reinforced Grass Mix |
| | | | LE2.1 Broadleaf Woodland Planting |
| | | | LE2.8 Native Shrub Planting |

Respecting the local landscape

We are considering how the Proposed Scheme looks and what effect it might have on the landscape. It is unavoidable that we will have to remove some plants and trees to build the new junction, but we can manage these in a way that suits the surrounding landscape.

On pages 14 and 15 you can see examples of how we might shape the land around the new junction. We would like your comments on these proposals, which we will consider with those from key bodies like Natural England and the South Downs National Park Authority.

Ecology

We know there are several sensitive areas of ecology in the local area, including the River Itchen, St Catherine's Hill, Cheesefoot Head and other local sites.

We've been undertaking ecological surveys since 2016 using our qualified ecologists and some of these surveys are still ongoing. These are important to understand the potential impacts of the Proposed Scheme, meaning we have tried to avoid sensitive habitats and species where possible.

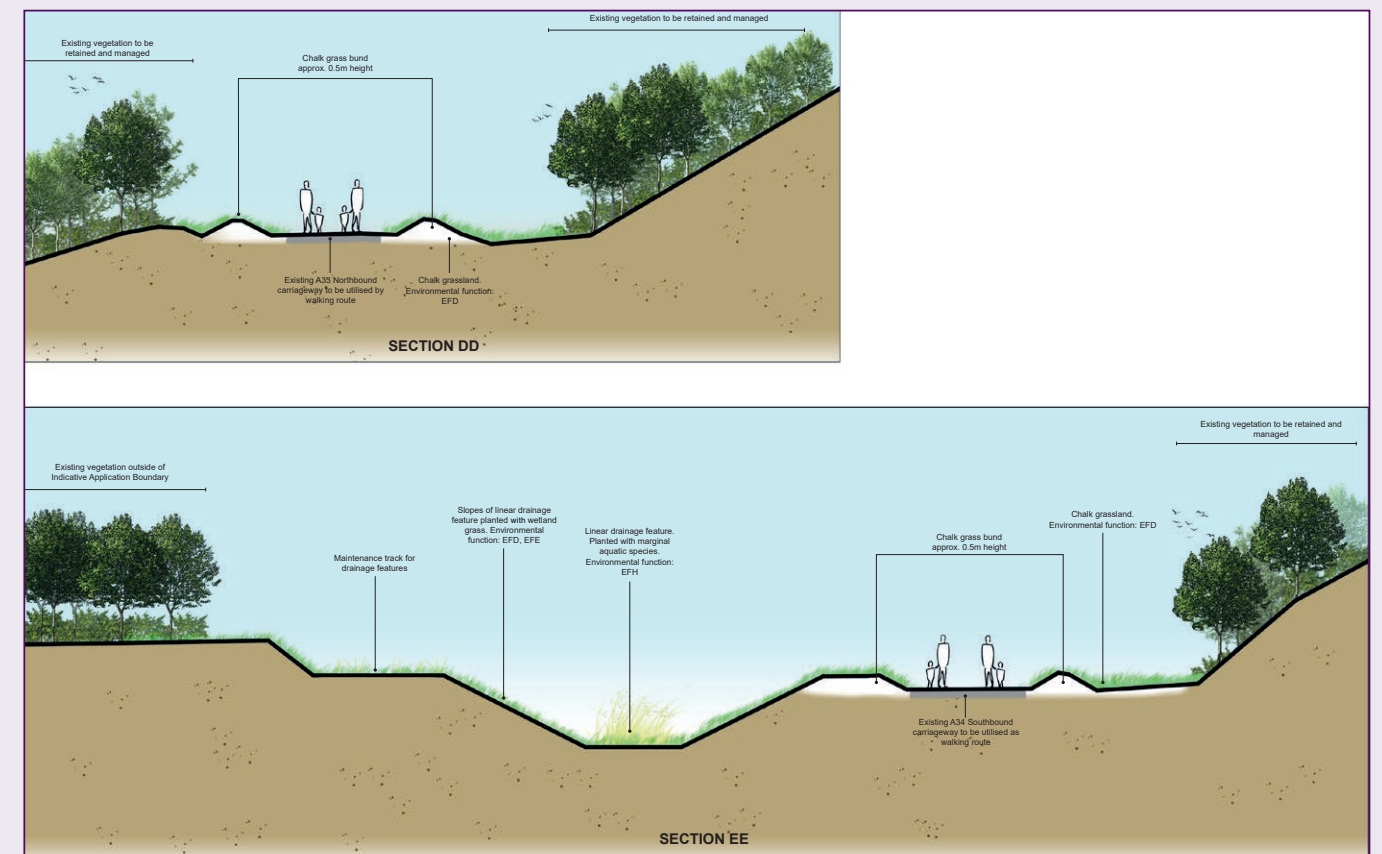
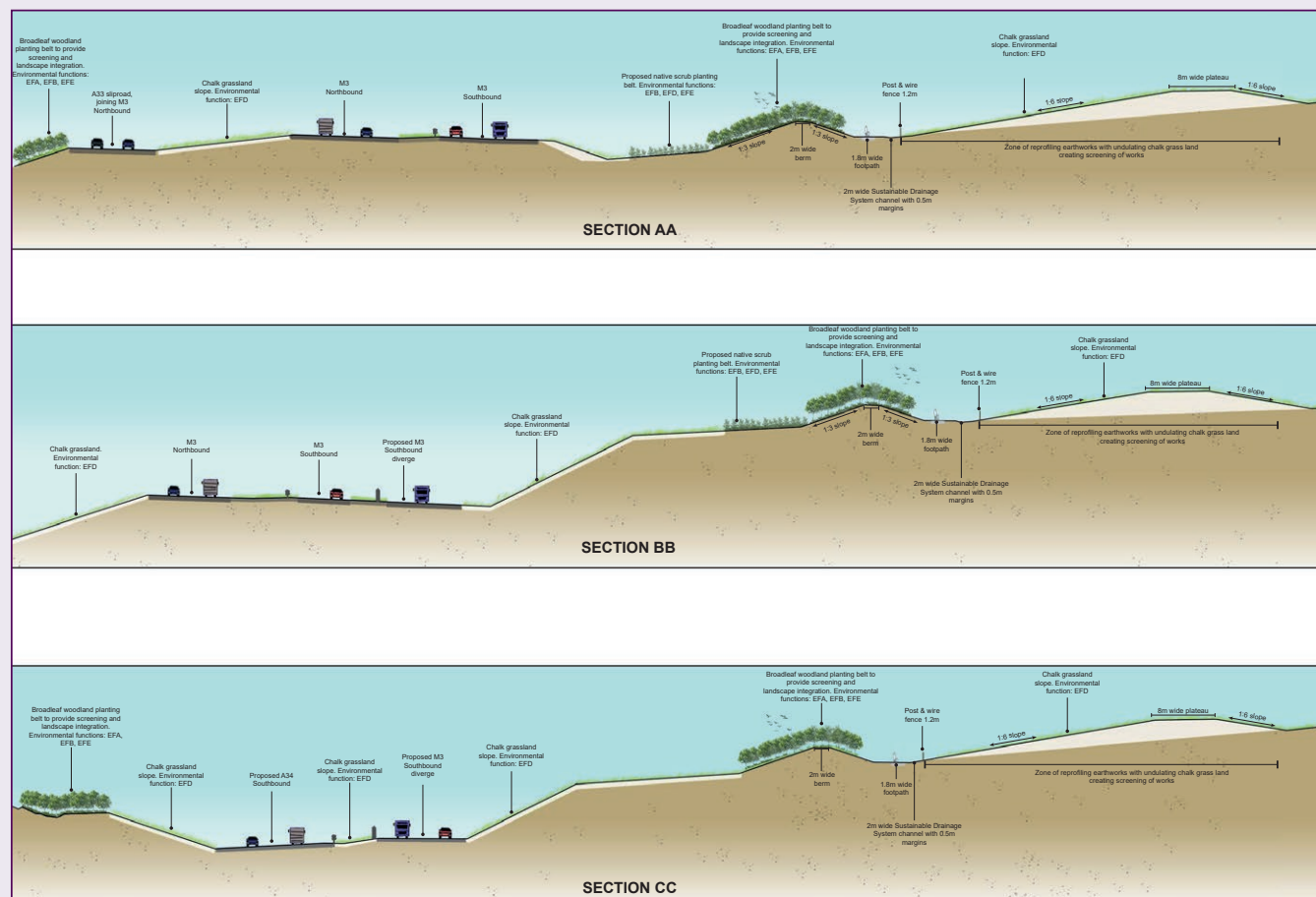
Our application will have to set out our plans to protect habitats and species in detail, however at this stage we'd like to hear of any particular concerns or knowledge you may have about any of the ecology we have mentioned above.



Creating a positive environmental legacy

On pages 12 to 15 of this brochure we have shown you what environmental proposals we're planning in the surrounding area. This would be achieved sensitively through measures that would sit comfortably in the existing environment.

Landscape cross sections



Our plans for walkers and cyclists

A network of public rights of way lie within and around the Proposed Scheme. Main routes include the South Downs Way, St Swithun's Way and the Itchen Way. National Cycle Route 23 runs through the existing main junction roundabout, whilst other footpaths are located nearby.

For walkers and cyclists, we're connecting the National Cycle Route 23 east to west across the junction.

A walking route for the western side of the new junction is also being developed to link the A33/B3047 junction to Winnall trading estate on Easton Lane. Along some of its length this route would use

part of the old A33 and its northern bridge over the River Itchen. This would include an entirely new footbridge over the River Itchen. Therefore, your comments on this route could also help us choose the best form for the new bridge.

We'd also build an additional footpath on the eastern side of the new junction to link Easton Lane with Long Walk. This would provide a circular leisure path for those people visiting the South Downs National Park, around Long Walk, with links to local villages.

You can see the various old and new routes we are proposing on this plan.

Overall, we'd like to hear any of your thoughts about the location of our proposed new or altered routes for people who are not travelling through the area by vehicle.

Our plans for how we deal with spare soil from our works

Since our consultation in 2019 we have done a lot of work looking at how we will build the new junction 9. From this work we know that overall, we will dig out more material than we will use to create the new embankments and roads. We therefore need to find somewhere to put this material near to the junction, so that we do not have to use lots of lorry movements to take the material further away.

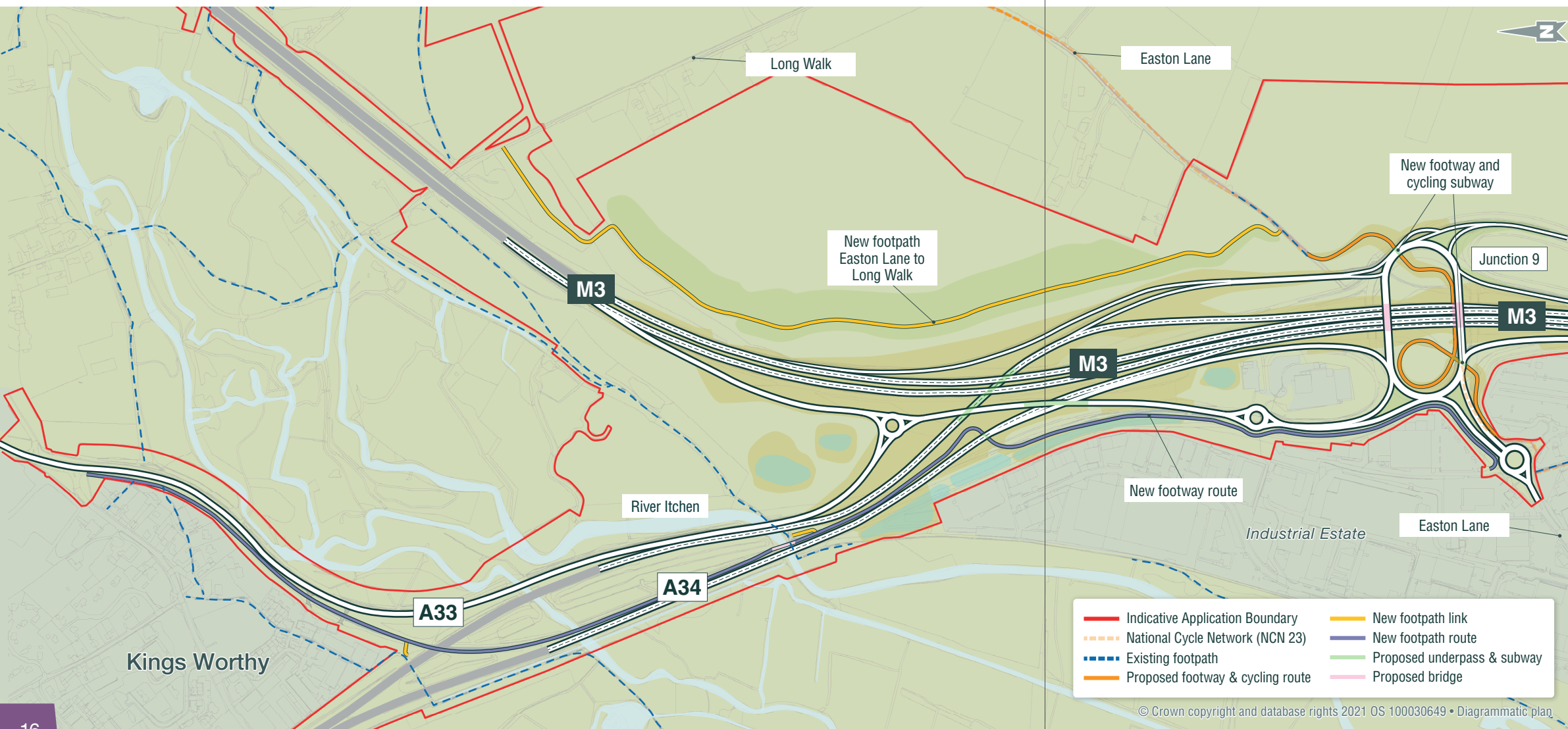
We have been looking at the best locations to place this material and have chosen three possible locations that we are looking at further.

Although all three of these areas are within the South Downs National Park, we think that our landscape design will allow the material to sit sensitively at these locations and help create better surroundings for our junction when it is complete.

We have not yet completed our junction design, so we do not know exactly how much material may need to be placed in these areas, or whether we will need all three areas. We will make a final decision on how many of these areas we need once we have considered comments from this consultation and completed our junction design.

We therefore welcome any comments you may have about these different areas along with any local knowledge you want to offer about their suitability for depositing material, before they are turned back to agriculture after construction.

You can see their location on the next page and an example of how they might look on our 3D flythrough. You can view the 3D flythrough on our Proposed Scheme webpage at www.highwaysengland.co.uk/m3junction9



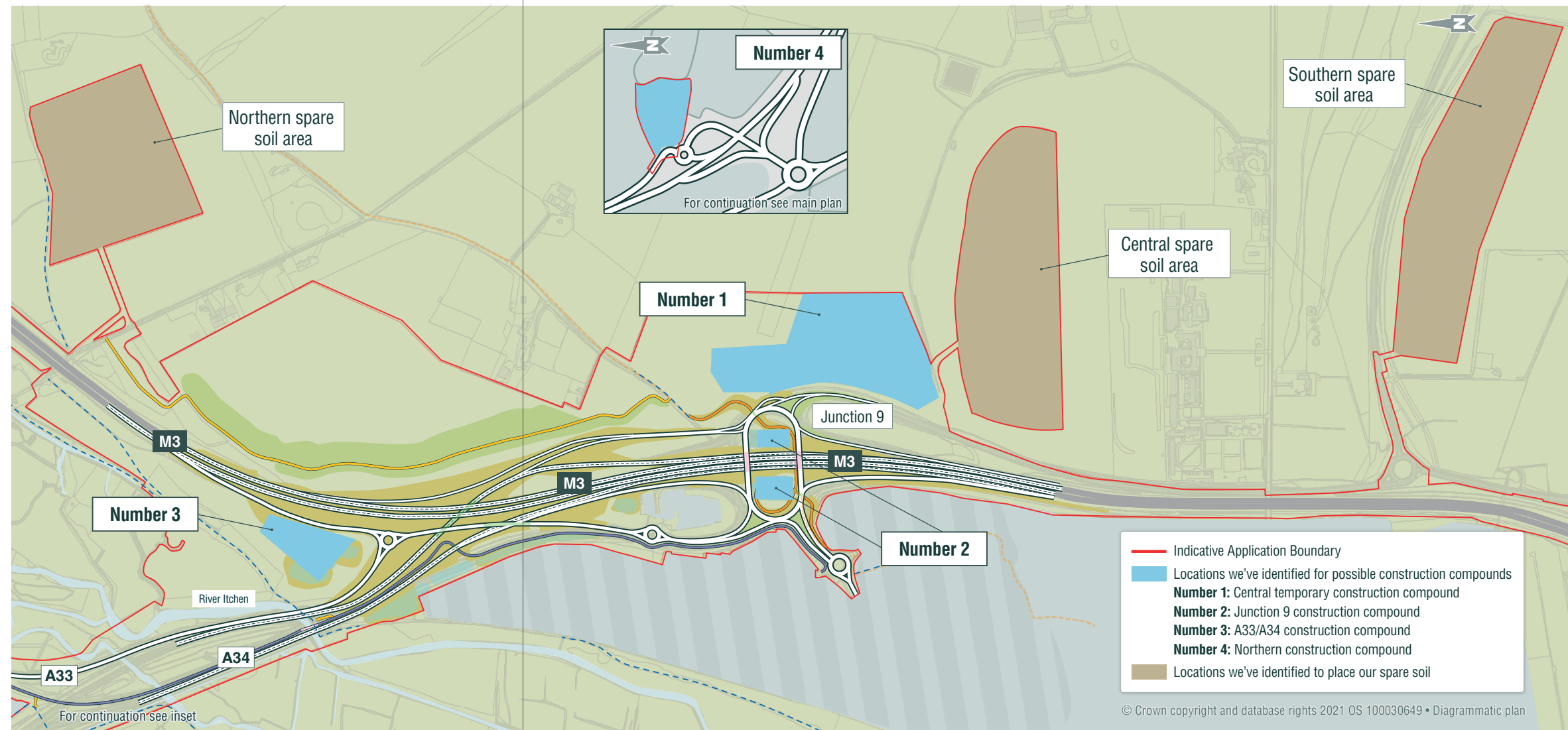
Walkers and cyclists plan

Land use plan to show potential areas for construction compounds and areas of search for potential excess spoil management

Our plans for possible construction compounds

In our 2019 consultation we also asked about our plans for a construction compound to the north of junction 9. This is where we'd keep material and equipment during construction and where our workforce would be based.

Through our work over the last year, we have identified a longer list of possible compound locations:



| Possible construction compound locations | | Our reasoning |
|--|---|--|
| Number 1 | A central temporary construction compound, located to the immediate east of the junction | We've chosen this location as there is enough space for our site offices and parking with safe access from existing roads. It is close to where we would be working. |
| Number 2 | Two smaller areas within the footprint of the old junction 9 roundabout | We've chosen these locations as these two areas will be needed to build the new bridges at the junction and they are very convenient. |
| Number 3 | A33/A34 construction compound | We've also chosen this location given how close it is to the area of works. |
| Number 4 | Northern compound located adjacent to the A34/A272 roundabout near Christmas Hill. This is the compound we asked you about the last time we consulted | We've chosen this location as there is enough space for our site offices and parking with safe access from existing roads. |

Our decisions on where we put our spare material or locate our construction compounds are affected by a range of factors such as safety, efficiency, environmental sensitivity and practicality. This may mean that in the end we don't have much choice about which one we choose; however, we would like your comments so we can factor that into our choice wherever possible.

It is important that construction compounds are as close to the works as possible. This will reduce the number of vehicle movements and help us work more productively by reducing staff travelling time between sites.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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J.9. 2021 questionnaire

M3

junction 9 improvement scheme Public consultation feedback questionnaire

Thursday 27 May 2021 – Thursday 8 July 2021



M3 junction 9 improvement scheme

Public consultation questionnaire

Highways England is progressing plans to improve junction 9 of the M3, a key motorway junction which connects south Hampshire and the wider area, so it's less congested, safer and better to drive through.

We'd like to know what you think about our Proposed Scheme. All comments received by **11.59pm on Thursday 8 July 2021** will be taken into account when finalising our application for planning consent.

Tell us your thoughts and comments by:

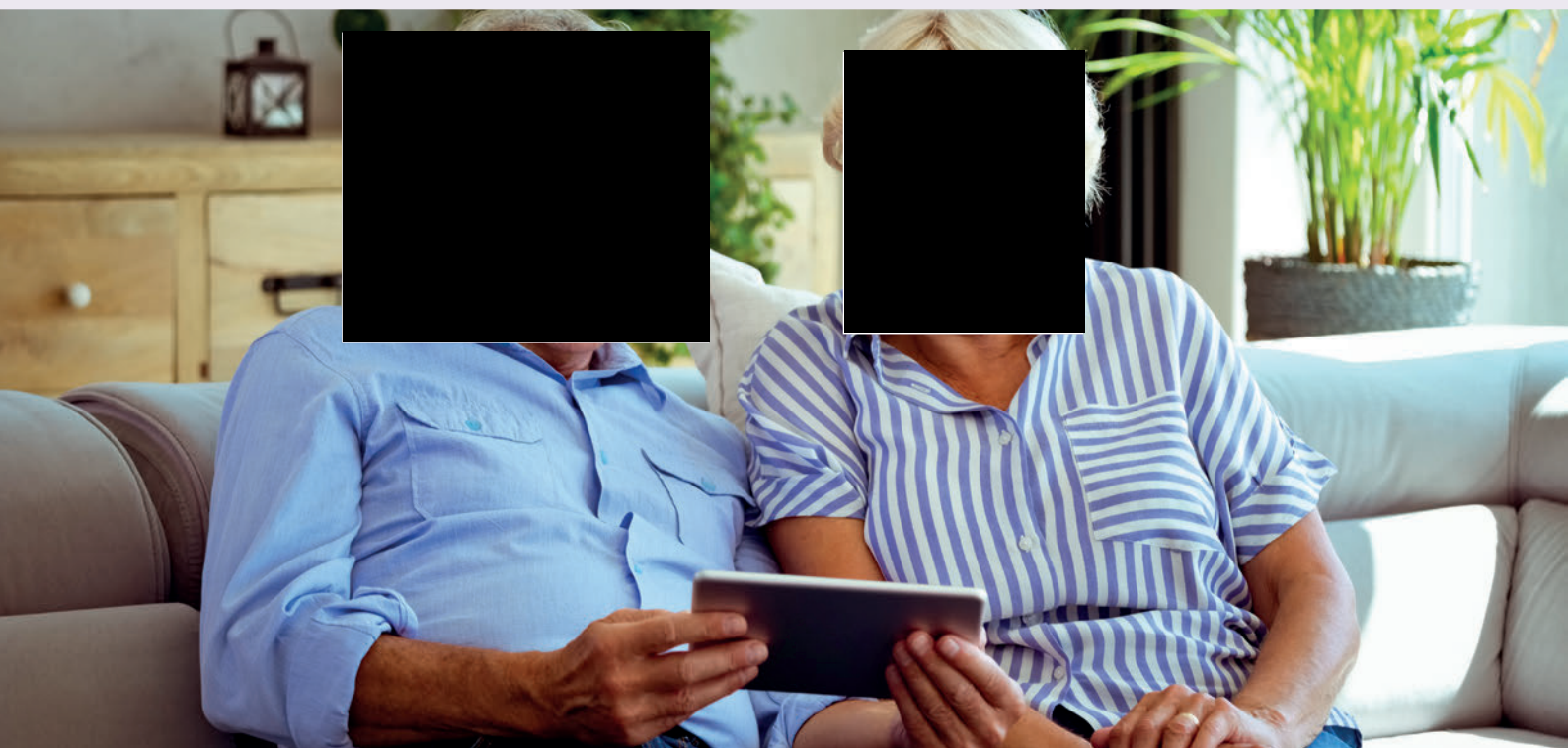
- **Emailing us** your comments or this completed questionnaire to **M3Junction9Improvements@highwaysengland.co.uk**
- **Posting us** your comments or this completed questionnaire to **Freepost M3 JUNCTION 9**

Our application will be accompanied by a Consultation Report explaining how comments received during the consultation will be considered.

How to provide comments

Please tick one of the provided options to indicate your response, as shown in the example below. We've also provided feedback boxes which you can use to provide further detail to support your selection.

| | | | | |
|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



Box A – The following questions relate to your use of M3 junction 9. Think about these questions for times when there are no constraints due to the Covid-19 pandemic:

A1. What do you usually use the M3 junction 9 for? (tick all that apply)

- Travelling to and from work
- Travelling for business
- Shopping
- Leisure/recreation in the area
- School drop off/pick up
- Long distance journey (greater than 10 miles)
- Other (please specify):

.....

.....

.....

.....

A2. When do you usually travel when you use the M3 junction 9 or its surroundings? (tick all that apply)

- Car/van
- HGV/freight
- Bus/coach
- Motorcycle
- Walk
- Cycle
- Other (please specify):

.....

.....

.....

.....

A3. How often do you use the M3 junction 9?

- One to two days a week
- Three days a week or more
- One to three days a month
- Less than once a month
- Never

A4. When do you usually use the M3 junction 9 or its surroundings? (tick all that apply)

- Weekday evening peak (7am to 9am)
- Weekday evening peak (5pm to 7pm)
- Weekday off peak (all other times)
- Weekends any time

Box B – These questions refer to our ‘General Arrangements Plan’ which shows our updated layout of the roads and junctions and the areas where we’d be building the Proposed Scheme. More information on this can be found on page 7 of the public consultation brochure.

B1. To what extent do you agree or disagree that the works are needed at junction 9 of the M3?
(tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

B2. To what extent do you agree or disagree with our overall design for the Proposed Scheme?
(tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

B3. To what extent do you agree or disagree with the changes proposed to the M3 junction 9 roundabout? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

B4. To what extent do you agree or disagree with the changes proposed to the A34 northbound route from the M3? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

B5. To what extent do you agree or disagree with the changes proposed to the A34 southbound route to the M3? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

B6. To what extent do you agree or disagree with our proposals to improve connections to/from the A33? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Box D – Our effect on the environment

Information on the environmental aspects we are assessing and our mitigation proposals can be found on pages 10 to 15 of the public consultation brochure and in our ‘Preliminary Environmental Information Report’ and its Non-Technical Summary.

D1. To what extent do you agree or disagree with how we are considering the environmental impacts of the Proposed Scheme? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

D2. Please let us know the reasons for your response to D1 and any other views you have on the environmental impacts set out in the Preliminary Environmental Information Report or our public consultation brochure:

.....

.....

.....

.....

What we’re doing to help animals and plants – our proposed mitigation

On pages 12 to 15 of our public consultation brochure, we’ve included information about our proposed landscape designs and areas where we would like to create new homes for plants and animals that might be affected by the Proposed Scheme.

D3. To what extent do you agree or disagree with the measures we’ve proposed in our Preliminary Environmental Mitigation Design Plan? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

D4. Please let us know the reasons for your response to D3 and any other views you have on our approach to reducing the environmental impacts of the Proposed Scheme:

.....

.....

.....

.....

D5. To what extent do you agree or disagree with our landscape proposals? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

D6. Please let us know the reasons for your response to D5 and any other views you have on our landscape proposals and what we might plant on them:

.....

.....

.....

.....

Box E – Our plans for walkers, cyclists and other users

On pages 16 and 17 of the public consultation brochure, we've included a plan showing our proposed new or altered routes for people who are walking or cycling through the area.

E1. To what extent do you agree or disagree with our proposals for people who are not travelling through the area by vehicle? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

E2. Please let us know the reasons for your response to E1 and any other views you have on our plans for people who are not travelling through the area by vehicle:

.....

.....

.....

.....

Box F – Our plans for how we deal with spare soil from our works

On page 19 of the public consultation brochure, we've included a plan showing the three possible locations that we're looking at in more detail to place our spare soil. We may have to choose more than one.

F1. To what extent do you agree or disagree with our plans for how we deal with spare soil from our works? (tick one only)

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

F2. Please let us know the reasons for your response to F1 and any other views you have on our plans for how we deal with spare soil from our works:

.....

.....

.....

.....

F3. To what extent do you agree or disagree with the locations we've identified to place our spare soil? (tick one only)

Northern area

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Central area

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Southern area

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

F4. Please let us know the reasons for your response to F3 and any other views about the locations we've identified:

.....

.....

.....

.....

Box G – Our plans for possible construction compounds

Page 19 of the public consultation brochure includes a plan showing the possible construction compound locations we're considering.

G1. To what extent do you agree or disagree with our locations for possible construction compounds? (tick one only)

Number 1 – Central temporary construction compound

| | | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Strongly disagree | Disagree | Neutral | Agree | Strongly agree |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Box I

Your contact details

Please tell us your name and postcode as a minimum, so we can understand where different comments are coming from.

| | |
|---|--|
| Name: | |
| Email: | |
| Postal address: | |
| Postcode: | |
| Have you received correspondence that you are an affected landowner? | |
| If you are responding on behalf of an organisation, please provide your name, organisation title and address. | |

To keep informed about how our Proposed Scheme progresses you can sign up to alerts by visiting the Proposed Scheme webpage at: www.highwaysengland.co.uk/m3junction9

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Highways England adheres to the government's consultation principles, the Planning Act 2008 and the Highways Act 1980 as required, and may collect personal data to help shape development of highways schemes.

Personal data collected by the project team will be processed and retained by Highways England and its appointed contractors until the scheme is complete. In some instances consultation responses may also be sent to the Planning Inspectorate.

Under the GDPR regulations you have the following rights:

- Right of access to the data (Subject Access Request)
- Right for the rectification of errors
- Right to erasure of personal data – this is not an absolute right under the legislation
- Right to restrict processing or to object to processing
- Right to data portability

If, at any point, Highways England plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

You have the right to lodge a complaint with the supervisory authority, the Information Commissioners Office.



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Fold B



Freepost M3 JUNCTION 9

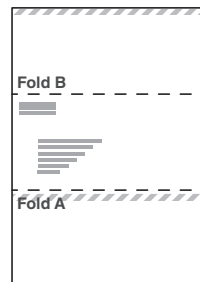
Fold A

Folding instructions

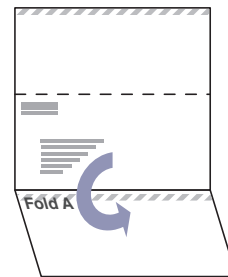
Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.
6. There's no need for a stamp, just pop it in the post.

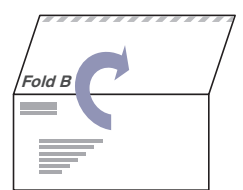
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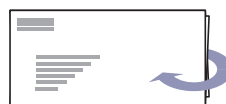
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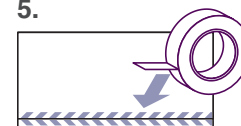
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5.



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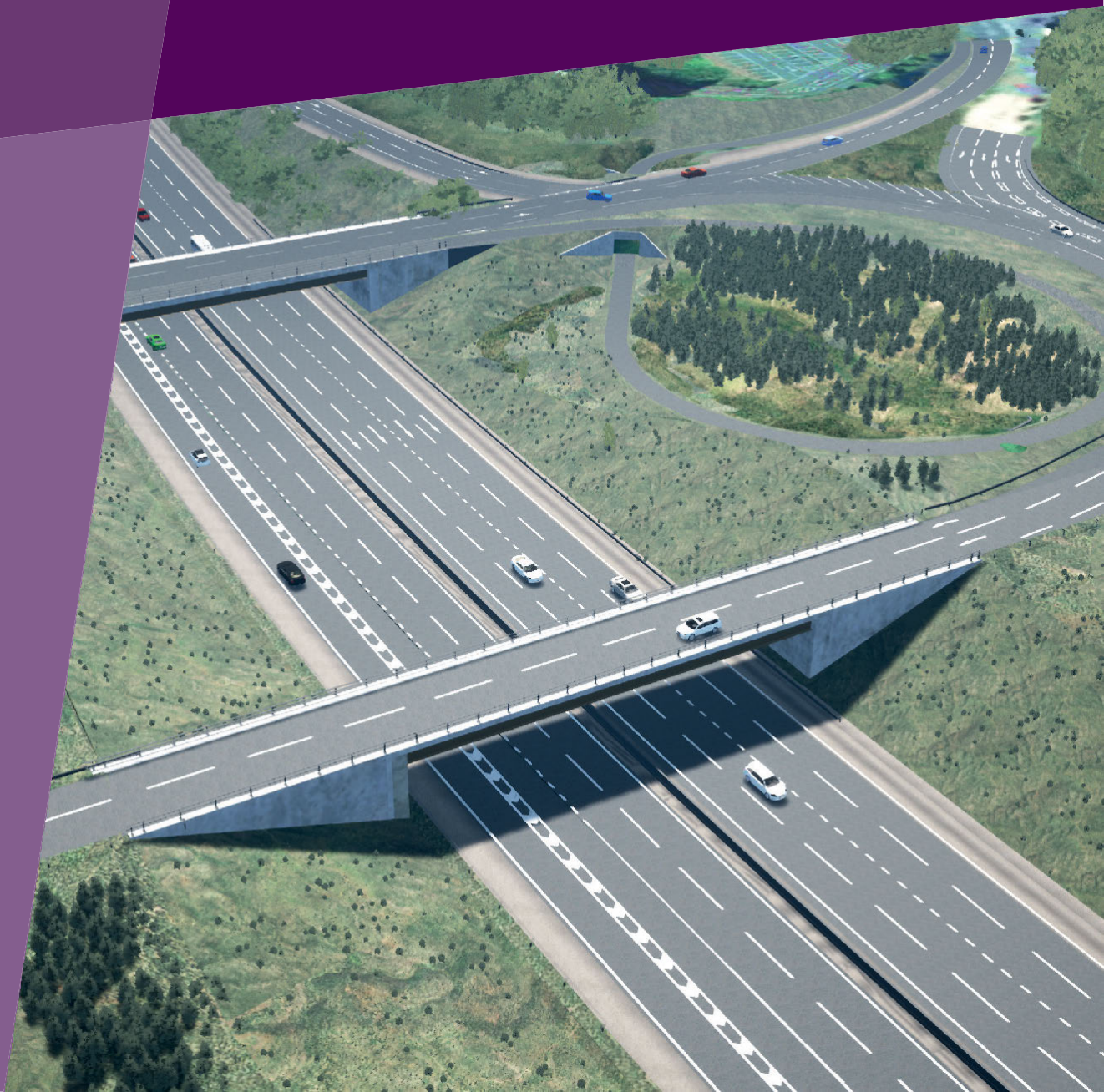
J.10. 2021 PEIR non-technical summary

M3

junction 9 improvement scheme

Preliminary Environmental Information Report Non-Technical Summary (Part 1 of 2)

May 2021



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1 Introduction

1.1 Background

- 1.1.1 This document is the Non-Technical Summary of the Preliminary Environmental Information Report which forms part of the Development Consent Order (a type of planning permission) pre-application consultation material for the M3 Junction 9 Improvement (the Proposed Scheme).

1.2 What is the purpose of the Preliminary Environmental Information Report?

- 1.2.1 The Preliminary Environmental Information Report presents the preliminary findings of the assessment, using the environmental information available at this stage, along with descriptions of likely environmental effects (where possible) and mitigation measures for the Proposed Scheme. We have produced the Preliminary Environmental Information Report and this Non-Technical Summary to explain the key issues to allow you to prepare responses to our consultation.
- 1.2.2 The process of scheme development and Environmental Impact Assessment is ongoing at this stage and the information is preliminary. The final findings of the Environmental Impact Assessment will be informed by feedback from this public consultation and reported within the Environmental Statement prepared for the Proposed Scheme. The Environmental Statement will accompany a Development Consent Order application submitted to the Secretary of State through the Planning Inspectorate.

1.3 Background to the Proposed Scheme

- 1.3.1 M3 Junction 9 is a key transport junction. It connects south Hampshire (which has an intensive freight generating industry) and the wider area, with London via the M3 and the Midlands/North via the A34 (which also links to the principal east–west A303 corridor). The Site Location Plan is shown in **Figure 1**.
- 1.3.2 A large volume of traffic currently uses the junction (approximately 6,000 vehicles per hour during busy periods), which acts as a bottleneck and causes significant delays throughout the day. Northbound and southbound traffic movements between the M3 and the A34 are particularly intensive, with tailbacks onto the M3 often resulting in safety concerns during busy periods.
- 1.3.3 To address this, the Proposed Scheme would increase capacity and improve journey time reliability. The Proposed Scheme would include same direction free-flow link between the M3/A34, the replacement of the existing Junction 9 roundabout with a smaller roundabout, walking, cycling and horse riding facilities, conversion of the M3 south of Junction 9 to a four-lane motorway, improved motorway slip roads, the addition of new structures and improvements to safety features, signage and technology. **Section 1.6** of this report further describes the Proposed Scheme.

1.3.4 The Proposed Scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008 (as an alteration to a highway) and, as such, requires a Development Consent Order to proceed. Highways England intends to submit an application to construct the Proposed Scheme to the Secretary of State through the Planning Inspectorate. Before we submit the application, we will carry out consultation (to which this document relates), an assessment of the impacts on the environment and refinement of the design of the Proposed Scheme.

1.4 What are the objectives of the Proposed Scheme?

1.4.1 The Proposed Scheme has five strategic objectives:

- Reduce congestion and increase how reliable people's journey times are.
- Improve safety by reducing delays and making traffic queues shorter.
- Improve the environment, where possible, by reducing the number of households affected by noise, improving air quality and achieving the best we can for the diversity of local plants and animals.
- Improve access for walkers and cyclists connecting the National Cycle Route 23 east to west across the junction and providing additional footpaths linking Kings Worthy to the west of the junction.
- Support economic growth by making capacity for more jobs, business and housing.

1.5 Consideration of alternatives

1.5.1 The need for the Proposed Scheme was first considered in 2013, where a study identified that free-flow links from the M3 to the A34 and a remodelled Junction 9 would be the best option to relieve congestion. In 2015, the Department for Transport then identified M3 Junction 9 as a key investment in the Road Investment Strategy.

1.5.2 Highways England then developed the Proposed Scheme taking into account factors like the environment, costs and compliance with scheme objectives.

1.5.3 In early 2018, the preferred option was presented at a public options consultation where views were sought. Feedback highlighted that the main concerns with the preferred option were related to safety and access from Junction 9 to the A33. In 2018 we announced we would progress with the preferred option we'd presented to the public.

1.5.4 Through a consultation process undertaken in 2019, further concerns were raised in relation to local stakeholder perception, traffic capacity and operational safety.

- 1.5.5 As a result, in May 2020, Highways England prepared a report identifying four 'solutions'. It was identified that Solution 2 would support economic growth, encourage a freer, better flowing network whilst also reducing severance impacts and improving access for non-road users to Kings Worthy. It had the potential to encourage greater active travel whilst also encouraging access to the South Downs National Park and was taken forward as the preferred solution to address concerns raised in 2019.
- 1.5.6 Since the selection of Solution 2, further examination of options has been undertaken to consider the most appropriate routes for walkers, cyclists and horse-riders in relation to the environment, consideration against scheme objectives, highways, structures and safety.
- 1.5.7 Ongoing design and assessment work will contribute to the consideration of alternatives relating to the selection of construction compounds and areas to manage earth dug which cannot be re-used to construct the Proposed Development (see [Section 1.6](#)).

1.6 Description of the Proposed Scheme

- 1.6.1 The existing M3 Junction 9 connects multiple nationally and locally significant routes. The M3 here is joined with the A34 towards Newbury and Salisbury, the A272 towards Petersfield and southern Winchester and Easton Lane towards Winnall and northern Winchester. [Figure 2](#) shows the Proposed Scheme.
- 1.6.2 The A33 from Basingstoke connects with the A34 just north of the roundabout, and the A31 from Alton connects to the A272 just south of it.
- 1.6.3 The improvements proposed below aim to maintain this existing connectivity, while increasing capacity, simplifying routing and improving facilities for walkers, cyclists and horse-riders:
- Widening of the M3 from a two-lane motorway (with a hard shoulder) to a four-lane motorway between the south-facing roundabout slip roads
 - A new smaller roundabout arrangement within the footprint of the existing roundabout, incorporating new connections over the M3 with walking, cycling and horse-riding facilities
 - Connector roads from and to the new roundabout
 - Improved slip roads to/from the M3.
- 1.6.4 The existing M3 northbound (south of Junction 9) would be converted to a four-lane motorway. North of Junction 9, two lanes would diverge from the M3 to form a new A34 northbound link, while the remaining two lanes would continue north as the M3.
- 1.6.5 The A34 southbound would pass under the M3 and A33 and an offslip would be provided (off the A34 southbound link road) connecting to the new

Junction 9 roundabout, while the other would join the M3 southbound carriageway.

- 1.6.6 The Junction 9 roundabout would be replaced with a smaller roundabout.
- 1.6.7 The existing A34 link connecting to the existing Junction 9 roundabout would be converted into a two-way road to connect to the A33. This would provide access to the Traffic Officer Service and Highways England maintenance depot. North of the depot the carriageway would continue with a link to the M3 northbound, and a continuation of the A33 northbound towards Basingstoke.
- 1.6.8 A new M3 southbound slip road (off the motorway) would merge with the new A34 southbound connector road, which then proceeds along a new link to the Junction 9 roundabout to maintain local access.
- 1.6.9 The Proposed Scheme would require a number of highway structures to facilitate the new road alignments, which will be considered further as the design of the Proposed Scheme progresses. The Proposed Scheme boundary also includes land that may need to be used both temporarily and permanently.
- 1.6.10 There are a number of existing road bridges which cross the River Itchen. Based on the current design, it is only considered that the Kings Worthy bridge would require modification to accommodate the new road configuration.
- 1.6.11 Walking, cycling and horse-riding facilities around and within the proposed junction are to be upgraded and would retain the provision of the National Cycle Network 23. The current route of the National Cycle Network 23 from the Tesco roundabout, through the Junction 9 roundabout and on to Easton Lane is to be upgraded with future provision for horse-riders allowed for (who would be required to dismount and lead horses through) which currently ceases within the existing roundabout. On both sides of the motorway, the existing walking and cycling route link both parts to Easton Lane which would descend to a subway route provided beneath the new roundabout. A new walking route to the west of the M3 would be provided to link the A33/B3047 Junction to Winnall Industrial Estate situated on Easton Lane. The route would be constructed in the existing verge and then continue on to part of the existing road network which is to be abandoned. This route would require a new crossing (not for road users) of the River Itchen. Three subways would be required to accommodate existing and improved provision of routes in the area. An additional footpath is proposed on the eastern side of the Proposed Scheme to link Easton Lane with Long Walk, which would provide a circular leisure path, for those using the South Downs National Park and linking to other paths in the area. **Figure 3** shows the existing and new walking and cycling routes.

- 1.6.12 As a result of construction activities there is likely to be the requirement to temporarily divert existing walking, cycling and horse-riding routes. Such details are subject to further design.
- 1.6.13 It is not currently planned to light any of the junction or slip roads. The subways and underpasses will be lit, and the lighting design is currently being developed.
- 1.6.14 The Proposed Scheme would also require new closed-circuit television masts, signage and gantries, the heights of which are yet to be finalised.
- 1.6.15 A drainage strategy is being prepared which seeks to both capture and treat surface water runoff from the Proposed Scheme and control its release to prevent pollution and prevent increased levels of water entering the local water system.
- 1.6.16 Utility diversions will be required to accommodate the Proposed Scheme. Further work to identify these and their diversion is ongoing.
- 1.6.17 The construction of the Proposed Scheme is estimated to commence in autumn 2023 with a first year of operation proposed in winter 2026. The construction programme of the Proposed Scheme has been designed to reduce disruption to local surroundings, the environment, residents, businesses and road users as far as practical. The construction works would include site establishment, utility diversions, works to construct new bridges, roads, roundabouts, retaining walls, underpasses, walking, cycling and horse-riding facilities and signs, barriers and gantries.
- 1.6.18 A number of temporary construction compounds would be required, the number and final location of such is subject to ongoing design work. However, it is considered that suitable locations could include land to the east of the existing junction, two smaller areas within the roundabout, land between the A33/A34 and land adjacent to the A34 and A272 near Christmas Hill. Anticipated activities and such locations would include car parking, welfare, storage, wheel washing and drainage. **Figure 4** shows the currently proposed construction compounds.
- 1.6.19 At this stage, it is anticipated that construction working hours would be between 7am to 7pm Monday to Friday, 7am to 1pm Saturday, with the possibility for occasional overnight, Sunday and bank holiday working.
- 1.6.20 The construction of the Proposed Scheme would likely produce earth arisings that need to be managed. Three areas for management of excess earth arisings (i.e. earth dug which cannot be re-used to construct the Proposed Development) are currently under consideration although not all are anticipated to be required and are the subject of further work including finalisation of the design. Once excess earth dug has been distributed, the land is envisaged to be returned to agriculture. **Figure 4** shows these areas to the east of the M3.

1.6.21 During the construction phase there may be the requirement to temporarily divert traffic on the existing road network. The management of traffic will be carefully planned to minimise delay to motorists whilst providing safety. The relevant stakeholders will be consulted during the preparation of associated traffic management arrangements. Diverted traffic is likely to be mainly confined to the motorway and A roads. However, where this is not possible the local road network would be used.

1.7 What are the key environmental matters which the scheme must consider (known as environmental constraints)?

- 1.7.1 The Proposed Scheme is surrounded by a mainly urban area to the west of the M3 and a mainly rural area to the east. The South Downs National Park is a nationally important designated area within and adjacent to the Proposed Scheme to the north, east, south and in some areas, the west. The environmental constraints are shown on **Figure 5**.
- 1.7.2 The River Itchen and associated floodplain lies within the northern part of the Proposed Scheme and two groundwater Source Protection Zones (a zone that shows the level of risk to the source of water from contamination) lie within the northern extent of the Proposed Scheme. The River Itchen is designated as a Special Area of Conservation and a Site of Special Scientific Interest. St Catherine's Hill Site of Special Scientific Interest is located approximately 500 metres south of the Proposed Scheme.
- 1.7.3 There are residential areas close to the A34 in the north of the Proposed Scheme, including Headbourne Worthy, Kings Worthy and Abbots Worthy. There are a small number of schools and educational facilities including St Swithun's School north of the B3404 and east of the M3, Winnall primary school and Stepping Stones pre-school to the south west of the junction.
- 1.7.4 Immediately west of the Proposed Scheme is the Sun Valley Business Park, Tesco, Winnall Industrial Estate and Scylla Industrial Estate. Wykeham Trade Park and Highways England's maintenance depot are located to the north-west of the junction.
- 1.7.5 There are a number of scheduled monuments and listed buildings that are of national and regional importance near the Proposed Scheme along with a record of known archaeological assets in the area.
- 1.7.6 Further designations such as Noise Important Areas (the aim of a noise important area designation is to improve the noise environment in these areas) and Air Quality Management Areas (a geographical area covering an existing air pollution hotspot) (none of which sit within the Proposed Scheme but are close by) are shown on **Figure 5** (Environmental Constraints Plan).

1.8 How is the Proposed Scheme responding to some of its environmental impacts (known as mitigation and enhancement)

1.8.1 The current environmental mitigation proposals include:

- designing the Proposed Scheme to fit with the local undulating landscape
- reduce the need to remove existing vegetation where possible
- create a suite of measures that the Proposed Scheme design intends to incorporate (known as compensations and enhancements) informed by our ongoing ecology survey work
- avoiding or minimising potential impacts to sensitive ecological receptors (for example badgers or valued habitats)
- developing a biodiversity mitigation strategy

1.8.2 The current environmental mitigation and enhancement details are being developed as the design and the Environmental Impact Assessment progresses. **Figure 6** of this Non-Technical Summary shows the current environmental mitigation design plan which shows how land is intended to be reinstated after construction activities have been completed. For example, vegetation and grassland to be retained, creation of new chalk grassland, species rich grassland, wildflower mix, broadleaved woodland, and native shrub planting.

1.9 What is Environmental Impact Assessment?

1.9.1 Environmental Impact Assessment is the process for identifying the likely environmental effects (good or bad) of proposed developments and predicting how serious the impacts the proposed development could have on people, plants, animals and buildings. The aim is to ensure the following are carried out:

- an assessment of likely effects of a proposed development on the environment
- consideration of mitigation measures and alternatives in light of potential environmental effects
- an assessment of the cumulative effects of a proposed development

1.9.2 Through this process, the development should include measures to prevent, reduce or offset any significant adverse environmental effects of the proposals and enhance the beneficial effects.

1.9.3 We are carrying out the Environmental Impact Assessment in line with the relevant Regulations and to the standards set out in the Design Manual for Roads and Bridges (a Highways England Design standard). Some

environmental topics will follow additional best practice guidance, such as the survey methodology from the Chartered Institute of Ecology and Environmental Management.

- 1.9.4 We submitted an Environmental Impact Assessment Scoping Report to the Planning Inspectorate on 15 October 2020 which set out the intended scope of the Environmental Impact Assessment. Following a period of consultation with stakeholders, the Planning Inspectorate provided their Scoping Opinion on 27 November 2020, a copy of which can be found at:

<https://infrastructure.planninginspectorate.gov.uk/projects/south-east/m3-junction-9-improvement/?ipcsection=docs>

- 1.9.5 We have considered the Scoping Opinion during the ongoing assessment work and used it to inform the preliminary environmental information. The Scoping Opinion and the preliminary findings of the assessment (identified in the Preliminary Environmental Information Report) form the basis for us to carry out further work, which will be presented in the Environmental Statement that will accompany the Development Consent Order application.

- 1.9.6 The following environmental topics are being considered and the findings of ongoing assessment work will be reported in the Environmental Statement:

- Air quality
- Cultural heritage
- Landscape and visual
- Biodiversity
- Geology and soils
- Material assets and waste
- Noise and vibration
- Population and health
- Road drainage and the water environment
- Climate
- Cumulative and In Combination effects

- 1.9.7 We will also carry out an assessment for major accidents and disasters (referred to as major events) identified for the Proposed Scheme which we will report in the Environmental Statement. The major events identified as relevant for the Proposed Scheme are storms, floods, transport accidents, ground instability and chalk dissolution/sinkholes.

2 Air Quality

2.1 Study Area

- 2.1.1 The study area for the construction phase is up to 200m from the Proposed Scheme boundary. The study area for the operational phase is the affected road network (the roads which may be impacted by the construction of the Proposed Scheme) around the Proposed Scheme and any roads within 200m of the affected road network (as shown on **Figure 7**).

2.2 Baseline

- 2.2.1 The Proposed Scheme falls within the local authority area of Winchester City Council. There are a number of local authority air quality monitoring stations within one kilometre of the air quality study area in Winchester City Council and Eastleigh Borough Council. Winchester City Council has one Air Quality Management Area in Winchester Town Centre where the annual nitrogen dioxide objective was exceeded in 2019. The Proposed Scheme is not located within the Air Quality Management Area.
- 2.2.2 According to the Department for Environment, Food and Rural Affairs data and the relevant Pollution Climate Mapping links that intersect the Proposed Scheme, levels of nitrogen dioxide and fine particulate matter are below the air quality thresholds.
- 2.2.3 The oxides of nitrogen levels around the Proposed Scheme are below the critical level at most of the key ecological habitats except St Catherine's Hill Site of Special Scientific Interest. The nitrogen deposition rates are below the critical level at all key habitats apart from Highclere Park Site of Scientific Interest and Burghclere Beacon Site of Special Scientific Interest.

2.3 Receptors potentially affected by the Proposed Scheme

- 2.3.1 A range of potentially affected sensitive receptors have been identified around the Proposed Scheme including local residents and road users. Key habitats have been identified around the site including Sites of Special Scientific Interest and Special Areas of Conservation, such as the River Itchen.

2.4 Mitigation

- 2.4.1 Mitigation measures during construction activities will include measures to reduce dust generation and dispersion and the use of existing vegetation barriers will be maximised. These measures will be set out in more detail in the Environmental Statement.
- 2.4.2 No mitigation measures are likely to be required for the operation of the Proposed Scheme but if they are considered necessary through further assessment, they will be reported within the Environmental Statement.

2.5 Preliminary findings of assessment

- 2.5.1 The preliminary findings of the assessment indicate that effects from construction activities, construction traffic and local traffic management measures such as temporary road closures and diversions cannot be ruled out and will be considered further and reported in the Environmental Statement.
- 2.5.2 The preliminary findings of the assessment indicate that during operation, some roads in the affected road network will experience an increase in traffic including Easton Lane, sections of the B3404 and the A31 (east). Some of these areas are within the Winchester Air Quality Management Area so there will be an increase in pollutant concentrations at some receptors as a result of the Proposed Scheme. However, many roads in Winchester will experience a decrease in traffic with an expected reduction in pollutant concentrations. The Proposed Scheme is unlikely to have significant impacts upon designated habitats. Ongoing work will be carried out to determine the significance of these effects.

2.6 Further assessment

- 2.6.1 Further assessment related to the construction phase will include checking that the extent of the study area is still suitable as further details relating to construction become available, clarifying the duration and extent of changes in traffic levels related to construction activities and temporary road closures and diversions.
- 2.6.2 Further assessment related to the operational phase will include further consultation with relevant local authorities to agree sensitive receptors and sensitive designated ecological habits, computer modelling of emissions, the interpretation of these results in line with guidance and the identification of appropriate mitigation measures.

3 Cultural Heritage

3.1 Study Area

- 3.1.1 The study area for both the construction and operation phases is one kilometre around the Proposed Scheme boundary for designated cultural heritage assets and 300m around the non-designated cultural heritage assets, as shown on **Figure 8**.

3.2 Baseline

- 3.2.1 An initial walkover survey and a desk-based assessment were undertaken to define the baseline. There are no Scheduled Monuments within the Proposed Scheme boundary itself. However, there are 11 within one kilometre which are of high value and national interest. These include a round barrow cemetery on Magdalen Hill (Grade II Registered Park and Garden), St Gertrude's Chapel and the late Iron Age Settlement to the north of Grace's Farm. The Proposed Scheme boundary covers parts of Abbots Worthy and Kings Worthy conservation areas and there are 133 Listed Buildings and three further conservation areas within one kilometre of the Proposed Scheme boundary.
- 3.2.2 The remains of Neolithic and Bronze Age funerary monuments, two small early Bronze Age cemeteries, middle and late Bronze Age settlements, 'Celtic' field systems, an early Iron Age settlement, a late Iron Age/ Romano-British settlement and evidence of early medieval occupation have all been found within the Proposed Scheme boundary. These remains have mainly been excavated during the construction of the M3. Other known remains include a ring ditch, two roman roads, a possible Anglo-Saxon settlement, water meadows, an early-medieval royal residence, watermill and pond, post-medieval cottages, former railway line, flint and dark clay and cropmarks and earthworks. There is also potential for the presence of archaeological remains that are currently unknown. Previous archaeological investigations have demonstrated that the Proposed Scheme lies within an archaeologically sensitive area.
- 3.2.3 Before the M3 was built, land within the Proposed Scheme boundary was predominantly farmland with a number of woods, coppices and water meadows and was crossed by several roads out of Winchester and the former railway line between London and Southampton. Any remains in these areas are likely to have been significantly impacted. The majority of the land within the Proposed Scheme, the potential areas for excess material and temporary construction compounds are located in areas that appear to have remained relatively undeveloped. Therefore, it is anticipated that if archaeological remains are present they are likely to have survived.

3.3 Receptors potentially affected by the Proposed Scheme

- 3.3.1 Receptors include archaeological remains, built heritage assets and historic landscapes within one kilometre of the Proposed Scheme boundary. Designated heritage assets are shown on **Figure 8**.

3.4 Mitigation

- 3.4.1 A programme of archaeological mitigation that could include watching briefs of intrusive groundworks (monitoring by a suitably qualified archaeologist during construction) and detailed archaeological excavation may be required prior to construction. Further analysis will be undertaken for remains from the paleoenvironmental geological age to understand past landscapes and human activity. Considerate construction practices will be undertaken.

3.5 Preliminary findings of assessment

Construction

- 3.5.1 The preliminary findings of the assessment identified that construction of the Proposed Scheme could directly impact cultural heritage assets such as known archaeological remains and previously unidentified archaeological remains. The construction of the Proposed Scheme could also indirectly impact the setting of two Scheduled Monuments; the round barrow cemetery on Magdalen Hill Down and the site of St Gertrude's Chapel. Some of these effects are likely to be significant because archaeological remains may be removed entirely or damaged, therefore reducing their archaeological value.
- 3.5.2 The construction will not result in direct impacts to any listed or unlisted buildings. There is potential for adverse impacts upon the Kings Worthy and Abbots Worthy Conservation Areas, Grade II* Listed Worthy Park House and historic landscape areas as the construction works will be visible and could have an adverse impact to their setting. Indirect impacts such as temporary road closures could cause temporary adverse effects to the setting of conservation areas and listed buildings if traffic diversions are routed near these assets.

Operation

- 3.5.3 The preliminary findings of the assessment indicate that there are unlikely to be operational impacts to the round barrow cemetery on Magdalen Hill Down and St Gertrude's Chapel. There is potential for impacts to the Iron Age settlement to the north of Grace's Farm. There is also the potential to impact archaeological remains through changes to local hydrological regimes. Once further detailed design and the landscape and visual model have been finalised, the preliminary findings of the assessment will be reviewed.
- 3.5.4 The preliminary findings of the assessment indicate that there would be no direct effects to listed or unlisted historic buildings, nor direct changes to the Kings Worthy or Abbots Worthy Conservation areas. However, there is

potential for the setting of Worthy Park House (Grade II* Listed) and both conservation areas to be affected. It is not anticipated that there would be an effect to the setting of Abbotsworthy House.

3.6 Further assessment

- 3.6.1 Further assessment work is anticipated to include archaeological evaluative work to clarify the presence and significance of remains within the Proposed Scheme boundary and further consultation with the local authority on cultural heritage assets that were not visited during the initial walkover survey.

4 Landscape and Visual

4.1 Study Area

- 4.1.1 The study area for both the construction and operation phases is three kilometres north and south and two kilometres east and west from the Proposed Scheme boundary.

4.2 Baseline

- 4.2.1 The existing landscape pattern is complex and strongly influenced by the M3 and A34 transport corridors and road features such as bridges, slip roads and signage. There are large areas of trees and shrubs and established vegetation on embankments planted at the time of construction of these roads. The areas to manage excess earth dug which cannot be re-used to construct the Proposed Development is defined by undulating arable farmland bound by hedgerows and hedgerow trees and these areas lie within the boundary of the South Downs National Park.
- 4.2.2 The area to the east and south of the M3 is a valued landscape of rolling chalk downland with large agricultural fields interspersed with small woodlands and copses, hedgerow field boundaries and a small number of farm holdings and houses. St Catherine's Hill is a prominent landscape feature to the south of Winchester. There are some important public rights of way used for recreation near the Proposed Scheme including St Swithun's Way, the Itchen Way Long Distance Path, the South Downs Way and National Cycle Network Route 23 which provides a link from Winchester to the South Downs National Park.

4.3 Receptors potentially affected by the Proposed Scheme

- 4.3.1 The key landscape receptors include topography, land use of the site and surrounding area, vegetation, heritage statutory designations, landscape statutory designations, public rights of way, perceptual aspects, visual receptors (e.g. residents) and landscape character.

4.4 Mitigation

- 4.4.1 The design will be integrated into the surrounding landscape, with particular regard given to the South Downs National Park. Measures will include retention of vegetation where possible, identification of important trees that are to be protected and planting of native species in advance of construction works and during operation to screen views. The planting design will be agreed with key stakeholders and residents and a programme of long-term monitoring of the landscape mitigation will be prepared.
- 4.4.2 Other mitigation measures will include principles related to the Considerate Constructors Scheme such as tidy site management and controlling construction lighting to minimise visual impacts.

4.5 Preliminary findings of assessment

Construction

- 4.5.1 The preliminary findings of the assessment indicate that the removal of some existing vegetation, earthworks and presence of construction plant, materials, machinery, compounds and lighting would potentially result in landscape and visual impacts during construction that would temporarily impact all of the identified receptors. The assessment has also identified potential for significant effects on landscape character from the loss of landscape features, changes to the profile of areas of land, and the introduction of construction activity. There is also likely to be a temporary adverse impact on the scenic quality of the views.

Operation

- 4.5.2 The preliminary findings of the assessment indicate that adverse effects on topography are anticipated to remain during operation as the landscape will be altered indefinitely. However, earthworks have been designed to integrate into the surrounding landscape.
- 4.5.3 Longer term beneficial effects are anticipated on land use of the site and surrounding area and vegetation as a result of planting of new vegetation. The public rights of way near the Proposed Scheme will experience longer term beneficial effects as a new walking route near the A33/A34 carriageways and a new footpath between Easton Lane and Long Walk will be created that link to the South Downs National Park and Winchester.
- 4.5.4 Over time, adverse landscape and visual effects on the South Downs National Park, tranquillity and landscape character would lessen as the vegetation grows and screens views of the Proposed Scheme. There is potential for indirect effects from changes to the setting of some listed buildings from the landscape mitigation.

4.6 Further assessment

- 4.6.1 Further assessment work anticipated includes further assessment of effects on receptors, ongoing visual modelling to understand the impacts of the Proposed Scheme and collaborative design to agree landscape mitigation.

5 Biodiversity

5.1 Study Area

5.1.1 The study area used to determine impacts to biodiversity features are as follows:

- Two kilometre radius for protected species, statutory and non-statutory designated sites and notable habitats
- Five kilometre radius for bats
- 10 kilometre radius for Special Areas of Conservation and Special Protection Areas, extended to 30 kilometres for a Special Area of Conservation for bats.

5.2 Baseline

5.2.1 A number of sites designated for biodiversity value are located within the Proposed Scheme boundary, including the River Itchen Special Area of Conservation and the River Itchen Site of Special Scientific Interest and a number within two kilometres of the Proposed Scheme boundary, including: Mottisfont Bats Special Area of Conservation, St Catherine's Hill and Cheesefoot Head Site of Special Scientific Interest. There is one Site of Importance for Nature Conservation within the Proposed Scheme boundary, (Easton Down), six others within 2km of the Proposed Scheme boundary and one that is also a Road Verge of Ecological Importance (valued at the local level).

5.2.2 Ecological surveys are being carried out in the local area which have so far identified a diverse range of habitats; including grazed semi-improved pastures, small woodlands and historic water meadow in the eastern part of Proposed Scheme. Species identified within and near the Proposed Scheme boundary include bats, badgers, hazel dormice, otter, water vole, hedgehog, brown hare, harvest mouse, pole cat, breeding birds, wintering birds, reptiles, amphibians including great crested newts, freshwater fish, terrestrial invertebrates, aquatic invertebrates and notable plants.

5.3 Receptors potentially affected by the Proposed Scheme

5.3.1 The receptors are the designated sites, habitats and species set out in **Section 5.2** above.

5.4 Mitigation

5.4.1 During construction, mitigation measures will include fencing to prevent access to important habitats, timing the construction works to avoid bird breeding and bat roosting periods, obtaining the correct licenses to

undertake ecological works and supervision from an ecological specialist whilst construction works are being undertaken.

- 5.4.2 The mitigation seeks to avoid impacts in the first instance, reduce or prevent them or compensate for adverse impacts. Other mitigation measures include the design of the proposed new bridge, which is intended to be clear span and set back from the river bank to allow for continued wildlife movement, reduction for the requirement of earthworks near the roundabout, replacement and enhancement of hedgerows, a sensitive lighting design and design of a Sustainable Drainage System that includes measures beneficial to wildlife.
- 5.4.3 New habitats of ecological value (sensitively designed to the local area) will be created across the Proposed Scheme. This will include creation of areas of chalk grassland, broadleaved and native scrub and species rich grassland. The preliminary landscape and ecological mitigation plan is shown in **Figure 6**.

5.5 Preliminary findings of assessment

- 5.5.1 The preliminary findings of the assessment indicate potential impacts to some species and habitats within and next to the Proposed Scheme boundary through loss or damage to habitats, disturbance, displacement of species through fragmentation of land and disturbance of wildlife from construction activities that generate noise, air, water and light emissions. While significant impacts are not anticipated at the River Itchen from any construction or operational activity, potential habitat degradation caused by traffic emissions will be considered through ongoing assessment work.
- 5.5.2 No significant impacts are anticipated to Mottisfont Bats Special Area of Conservation due to the intervening distance from the Proposed Scheme boundary, or to Easton Down Site of Importance for Nature Conservation as necessary construction measures will be in place.

5.6 Further assessment

- 5.6.1 Further assessment work anticipated includes updated ecological surveys for some species, computer modelling to assess the impacts to designated sites from vehicle exhaust emissions and collection of further information on the River Itchen to assess effects to this receptor in more detail.

6 Geology and Soils

6.1 Study Area

- 6.1.1 The study area for the geology and soils assessment comprises a buffer zone of 250m around the Proposed Scheme boundary.

6.2 Baseline

- 6.2.1 The land around the Proposed Scheme boundary is predominantly agricultural, most of which is currently used for arable production and much of the surrounding area remained undeveloped until the 1930's when parts of the road network began to be constructed. Industrial uses including gas works and a railway line also existed in the area. There are three historical landfills within the study area. The River Itchen floodplain is within the Proposed Scheme boundary and Nun's Walk stream flows parallel to the River Itchen.
- 6.2.2 The majority of the geology in the vicinity comprises chalk from two different chalk formations. Along the route of the River Itchen in the north of the Proposed Scheme, the chalk is overlain by alluvium and head. To the east of the M3 there is an area of clay with flints and head overlying the chalk. There is also made ground from construction of the M3, A34 and A33. A number of chalk pits and cavities have been identified in the Proposed Scheme boundary. The chalk within the Proposed Scheme boundary and the overlying deposits are designated as principal and secondary aquifers which are important drinking water resources. Some of the land has been identified as Best and Most Versatile agricultural land.

6.3 Receptors potentially affected by the Proposed Scheme

- 6.3.1 The receptors identified include geology and geomorphology, groundwater, surface water, environmentally sensitive sites, the built environment, human health and agricultural land.

6.4 Mitigation

- 6.4.1 Without mitigation and the implementation of adequate control measures, there is the potential for contaminants from contamination sources to enter groundwater, should they be disturbed during scheme construction. The application will include measures for the identification and management of excavated materials generated during the construction works. Measures would also be included to limit the potential for accidental releases of potential contaminants and uncontrolled surface water run-off to occur during construction. Monitoring of surfaced water and groundwater should be undertaken. Health and safety procedures will be established for dealing with unexpected soil or groundwater contamination that may be encountered during construction.

- 6.4.2 In relation to ground instability, the potential impacts will be mitigated through appropriate ground investigation being undertaken so that any slopes, structures and remedial works are safe and stable.

6.5 Preliminary findings of assessment

Construction

- 6.5.1 The preliminary findings of the assessment indicate that there are potential adverse effects including accidental release of contaminants or creation of new pathways for contamination from piling, both of which could cause health impacts to construction workers and the environment. There is also potential for land stability issues. However, these effects will be managed through management plans.
- 6.5.2 Adverse effects may be possible from the loss of productive agricultural land. However, the majority of agricultural land would be affected on a temporary basis and reinstated to agricultural use upon completion of the construction phase.

Operation

- 6.5.3 The preliminary findings of the assessment indicate that there is potential for chemical attack and decay of concrete structures from existing contamination. However, it is likely that the majority of impacts will be mitigated through the design of the Proposed Scheme and the implementation of good working practices.

6.6 Further assessment

- 6.6.1 A set of risk assessments and further ground investigations will be undertaken that will inform recommendations for remediation (reversing or stopping environmental damage) and mitigation, if required. Risk assessments will also be undertaken for ground gas and controlled waters. An assessment to understand the location and number of cavities in the ground will be prepared.

7 Material Assets and Waste

7.1 Study Area

- 7.1.1 There are two study areas for material assets and waste, shown in **Figure 9**. The first is the area within the Proposed Scheme boundary for waste generated from the Proposed Scheme and the second study area gives consideration of raw material availability and waste management facility capacity and therefore covers the south of England.

7.2 Baseline

- 7.2.1 Material assets and waste considers the use of material resources, including mineral safeguarding, and the generation and management of waste associated with the construction of the Proposed Scheme. During operation, the quantity of materials used and the waste produced as a result of the Proposed Scheme is anticipated to be small.
- 7.2.2 The Proposed Scheme is located partially within an area safeguarded for the deposit of superficial sand/gravel (a Mineral Safeguarding Area), as shown in **Figure 10**.
- 7.2.3 There is an increasing shortage of landfill capacity in England, and the total and non-inert landfill capacity in the south of England is likely to become an increasingly sensitive receptor over time.
- 7.2.4 However, there is a very high (92%) recovery rate for non-hazardous construction and demolition waste arisings within the UK, and these rates have steadily risen within the south of England over the past 13 years.

7.3 Receptors potentially affected by the Proposed Scheme

- 7.3.1 The receptors include material assets, Mineral Safeguarding Areas and waste management capacity such as landfill capacity.

7.4 Mitigation

- 7.4.1 The Proposed Scheme will have in place a Site Waste Management Plan which will include steps to be taken to manage and dispose of the varied waste that is anticipated to occur during the construction phase.
- 7.4.2 A Materials Management Plan will also be developed to ensure that any adverse effects associated with material assets are responsibly managed. This will include measures that promote the re-use and recycling of materials where possible, using locally sourced materials and suppliers where practical and limiting likelihood of waste.

7.5 Preliminary findings of assessment

- 7.5.1 The Environmental Statement will report the assessment considering available construction materials in the area that would be required to be used by the Proposed Scheme.
- 7.5.2 The Proposed Scheme's impact upon the Mineral Safeguarding Area indicates that the potential for sterilisation (i.e. preventing extraction of minerals in that location) is very low. Much of the Mineral Safeguarding Area affected lies adjacent to the existing strategic road network; these areas are likely already devoid of mineral or would not be practicable to work. Other areas of the Mineral Safeguarding Area affected are small and lie within the vicinity of the strategic road network and on the periphery of a reasonable working area.
- 7.5.3 The Environmental Statement will report the assessment of how levels of waste expected to generate could affect nearby waste management capacity.

7.6 Further assessment

- 7.6.1 A qualitative and quantitative assessment of the potential effects of the Proposed Scheme on materials will be undertaken to identify the types and quantities of material required for the project, information on recycled content and sustainability credentials, type and volume of material to be recovered from off-site sources and to determine details of on-site storage and stockpiling arrangements.
- 7.6.2 A waste assessment will be undertaken to establish the potential effects resulting from waste generation. This will identify the types and quantities of waste arising from the Proposed Scheme and assess against the reduction in the regional landfill capacity.

8 Noise and Vibration

8.1 Study Area

- 8.1.1 The study area for construction noise comprises a buffer zone of 300m around the Proposed Scheme boundary and for construction vibration the study area is 100m. The study area for operational road traffic will ultimately be defined through a combination of the Proposed Scheme footprint and the predicted change in traffic flows to determine affected links, whether those lie within the main study area or within the wider road network. Final study areas will be determined through ongoing assessment work.

8.2 Baseline

- 8.2.1 Noise from existing sources varies around the Proposed Scheme. Noise levels were measured at a number of locations near the Proposed Scheme in 2019 and 2021. Much of the noise comes from road traffic using the M3, A34 and A33. Some areas within the Proposed Scheme are not near these major roads so are quieter. Other noise comes from commercial areas, aircraft and the local Winchester to Basingstoke train line.

8.3 Receptors potentially affected by the Proposed Scheme

- 8.3.1 A large number of noise and vibration sensitive receptors have been identified in the area surrounding the Proposed Scheme. These comprise of residential areas including Headbourne Worthy, Kings Worthy, Easton village, eastern fringes of Winchester including Winnall, St Giles Hill and Highcliffe and properties along Easton Lane towards Winchester, nursery schools, primary schools, secondary schools, healthcare facilities, places of worship, scheduled monuments, designated areas, public rights of way and commercial areas.
- 8.3.2 Three designated Noise Important Areas are located within the study area. The aim of Noise Important Areas is to improve the noise environment in these areas.

8.4 Mitigation

- 8.4.1 Standard noise and vibration control measures will be implemented during construction which will include a requirement for the contractor to apply best practicable construction measures. During the operational phase environmental noise barriers (as necessary) and low noise road surfaces (where necessary) will be considered to minimise adverse effects to receptors. These types of mitigation measures would be developed in conjunction with ecologists and landscape architects.

8.5 Preliminary findings of assessment

Construction

8.5.1 The preliminary findings of the assessment indicate that construction activities such as site preparation and piling could cause high levels of noise and vibration. How significantly these activities impact receptors will depend on the time of day and duration of the works and how far away they are undertaken from receptors. The noise from construction compounds is unlikely to impact sensitive receptors as there are no residents within 100m of the proposed compound locations. Further assessment will be undertaken to fully understand these impacts and whether there will be impacts to ecological receptors.

Operation

8.5.2 The preliminary findings of the assessment show that road traffic noise will potentially result in effects at receptors. It is not yet known if these effects will be beneficial or adverse. The level of noise is dependent on volume, speed and type of vehicle, road surface, the presence of screening between the road and a receptor and views of the road. Therefore, if these variables change, so will the noise levels that are experienced by receptors. A range of scenarios have been modelled, including the proposed opening year of the road (2026) and 2046 to understand how noise levels will change. All of the scenarios resulted in either negligible or imperceptible changes to noise and are shown in **Figure 11** and **Figure 12**.

8.6 Further assessment

8.6.1 Further assessment will be undertaken to determine construction and operational impacts. This will be possible when more details are known about the construction programme and when the construction equipment that will be used is determined. The 3D noise model will also determine noise levels at different scenarios which will help determine the mitigation that will be required.

9 Population and Health

9.1 Study Area

- 9.1.1 The population and health assessment comprises a buffer zone of two kilometres around the Proposed Scheme boundary.

9.2 Baseline

- 9.2.1 A number of settlements are either within or adjacent to the Proposed Scheme boundary, including Winchester City Centre, suburbs of Winchester and surrounding villages including Headbourne Worthy and Kings Worthy. Winchester is a historic city centre with a hospital, education facilities, a retail area, employment areas and tourist attractions. Winnall Industrial Estate, Valley Business Park and the Wykeham Trade Park lie immediately west of the Proposed Scheme boundary.
- 9.2.2 The population for Winchester is in line with the average age profile for the south-east with approximately 18.5% of the population aged between 0-15 and approximately 18.5% of the population aged over 65. The area is less diverse than the south-east in terms of ethnicity and religion. The health of people in Winchester is generally better than the average for England and life expectancy for both men and women is higher than the average for England.
- 9.2.3 A network of public rights of way surrounds the Proposed Scheme. The South Downs Way National Trail crosses the M3 using an overbridge south of Junction 9. The National Cycle Network Route 23 that links Reading to Southampton also crosses the M3. There are four regional trails in the Itchen Valley.

9.3 Receptors potentially affected by the Proposed Scheme

- 9.3.1 Receptors include residential areas, public rights of way, educational facilities, employment areas, human health, care homes, nursery's, hospitals and places of worship.

9.4 Mitigation

- 9.4.1 A number of mitigation measures will be implemented during the construction phase to minimise the impact to people. This includes an improved pedestrian and cycle route over the M3, public right of way network improvements, better integration of residential, industrial and commercial areas accessed from Easton Lane and use of local labour during construction where possible. Mitigation measures will also include procedures to manage public amenity impacts during the construction phase.

9.5 Preliminary findings of assessment

Construction

9.5.1 The preliminary findings of the assessment indicate a range of beneficial and adverse effects. There will be temporary adverse effects to Winnall Industrial Estate as there may be more queues on nearby roads during construction. These queues could also adversely impact human health through increasing driver stress and decreasing physical activity. Users of the National Cycle Route and public rights of way would also temporarily experience effects related to noise, vibration, dust, severance and visual intrusion which would reduce amenity. Temporary beneficial effects during the construction phase will occur due to use of local labour which will boost the local construction sector.

Operation

9.5.2 Overall, once the Proposed Scheme is in operation, it will improve the adverse effects identified for the construction phase through better access to Winnall Industrial Estate, improvements to the National Cycle Route and public right of way and an overall reduction in driver stress as queues decrease and safety increases.

9.6 Further assessment

9.6.1 Economic modelling will be undertaken to understand impacts to local employment, the supply chain and other economic impacts that the Proposed Scheme will generate during construction and operation.

9.6.2 Further assessments will be undertaken, including an economic appraisal that will identify economic benefits, and an equalities impact assessment that will identify effects on persons with protected characteristics and WCH optioneering reporting.

10 Road Drainage and the Water Environment

10.1 Study Area

10.1.1 The road drainage and the water environment assessment comprises a buffer zone of 500 metres around the Proposed Scheme boundary.

10.2 Baseline

10.2.1 The Proposed Scheme crosses the River Itchen at three locations along the A34, A33 and M3. The Proposed Scheme also crosses one of the River Itchen's tributaries, the Nun's Walk Stream, which is crossed by the A34. The River has several tributaries and land drains. There are also a number of ditches, ponds, wetlands, watercourses associated with this floodplain. The River Itchen is designated as a Special Area of Conservation and a Site of Special Scientific Interest. It also flows through the South Downs National Park and into the Southampton and Solent Water Special Protection Area. Both the River Itchen and Nun's Walk Stream are classified as overall good status as part of the Water Framework Directive.

10.2.2 The Proposed Scheme boundary mostly falls within Flood Zone one which has a low risk of flooding. The northern and western part of the Proposed Scheme boundary falls within Flood Zone 2 and 3 which has a medium and high risk of flooding, respectively, as shown on **Figure 13**.

10.2.3 There are existing drainage features within the Proposed Scheme boundaries that pose a risk of pollution or flooding. The general geology of the area is chalk which provides a high level of water storage, with some alluvium.

10.2.4 A programme of monitoring was undertaken to understand water changes and quality.

10.3 Receptors potentially affected by the Proposed Scheme

10.3.1 Receptors include a number of watercourses in the surrounding area, as described in **Section 10.2** above.

10.4 Mitigation

10.4.1 A range of measures are being incorporated into the design of the Proposed Scheme to avoid and reduce impacts on surface water and groundwater bodies. These include installation of systems to trap silty and polluted water, preparation of incident response plans in case of any accidental spillages, locating construction compounds outside areas at risk of flooding where possible and preparing a drainage strategy which includes a Sustainable Drainage System.

10.5 Preliminary findings of assessment

Construction

10.5.1 The preliminary findings of the assessment indicate that construction may potentially affect the quality of both surface water and groundwater bodies and there is potential for flood risk to increase in the local area. Adverse effects may be associated with the possible release of contaminants and changes to the flow of water. These effects are not expected to be significant as mitigation measures will be put in place to protect the water environment and prevent pollution.

Operation

10.5.2 The preliminary findings of the assessment indicate that operation of the Scheme will have the potential to influence the water environment and increase flood risk through modifications to bridges and alteration of existing surface water drainage. These effects are not expected to be significant after mitigation.

10.6 Further assessment

10.6.1 The existing drainage arrangements and the potential impacts that the Proposed Scheme could have on the road drainage and water environment will be reviewed and assessed in further detail. Hydraulic modelling will be undertaken to determine flood risk impacts.

11 Climate

11.1 Study Area

11.1.1 For the greenhouse gas emissions assessment, the study area for the construction phase is within the Proposed Scheme boundary as well as activities that occur beyond the boundary, such as transport of construction materials. The study area for the operational phase is the affected road network (the roads which may be impacted by the construction of the Proposed Scheme).

11.1.2 For the Vulnerability to Climate Change Assessment, the study area is two 25 kilometre grids within which the Proposed Scheme is located, although the area of influence for potential climatic impacts is expected to be limited to the Proposed Scheme boundary and the immediate area. The assessment focuses on the operation of the Proposed Scheme, as the construction period is relatively short and is unlikely to be impacted by long term climatic changes.

11.2 Baseline

11.2.1 The transport sector represents 28% of the net UK greenhouse gas emissions. Transport was the greatest source of greenhouse gas emissions in Winchester City Council (59% of emissions) and south east England (46% of emissions) in 2018.

11.2.2 Historic UK climate data shows that a gradual warming has occurred between 1961 and 2018. There has been an increase in average rainfall, with wetter winters and an increase in severe autumn and winter wind storms.

11.3 Receptors potentially affected by the Proposed Scheme

11.3.1 As greenhouse gases are released into the Earth's atmosphere and are not limited to geographic boundaries, the receptor is the global atmosphere.

11.3.2 The Proposed Scheme receptors vulnerable to climate change include infrastructure, including road surfaces and pavements, structures, drainage, landscaping and end-users.

11.4 Mitigation

11.4.1 Potential mitigation measures to reduce greenhouse gas emissions are being considered as the design of the Proposed Scheme evolves. This involves designing, specifying and constructing the Proposed Scheme to reduce the consumption of resources and maximise the lifespan of surfaces and structures.

11.4.2 Measures to reduce greenhouse gas emissions during construction include use of efficient construction plant and/or those powered by electricity from alternative/lower carbon fuels. Measures to reduce greenhouse gas emissions during operation will be considered and set out in the Environmental Statement. The assessment takes into account a future uptake in electric vehicles.

11.4.3 Potential mitigation measures to improve the Proposed Scheme's resilience to climate change include designing the drainage system to mitigate flood risk and designing the Proposed Scheme to be resilient to anticipated increases in summer temperatures.

11.5 Preliminary findings of assessment

Construction

11.5.1 The preliminary greenhouse gas emissions assessment has identified that, during construction, greenhouse gas emissions will be generated as a result of the embodied carbon from purchased materials and onsite construction activities such as use of diesel or petrol fuelled equipment.

Operation

11.5.2 During operation, the Proposed Scheme will generate additional greenhouse gas emissions as a result of an increase in traffic. This will result in long-term adverse effects.

11.5.3 The preliminary vulnerability to climate change assessment identified the following climate-related hazards:

- Long term changes to climate norms
- Heatwaves
- Floods and droughts
- Storms, lightning and storm surges
- Snow, ice and hail

11.6 Further assessment

11.6.1 Further assessment related to the calculation and assessment of greenhouse gas emissions will include quantifying the greenhouse gas emissions that arise as a result of construction activities and the operation of the Proposed Scheme. A qualitative assessment of land use change, carbon storage from vegetation, operational maintenance, repair and replacement will also be undertaken.

11.6.2 The vulnerability to climate change assessment will assess the likelihood, consequence and significance of the climate hazards identified in **Paragraph 11.5.3**, against the sensitive receptors identified in **Paragraph 11.3.2**.

12 In Combination and Cumulative Effects

12.1 Introduction

12.1.1 There is potential for the Proposed Scheme to have in combination and cumulative environmental effects, which could occur either as a result of changes caused by other reasonably foreseeable developments acting cumulatively with the effects of the Proposed Scheme (known as cumulative effects); or from the combined effect of several different impacts acting together on a single receptor from the Proposed Scheme, such that the combined effect would be more significant than the sum of the individual effects (known as in combination effects).

12.2 In combination effects

12.2.1 Each technical Environmental Statement chapter will report the assessment of effects to receptors relevant to that topic's methodology. In some instances, the same receptor or resource could be assessed in more than one technical chapter or more than once within the same technical chapter. In these cases, there is the possibility that several individual effects on the same receptor (which are not significant in their own right) could add up to create a significant in combination effect.

12.2.2 Once the ongoing Environmental Impact Assessment work has been completed, an assessment of interrelationships between topics will be undertaken and reported in the Environmental Statement.

12.3 Cumulative effects

12.3.1 The assessment of cumulative effects from 'other development' in combination with the Proposed Scheme follows a staged process as follows:

- Establish a 'zone of influence' relating to each environmental discipline, within which effects associated with that discipline are considered could occur.
- Develop a long list of other development which fall within the zone of influence, that could have effect interactions with the Proposed Scheme.
- Develop a short list of other developments which could have effect interactions with the Proposed Scheme (effectively, consider the long list in more detail).
- Gather information available on the shortlisted developments.
- Assess the likely significant cumulative effects of the shortlisted developments with the Proposed Development.

12.3.2 For this consultation exercise, a long and short list of developments has been prepared and reported in the Preliminary Environmental Information Report.

New cumulative schemes, or the status of identified cumulative schemes could alter between now and the preparation of the Environmental Statement, therefore the assessment of cumulative effects has not yet been undertaken. The assessment of cumulative schemes identified in the short list will be undertaken and reported in the Environmental Statement.

13 What are the next steps?

13.1 Pre-design public consultation

- 13.1.1 Highways England would like to obtain the views of the public on the draft proposals for the Proposed Scheme design, taking into account the potential environmental effects of the Proposed Scheme. We will then consider those views in finalising the design and refining the ongoing Environmental Impact Assessment and Environmental Statement.
- 13.1.2 Highways England continues to engage with a range of stakeholders including prescribed bodies, local authorities and political representatives. Following adoption of the second Scoping Opinion in November 2020 Highways England is conducting a further round of statutory consultation.
- 13.1.3 This Non-Technical Summary of the PEIR has been prepared to assist consultees and members of the public in developing an informed view of the potential likely significant effects of the Proposed Scheme.
- 13.1.4 Information related to the Proposed Scheme is available to access on the consultation web page.
- 13.1.5 Members of the public and the wider community are able to respond to the consultation using the online questionnaire, by email, or via a dedicated freepost address, enclosing a completed consultation questionnaire or letter. Respondents have the opportunity to comment on all aspects of the Proposed Scheme, including the environmental information.

Responding to the consultation

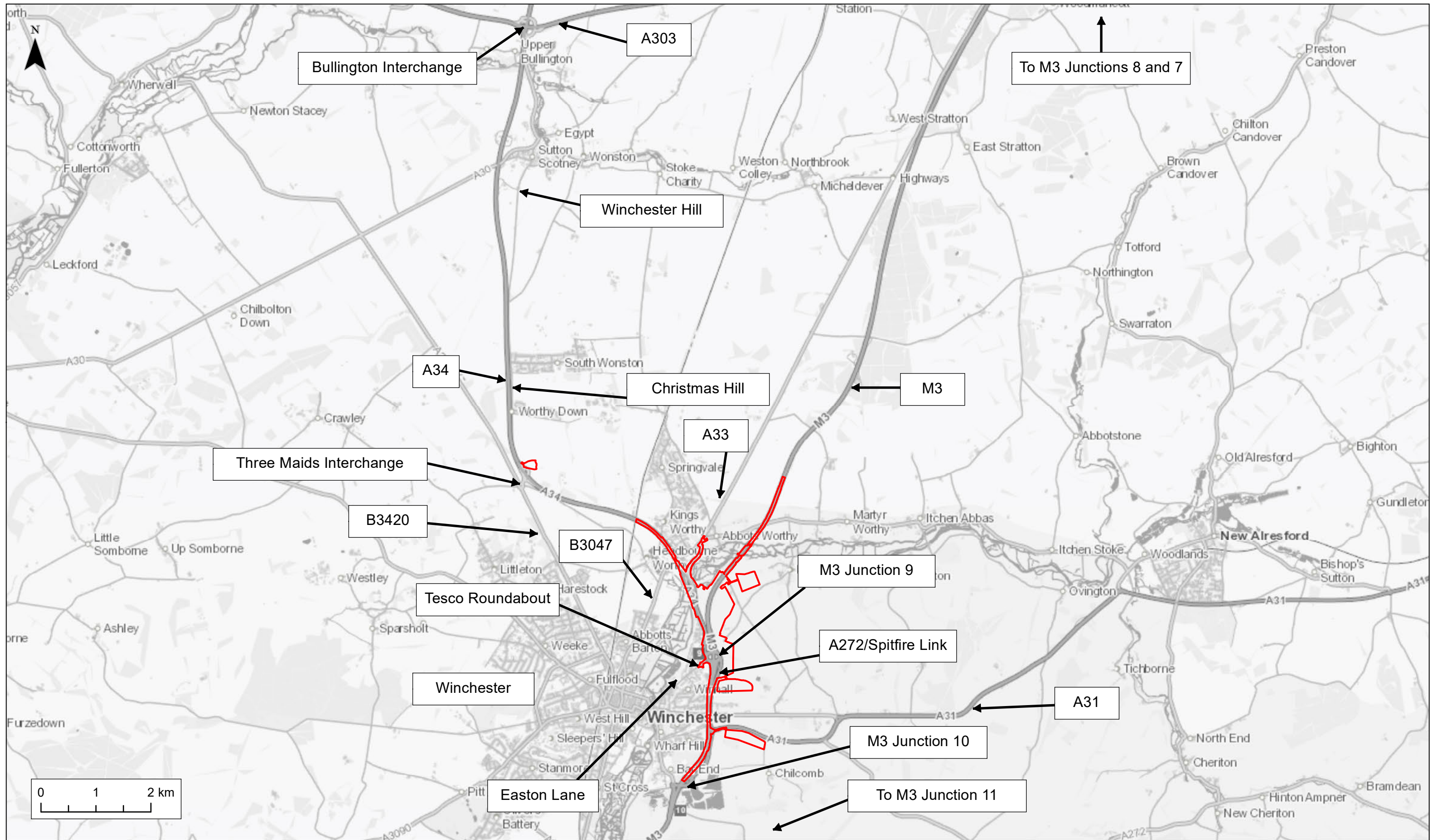
- 13.1.6 Highways England must submit an application for development consent to the Secretary of State for authorisation to construct the Proposed Scheme. Highways England must consider consultation responses and is required to document these responses as part of its application for development consent.
- 13.1.7 The Environmental Statement will be submitted with the application for development consent. Once the application has been submitted and accepted by the Planning Inspectorate on behalf of the Secretary of State, the public and wider community will have further opportunity to comment on the application. Details of how the Development Consent Order process works can be found on the Planning Inspectorate's National Infrastructure Planning website:

<https://infrastructure.planninginspectorate.gov.uk/application-process/>

- 13.1.8 You can view all the consultation materials on our webpage at:

<http://www.highwaysengland.co.uk/m3junction9>

Figures



KEY
 Indicative Application Boundary

Figure Status **FOR INFORMATION**

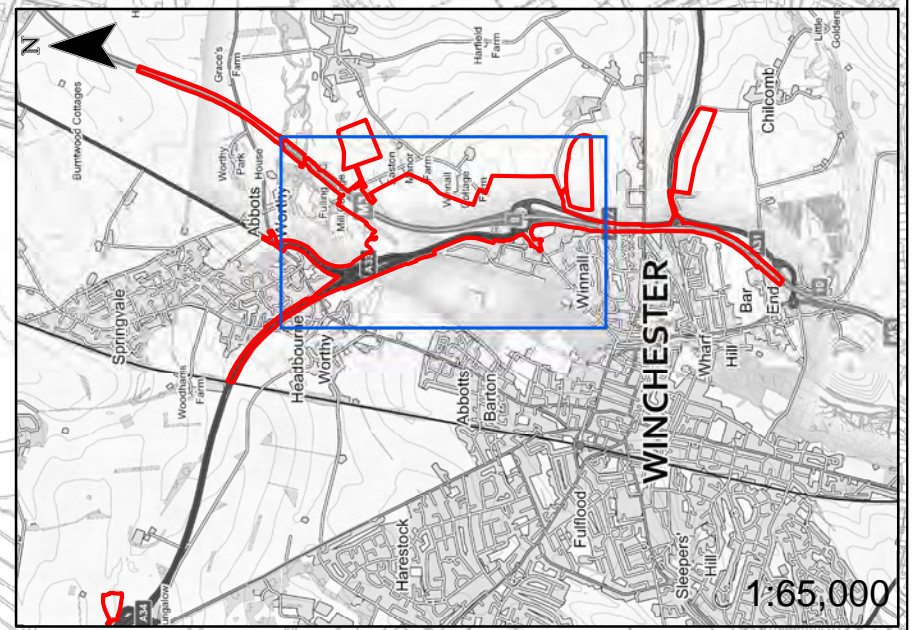
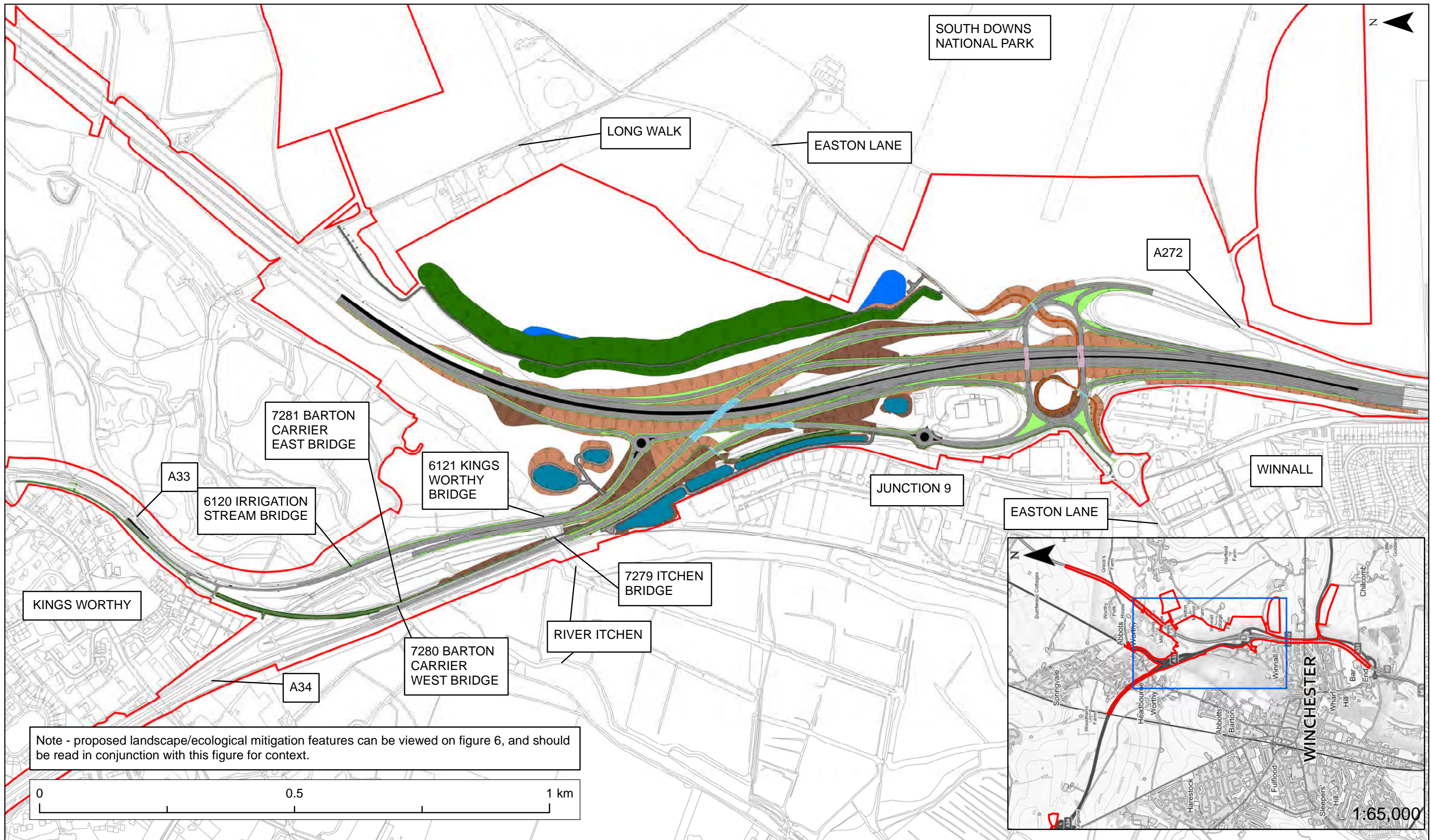
Project Title **M3 JUNCTION 9 IMPROVEMENT**



Figure Title **SITE LOCATION PLAN**



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| Scale: 1:65,000 | Designed: TL | Drawn: TL | Checked: JM | Approved: JM |
| Original Size: A3 | Date: 07/01/2021 | Date: 07/01/2021 | Date: 07/01/2021 | Date: 07/01/2021 |
| FIGURE 1 | | | | Project Ref No. 48176 Revision: A |



| KEY | |
|----------------------------------|--|
| Indicative Application Boundary | Proposed Attenuation Basin Maintenance Track |
| OS Mastermap | Proposed Footway Route |
| Bridge Extent Above M3 Alignment | Proposed Carriageway |
| Underpass / Subway | Proposed Chalk/Grass Bund |
| Proposed Embankment in Fill | Proposed Footway, Cycling and Other User Routes (Including future provision) |
| Proposed Embankment in Cut | Proposed Traffic Island/Central Reserve |
| Proposed Attenuation Basin | Proposed Verge |
| Proposed Infiltration Basin | |

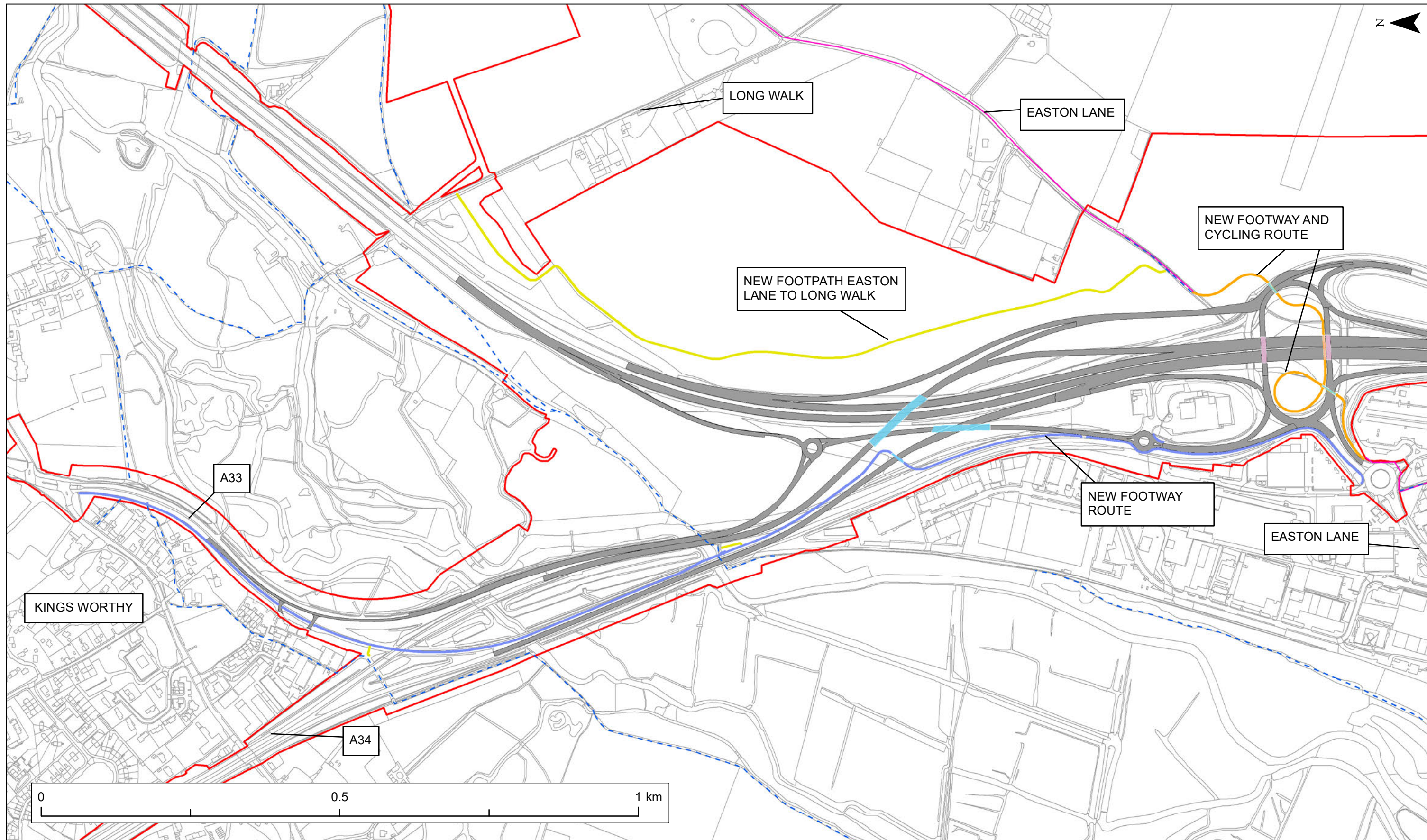
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Figure Status: **FOR INFORMATION**

VolkerFitzpatrick

Client: **highways england**

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| Project Title | | M3 JUNCTION 9 IMPROVEMENT | | | | |
| Figure Title | | INDICATIVE GENERAL ARRANGEMENT PLAN | | | | |
| Scale: 1:7,000 | Designed: TL | Drawn: TL | Checked: JM | Approved: JW | | |
| Original Size: A3 | Date: 24/05/2021 | Date: 24/05/2021 | Date: 24/05/2021 | Date: 24/05/2021 | | |
| FIGURE 2 | | | | | Project Ref No. 48176 Revision: A | |



KEY

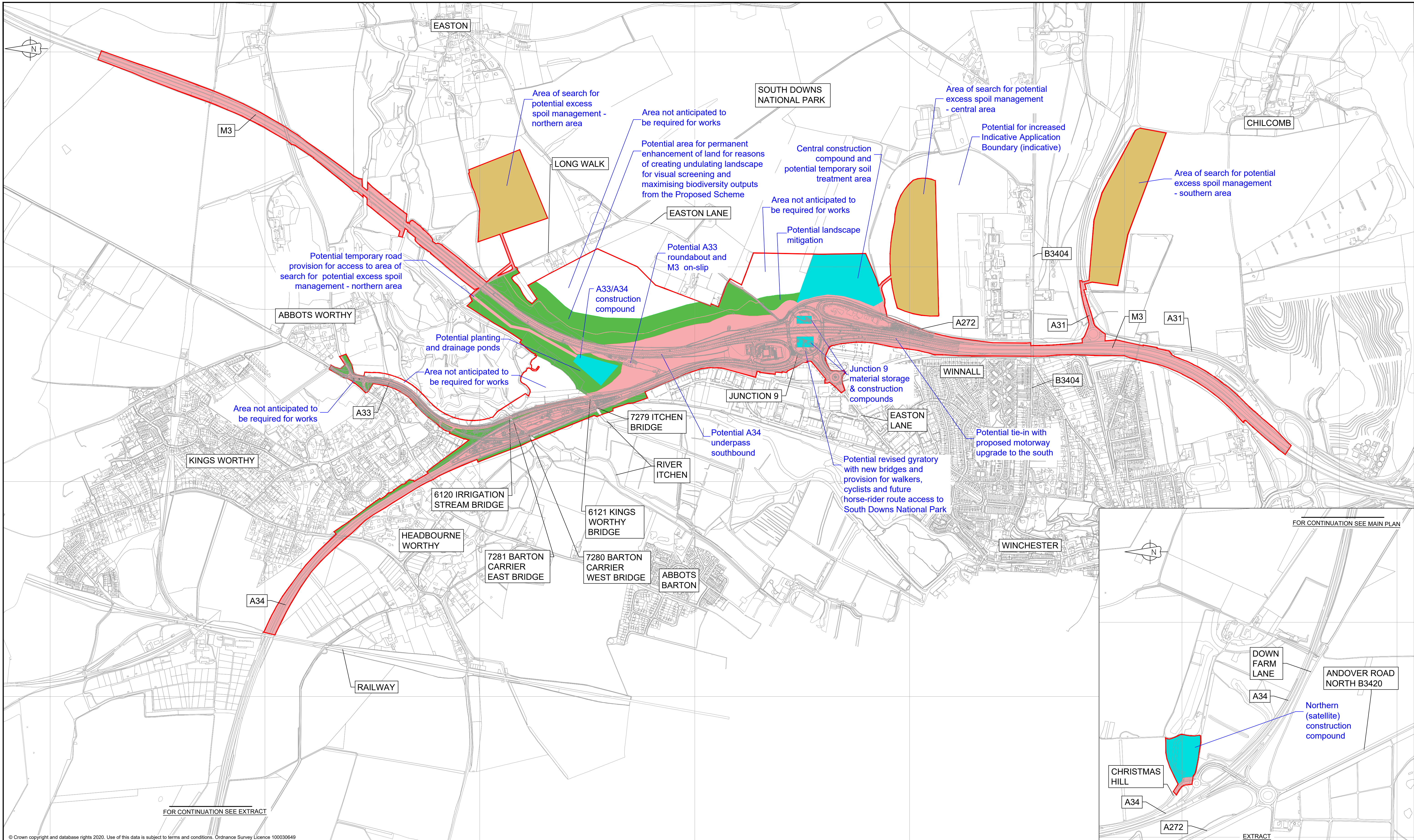
- Indicative Application Boundary
- Existing Footpath
- New Footway Route
- New Footpath Link
- New Footway and Cycling Route
- Proposed Carriageway
- Bridge Extent Above M3 Alignment
- Underpass / Subway

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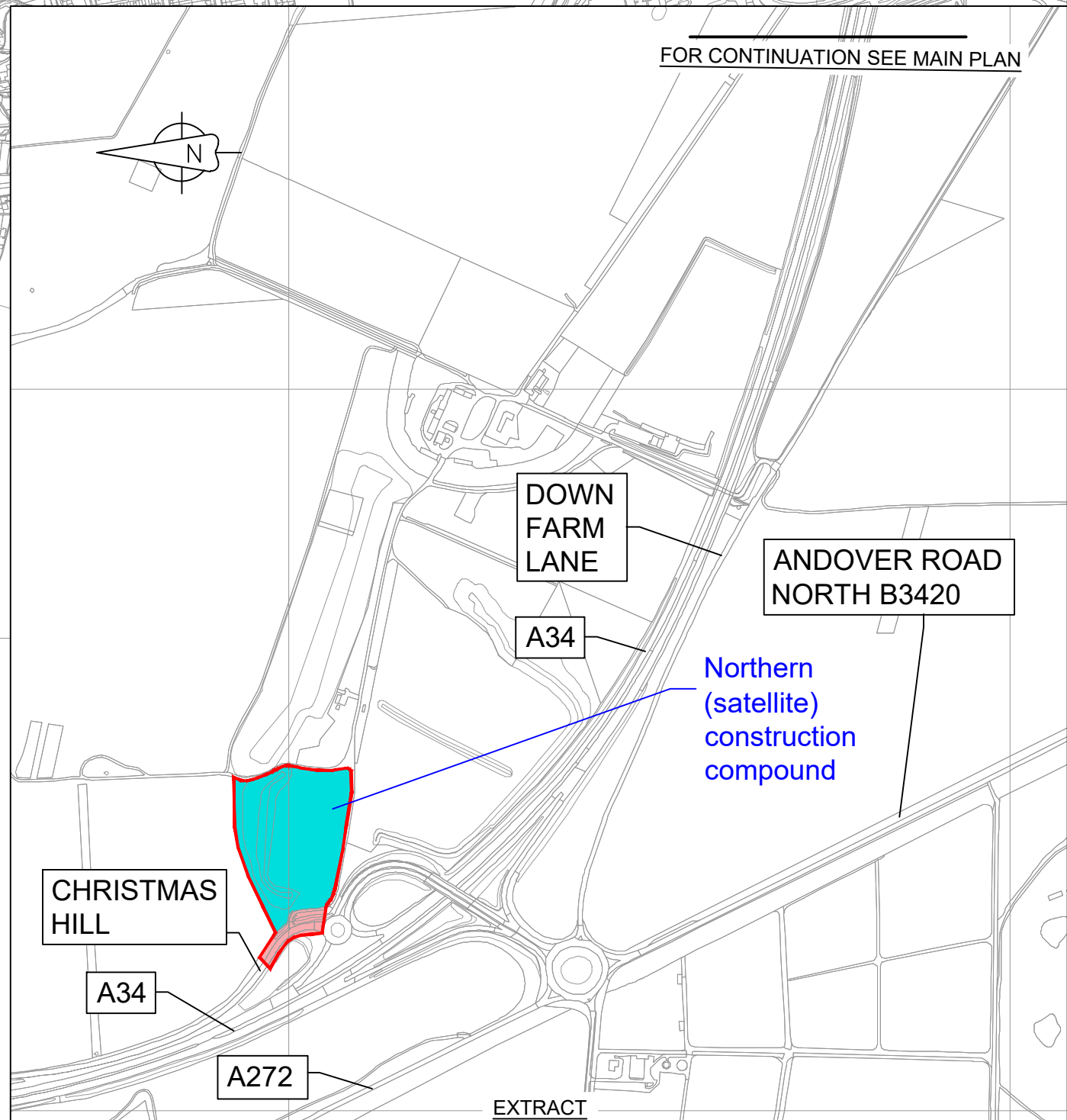
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| Project Title M3 JUNCTION 9 IMPROVEMENT | | | | |
| Figure Title EXISTING AND NEW WALKING AND CYCLING ROUTES | | | | |
| Scale: 1:6,000 | Designed: TL | Drawn: TL | Checked: JM | Approved: JW |
| Original Size: A3 | Date: 14/05/2021 | Date: 14/05/2021 | Date: 14/05/2021 | Date: 14/05/2021 |
| FIGURE 3 | | | | Project Ref No. 48176 Revision: A |



FOR CONTINUATION SEE EXTRACT



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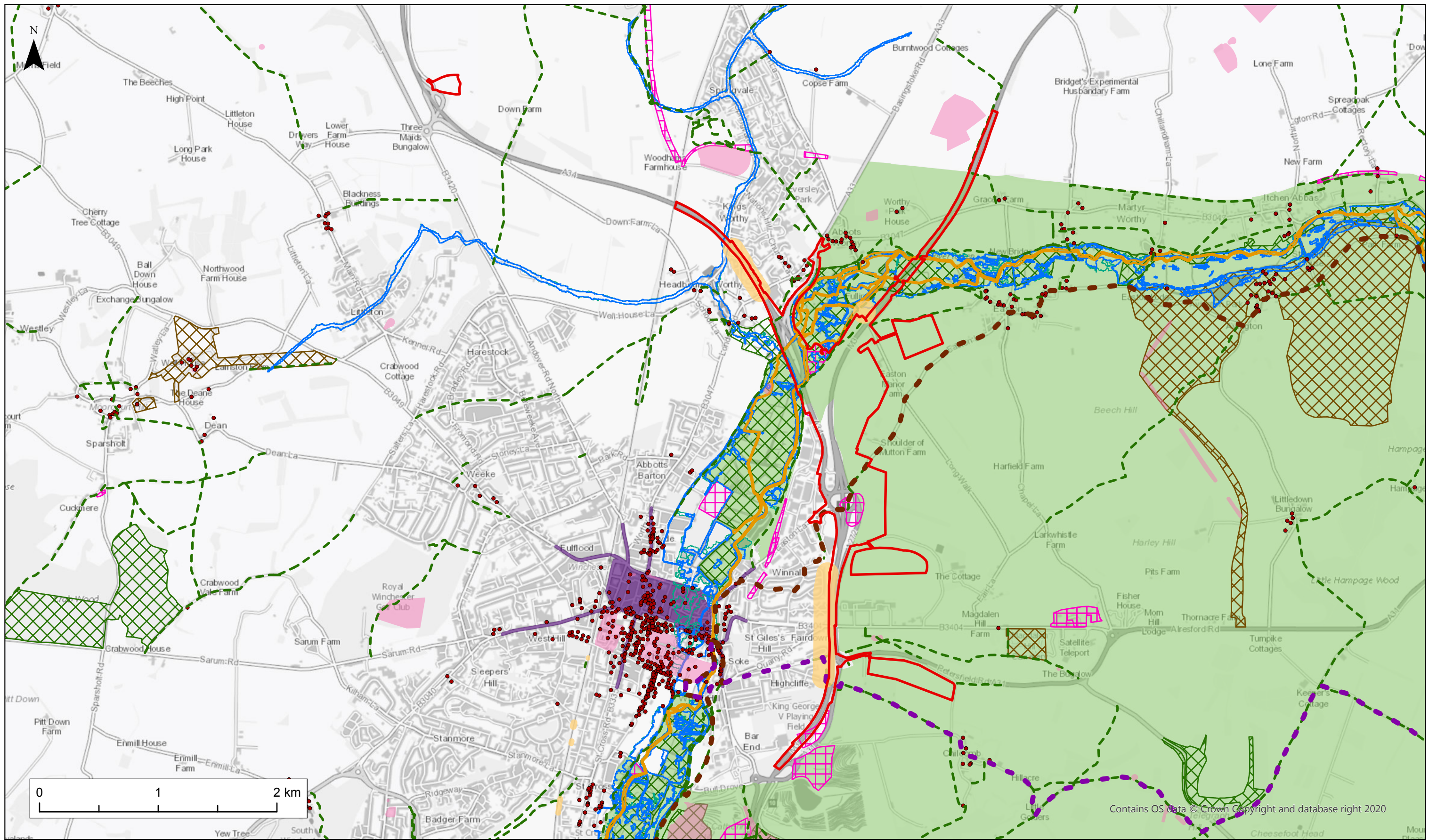
KEY:

| | |
|-------------|---|
| | ORDNANCE SURVEY MAPPING |
| | INDICATIVE APPLICATION BOUNDARY |
| | INDICATIVE PERMANENT/TEMPORARY HIGHWAY LAND TAKE INCLUDING PRINCIPAL ACCESS AND HAUL ROUTES |
| | INDICATIVE ENVIRONMENTAL MITIGATION AREAS |
| | INDICATIVE CONSTRUCTION COMPOUND AREAS |
| | AREAS OF SEARCH FOR POTENTIAL EXCESS SPOIL MANAGEMENT |
| TEXT | EXISTING PLACE OR ROAD NAME |
| Text | PROPOSED SCHEME DESCRIPTION |

- NOTE:**
- ACCESS WILL BE PROVIDED THROUGH THE IAB FOR WALKERS, CYCLISTS AND FUTURE HORSE-RIDER ROUTE CROSSING THE M3 J9 ROUNDABOUT TO CONNECT WITH THE NATIONAL CYCLE ROUTE 23 TO THE EAST, AS WELL AS PROVIDING ACCESS TO THE NORTH.
 - THE BASE MAPPING SHOWN REPRESENTS THE EXISTING ROAD CONFIGURATION AS PROVIDED BY THE ORDNANCE SURVEY. IT DOES NOT PRESENT PROPOSED SCHEME DETAIL.
 - FIGURE 2.3 TO BE READ IN CONJUNCTION WITH THE ENVIRONMENTAL CONSTRAINTS SHOWN WITHIN FIGURE 2.2.

Drawing Status: INFORMATION

| | | | | | | | | | |
|----------------|----------|---------------------------|-----|-------|----------|---------|------------------|----------|----------|
| Project Title | | M3 JUNCTION 9 IMPROVEMENT | | | | | | | |
| Drawing Title | | INDICATIVE LAND USE PLAN | | | | | | | |
| Scale | NTS | Designed | N/A | Drawn | LB | Checked | JM | Approved | AS |
| Original Size | A1 | Date | - | Date | 16.04.21 | Date | 16.04.21 | Date | 16.04.21 |
| Drawing Number | FIGURE 4 | | | | | | Project Ref. No. | 48176 | |
| | | | | | | | Revision | P3 | |



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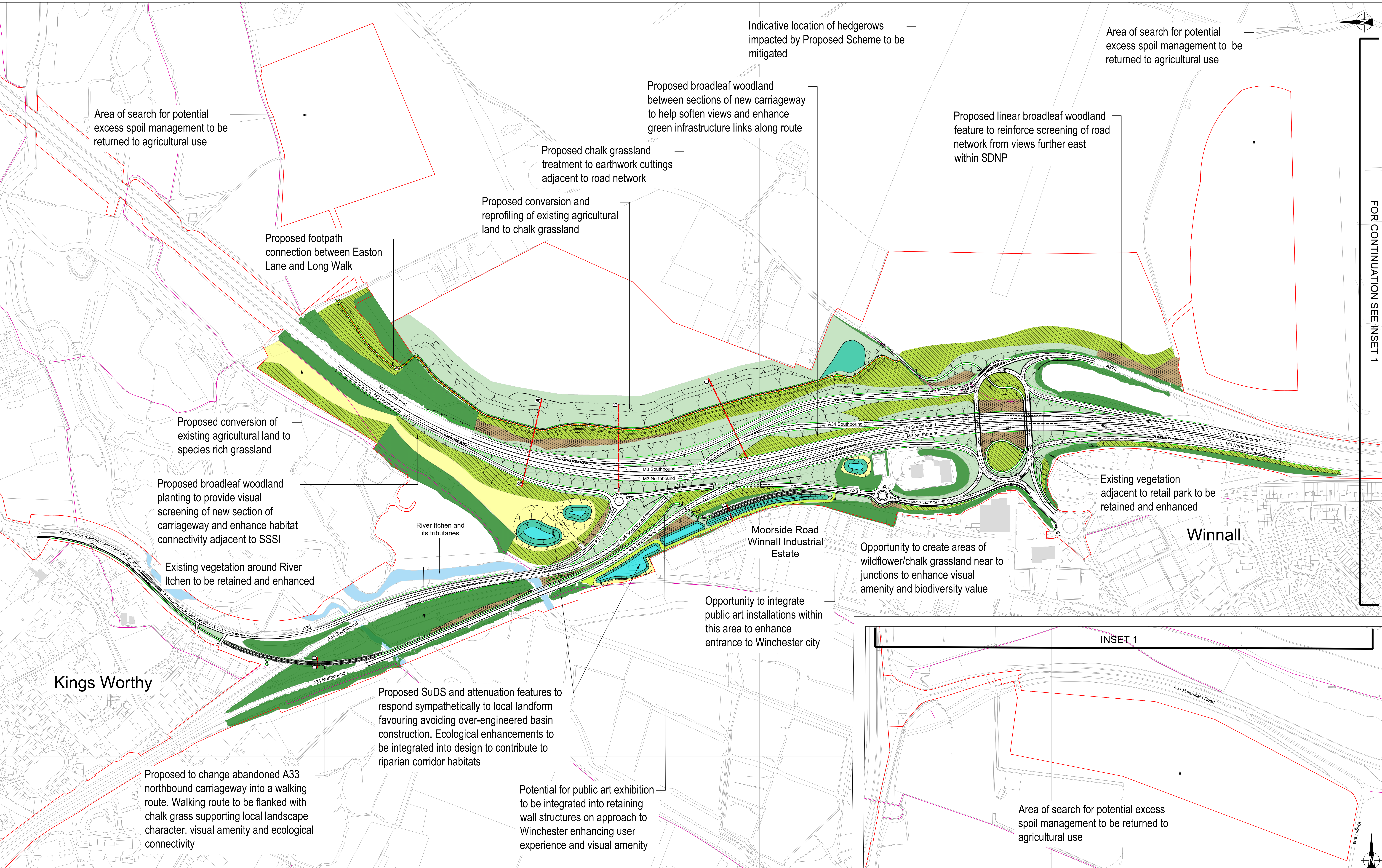
| KEY | | | |
|-----|---------------------------------|--|-------------------------------------|
| | Indicative Application Boundary | | Scheduled Monuments |
| | Listed Buildings | | Historic Landfill Sites |
| | Public Rights of Way | | Site of Special Scientific Interest |
| | National Trails | | Historic Parks and Gardens |
| | National Cycle Network Route | | South Downs National Park |
| | Air Quality Management Area | | Noise Important Areas (Round 3) |
| | Flood Zone 3 | | |
| | Flood Zone 2 | | |

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Figure Status: **FOR INFORMATION**

Client:

| | | | | |
|-------------------|-----------|----------------------------------|------------------|------------------|
| Project Title | | M3 JUNCTION 9 IMPROVEMENT | | |
| Figure Title | | ENVIRONMENTAL CONSTRAINTS | | |
| Scale: 1:30,000 | Designed: | Drawn: TW | Checked: JM | Approved: JM |
| Original Size: A3 | Date: | Date: 09/09/2020 | Date: 09/09/2020 | Date: 09/09/2020 |
| FIGURE 5 | | | | Project Ref No. |
| | | | | Revision |



Area of search for potential excess spoil management to be returned to agricultural use

Indicative location of hedgerows impacted by Proposed Scheme to be mitigated

Area of search for potential excess spoil management to be returned to agricultural use

Proposed broadleaf woodland between sections of new carriageway to help soften views and enhance green infrastructure links along route

Proposed linear broadleaf woodland feature to reinforce screening of road network from views further east within SDNP

Proposed chalk grassland treatment to earthwork cuttings adjacent to road network

Proposed conversion and reprofiling of existing agricultural land to chalk grassland

Proposed footpath connection between Easton Lane and Long Walk

Proposed conversion of existing agricultural land to species rich grassland

Proposed broadleaf woodland planting to provide visual screening of new section of carriageway and enhance habitat connectivity adjacent to SSSI

Existing vegetation around River Itchen to be retained and enhanced

River Itchen and its tributaries

Moorside Road Winnall Industrial Estate

Opportunity to create areas of wildflower/chalk grassland near to junctions to enhance visual amenity and biodiversity value

Existing vegetation adjacent to retail park to be retained and enhanced

Winnall

Opportunity to integrate public art installations within this area to enhance entrance to Winchester city

Kings Worthy

Proposed SuDS and attenuation features to respond sympathetically to local landform favouring avoiding over-engineered basin construction. Ecological enhancements to be integrated into design to contribute to riparian corridor habitats

Proposed to change abandoned A33 northbound carriageway into a walking route. Walking route to be flanked with chalk grass supporting local landscape character, visual amenity and ecological connectivity

Potential for public art exhibition to be integrated into retaining wall structures on approach to Winchester enhancing user experience and visual amenity

Area of search for potential excess spoil management to be returned to agricultural use

INSET 1

LEGEND

| | |
|--|--|
| | Indicative Application Boundary |
| | Public Rights of Way |
| | Vegetation to be retained and enhanced |
| | Grassland to be retained and enhanced |
| | River Itchen and its tributaries |

Proposed

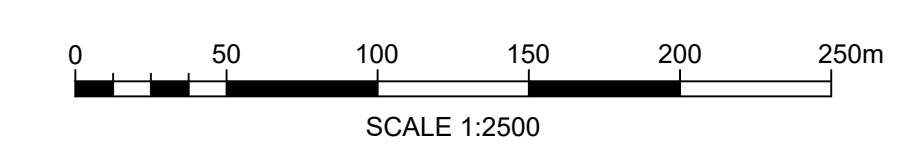
| | |
|--|--|
| | Proposed footpath connection between Easton Lane and Long Walk |
| | LE1.3 Chalk Grassland |
| | LE1.3 Species Rich Grassland |
| | LE1.3 Wildflower Grass Mix |
| | LE6.4 Marginal Aquatic Grass Mix |

| | |
|--|-----------------------------------|
| | LE6.4 Wetland Grass Mix |
| | LE1.1 Reinforced Grass Mix |
| | LE2.1 Broadleaf Woodland Planting |
| | LE2.8 Native Shrub Planting |

N.B. Landscape element codes sourced from Highways England, *DMRB LA117 Landscape Design* (2020) Table 4.2b, pg. 13

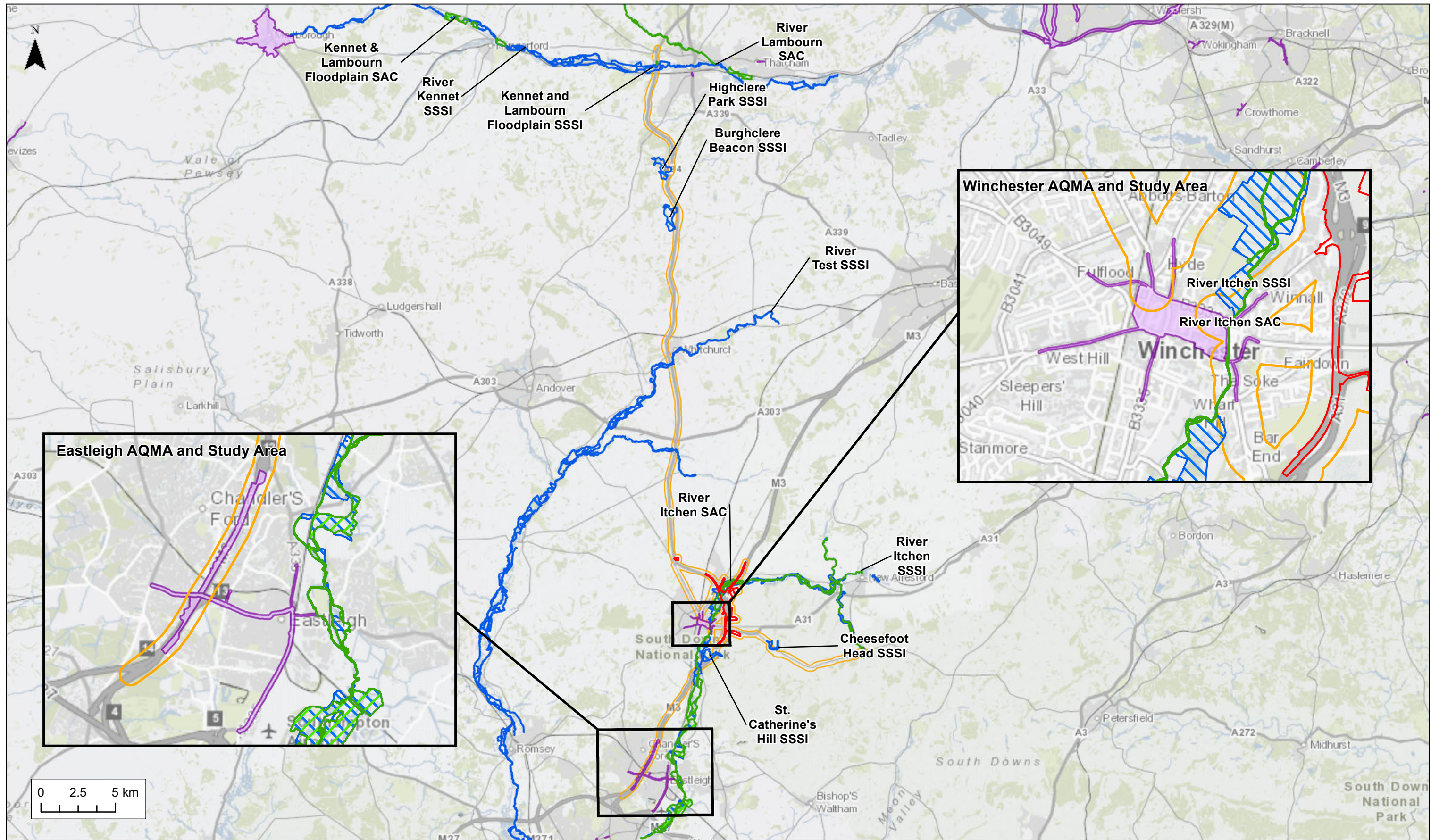
- LE1.3: Species rich (or conservation) grassland
- LE2.1: Woodland
- LE2.8: Scrub
- LE6.1: Water bodies and associated plants

Acronyms
DMRB - Design Manual for Roads and Bridges
SDNP - South Downs National Park
SSSI - Site of Special Scientific Interest
SuDS - Sustainable Drainage System



| Rev. | Date | Description | Drawn | Chk'd | App'd |
|------|----------|-------------------------------|-------|-------|-------|
| B | 15.04.21 | Proposed Scheme design update | JJ | JM | MF |
| A | 18.12.20 | Amendment to annotations | JJ | DM | JM |

| | | | |
|-----------------|--------|---|----------|
| FOR INFORMATION | | Project Title | |
| | | M3 JUNCTION 9 IMPROVEMENT | |
| Client | | Drawing Title | |
| | | STAGE 3B HIGHWAY WORKS PRELIMINARY ENVIRONMENTAL MITIGATION DESIGN PLAN | |
| Scale | 1:2500 | Designed | DM |
| Original Size | A0 | Date | 15.04.21 |
| Drawn | JJ | Date | 15.04.21 |
| Checked | JM | Date | 15.04.21 |
| Approved | MF | Date | 15.04.21 |
| FIGURE 6 | | Project No. 48176 | |
| | | Revision B | |



KEY

- Indicative Application Boundary
- Roads exceeding DMRB traffic scoping criteria 200 m buffer
- Site of Special Scientific Interest (SSSI)
- Special Area of Conservation (SAC)
- Air Quality Management Area

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Figure Status **FOR INFORMATION**

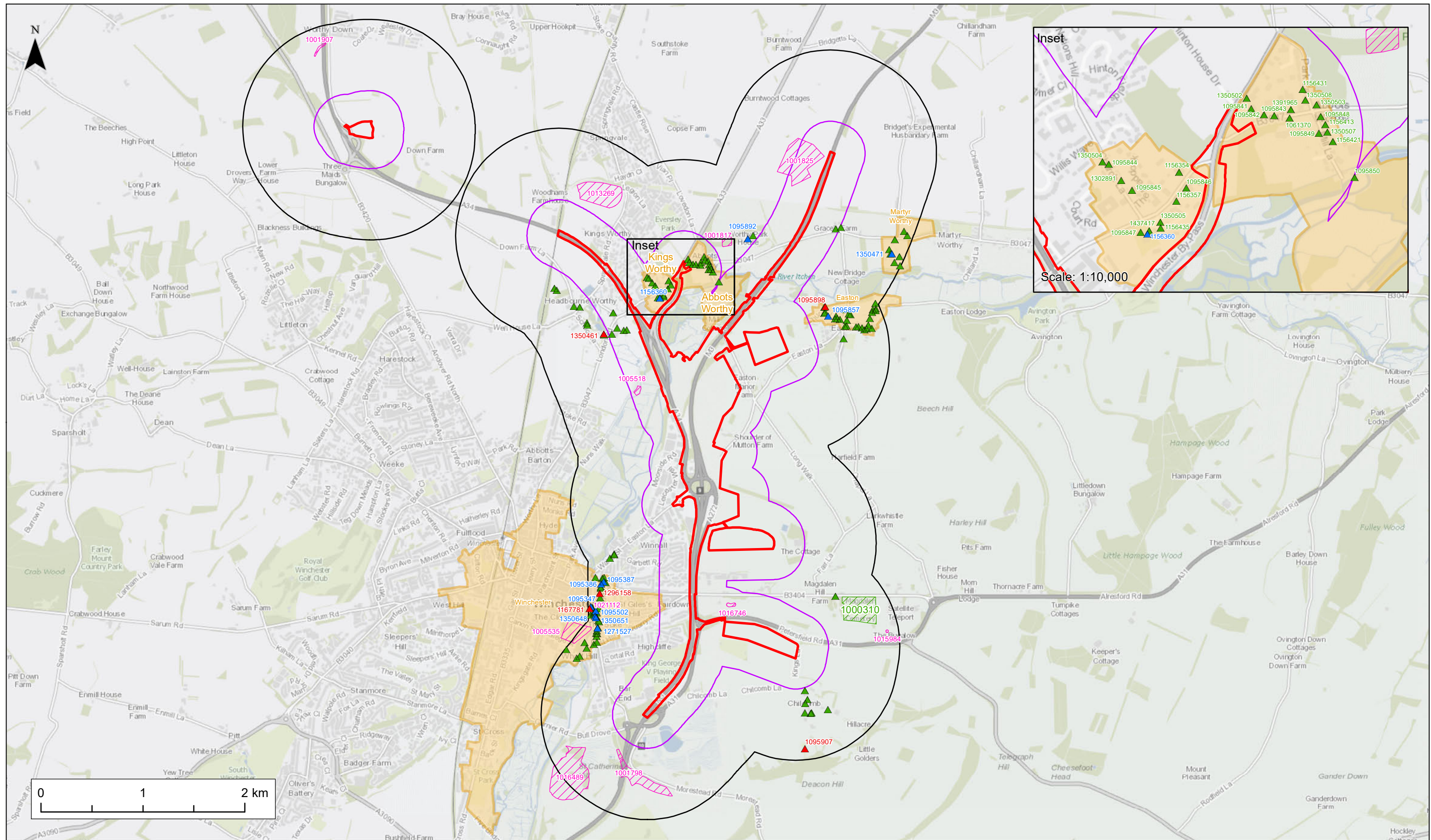
Project Title **M3 JUNCTION 9 IMPROVEMENT**



Figure Title **CURRENT AIR QUALITY STUDY AREA AND RELEVANT DESIGNATED SITES**



| | | | | |
|-------------------|------------------|------------------|------------------|--|
| Scale: 1:240,000 | Designed: IB | Drawn: IB | Checked: DF | Approved: PB |
| Original Size: A3 | Date: 13/01/2021 | Date: 13/01/2021 | Date: 13/01/2021 | Date: 13/01/2021 |
| FIGURE 7 | | | | Project Ref No: 48176 Revision B |



KEY

- Indicative Application Boundary
- 300m Study Area
- 1km Study Area
- ▲ Grade I Listed Building
- ▲ Grade II* Listed Building
- ▲ Grade II Listed Building
- Registered Park and Garden
- Scheduled Monument
- Conservation Area

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|--|--|
| Figure Status <p style="text-align: center; font-weight: bold; font-size: 1.2em;">FOR INFORMATION</p> | Project Title <p style="text-align: center; font-weight: bold;">M3 JUNCTION 9 IMPROVEMENT</p> |
| | |
| Client | |

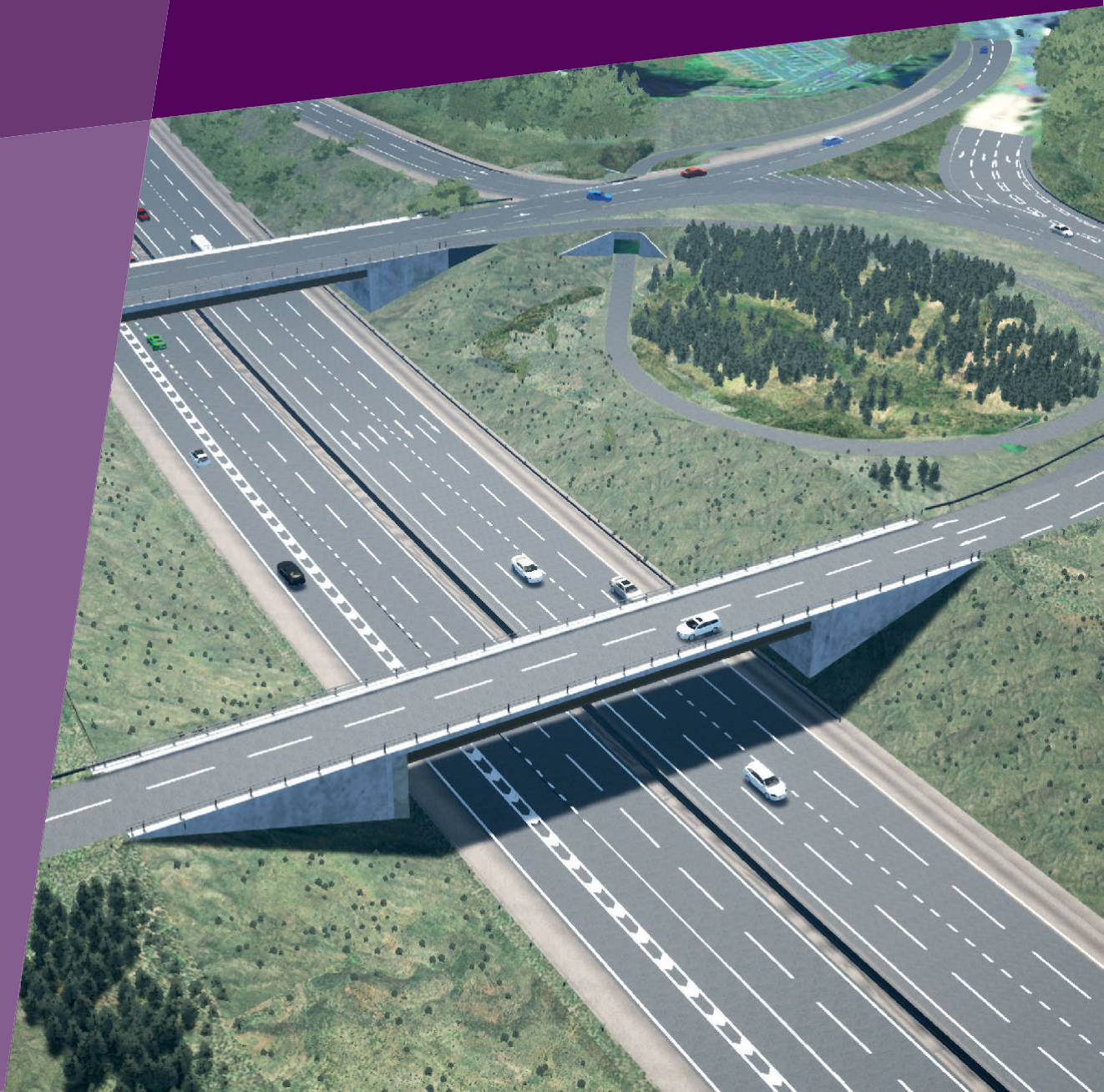
| | | | | |
|--|------------------|------------------|------------------|---|
| Figure Title <p style="text-align: center; font-weight: bold;">DESIGNATED HERITAGE ASSETS</p> | | | | |
| Scale: 1:35,000 | Designed: DB | Drawn: DB | Checked: TL | Approved: RG |
| Original Size: A3 | Date: 25/11/2020 | Date: 25/11/2020 | Date: 25/11/2020 | Date: 25/11/2020 |
| <p style="font-weight: bold; font-size: 1.2em;">FIGURE 8</p> | | | | Project Ref No. 48176 Revision: A |

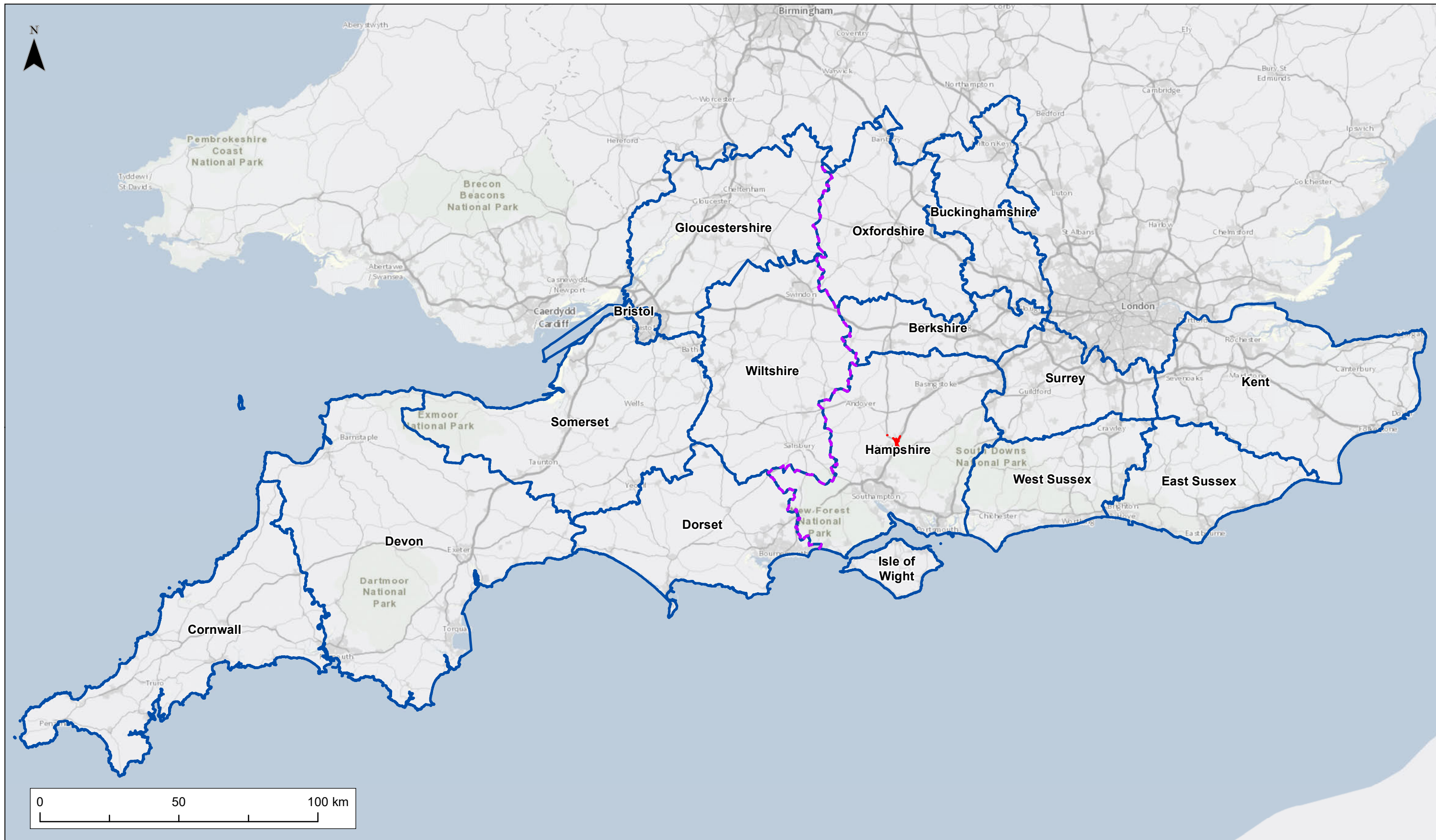
M3

junction 9 improvement scheme

Preliminary Environmental Information Report Non-Technical Summary (Part 2 of 2)

May 2021





- KEY**
- Indicative Application Boundary
 - South East and South West Counties
 - South East-South West Divide

Figure Status **FOR INFORMATION**

Project Title **M3 JUNCTION 9 IMPROVEMENT**

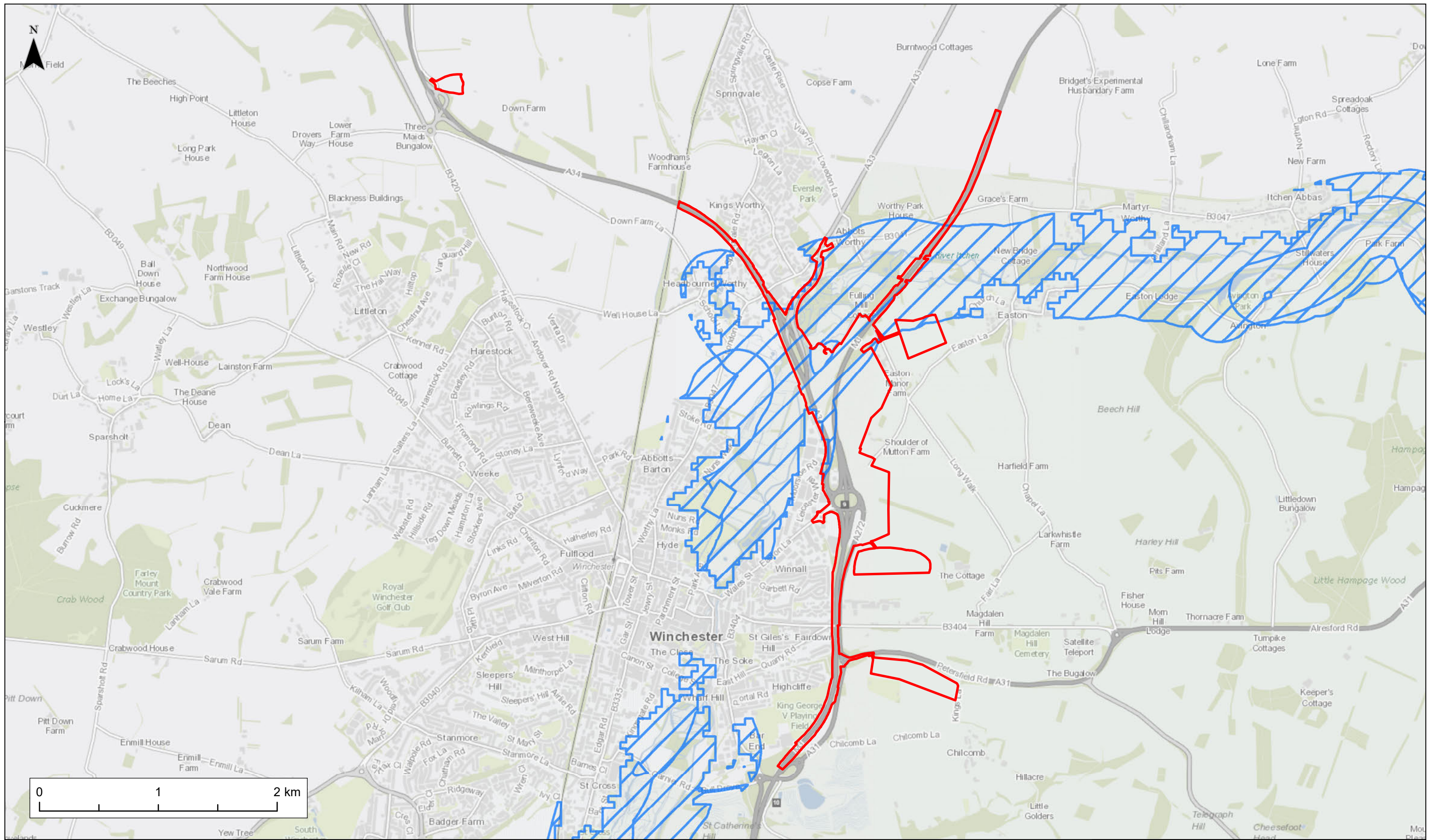


Figure Title **SECONDARY STUDY AREA**



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|--------------------|------------------|------------------|------------------|-------------------------------|
| Scale: 1:1,300,000 | Designed: TL | Drawn: TL | Checked: MRM | Approved: MRM |
| Original Size: A3 | Date: 18/09/2020 | Date: 18/09/2020 | Date: 18/09/2020 | Date: 18/09/2020 |
| FIGURE 9 | | | | Project Ref No: Revision A |

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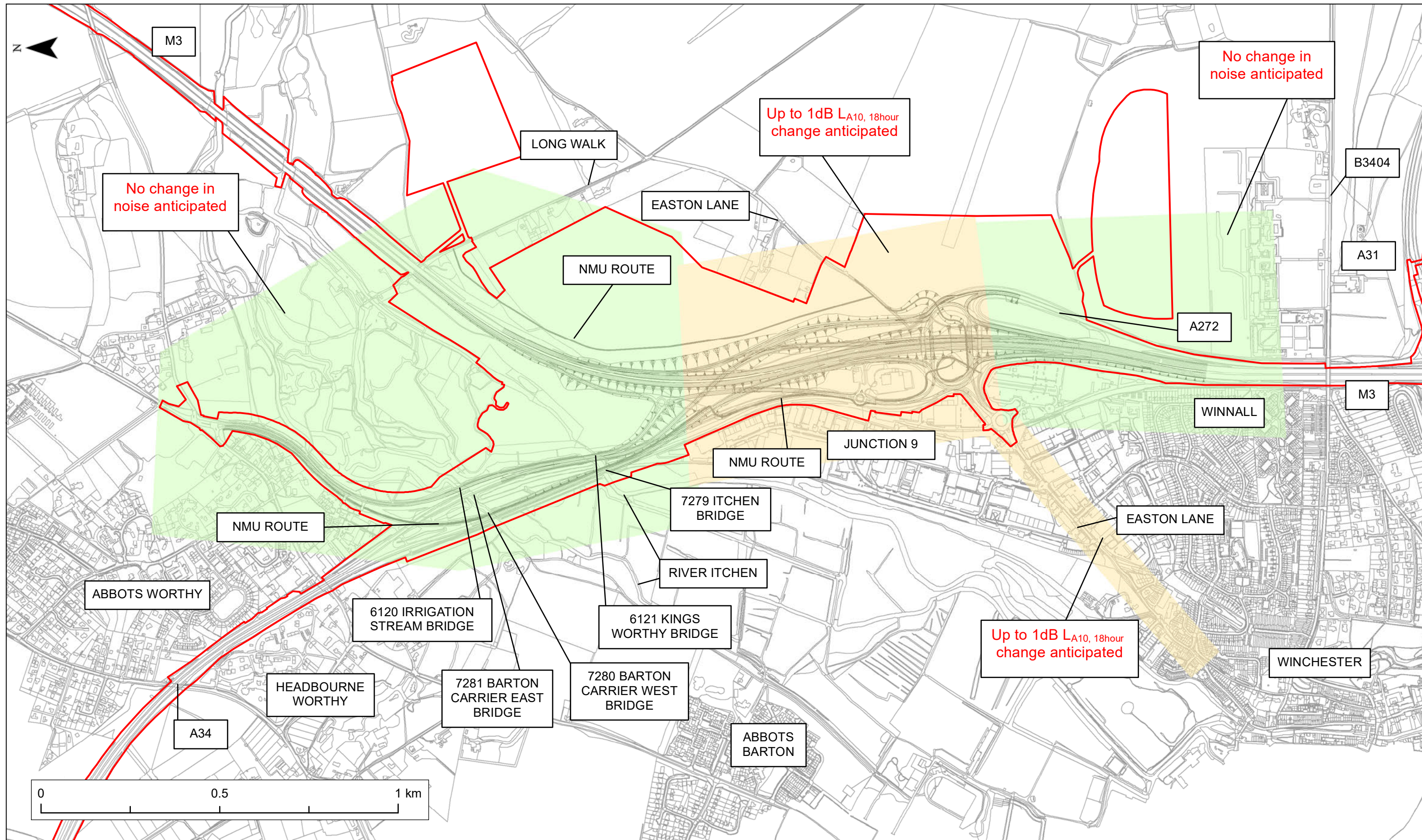
KEY

- ▭ Indicative Application Boundary
- Mineral Safeguarding Areas**
- ▭ Superficial sand/gravel (Indicative)

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| Figure Status | FOR INFORMATION |
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| Project Title | | | | | M3 JUNCTION 9 IMPROVEMENT | | | | |
| Figure Title | | | | | MINERAL SAFEGUARDING AREAS | | | | |
| Scale: 1:30,000 | Designed: TL | Drawn: TL | Checked: JM | Approved: JM | | | | | |
| Original Size: A3 | Date: 25/11/2020 | Date: 25/11/2020 | Date: 25/11/2020 | Date: 25/11/2020 | | | | | |
| FIGURE 10 | | | | | | | | | |
| | | | | | Project Ref No. 48176 Revision: A | | | | |





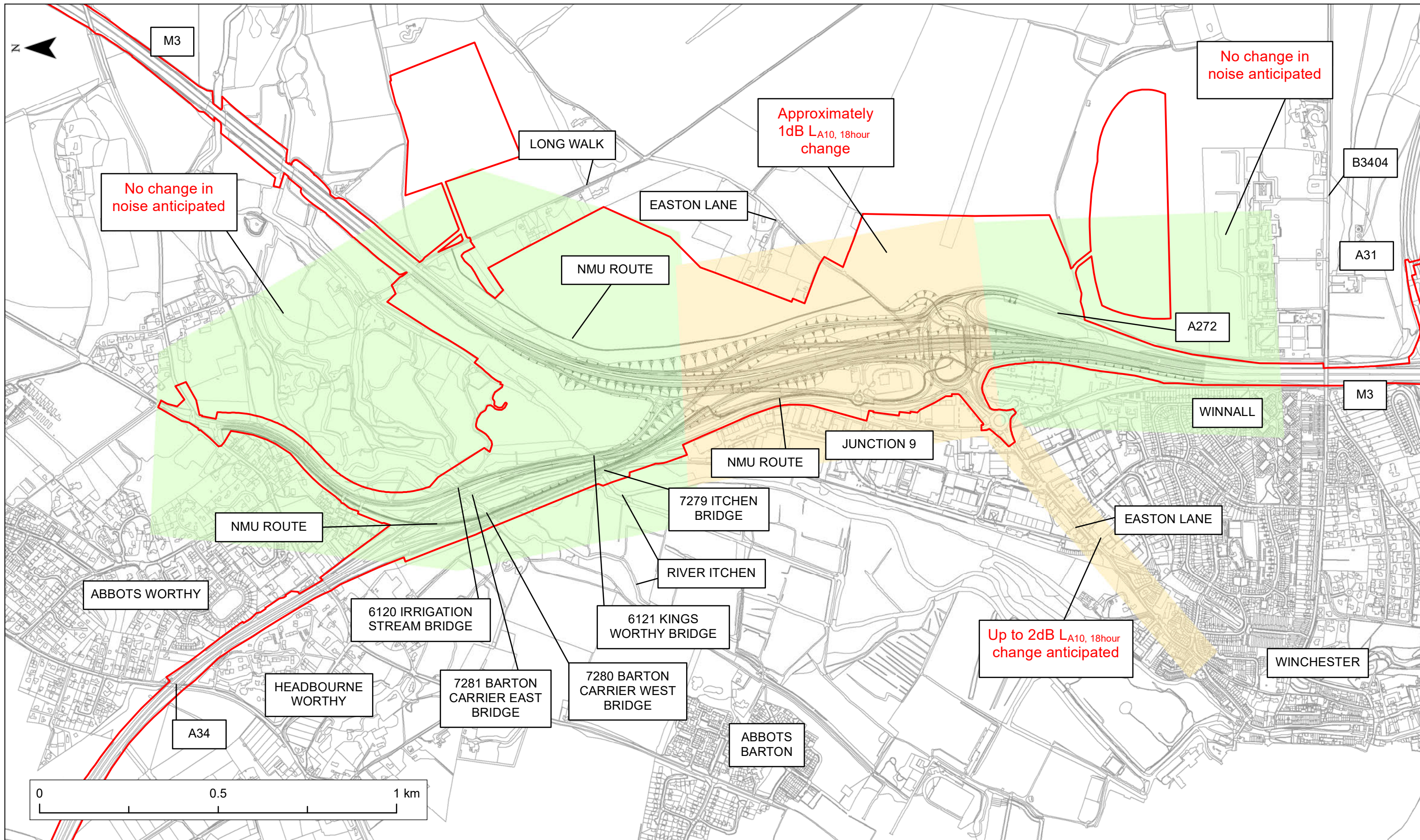
KEY

- Indicative Application Boundary
- OS Mastermap
- Proposed Non-Motorised User (NMU) Route
- No Change in Noise
- Change in Noise

The results presented represent the preliminary findings of the assessment and may be subject to change as the design is developed. The noise changes indicated do not consider the influence of any roads other than the A33, A34, M3 Junction 9 or Easton Lane. The results presented are indicative only and areas outside of those highlighted are not anticipated to increase by more than 1 dB in the opening year (2026).

Under DMRB LA 111, operational noise changes of 1 dB or less in the short-term are considered negligible.

| | | | | | | |
|---|-------------------|---|------------------|------------------|---|--|
| Figure Status FOR INFORMATION | | Project Title M3 JUNCTION 9 IMPROVEMENT | | | | |
|  | | Figure Title PRELIMINARY OPERATIONAL NOISE ASSESSMENT - OPENING YEAR (2026) | | | | |
| Client  | Scale: 1:10,000 | Designed: TL | Drawn: TL | Checked: PT | Approved: RG | |
| | Original Size: A3 | Date: 27/11/2020 | Date: 27/11/2020 | Date: 27/11/2020 | Date: 27/11/2020 | |
| FIGURE 11 | | | | | Project Ref No. 48176 Revision: A | |



KEY

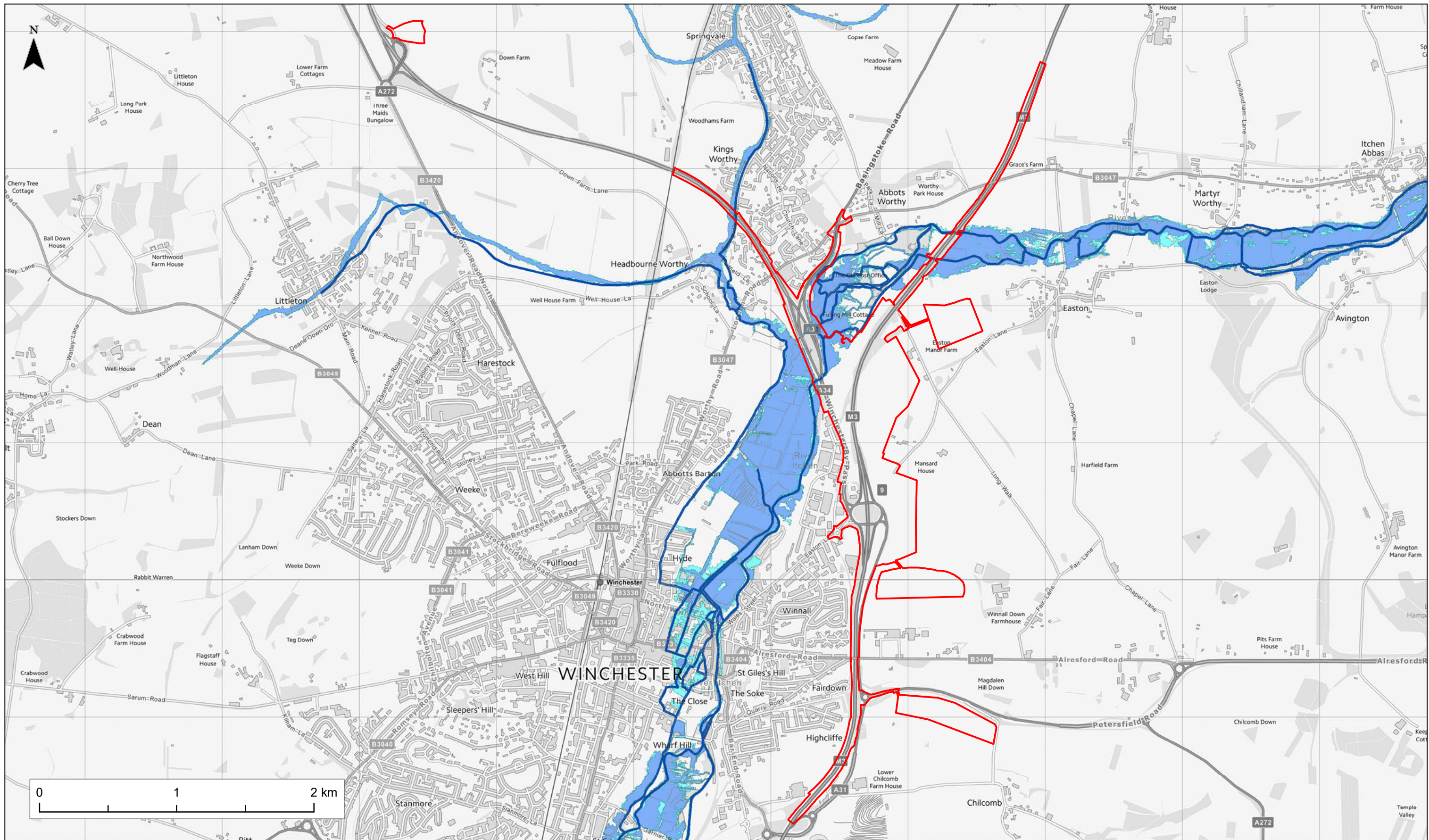
- Indicative Application Boundary
- OS Mastermap
- Proposed Non-Motorised User (NMU) Route
- No Change in Noise
- Change in Noise

The results presented represent the preliminary findings of the assessment and may be subject to change as the design is developed. The noise changes indicated do not consider the influence of any roads other than the A33, A34, M3 Junction 9 or Easton Lane. The results presented are indicative only and areas outside of those highlighted are not anticipated to increase by more than 2 dB in the future year (2041).

Under DMRB LA 111, operational noise changes of 3 dB in the long-term term are considered negligible.

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| | | | | | | | | | | | |
|--|---|------------------|------------------|------------------|-------------|--------------|-------------------|------------------|------------------|------------------|------------------|
| <p>Figure Status</p> <p style="text-align: center; font-weight: bold;">FOR INFORMATION</p> | <p>Project Title</p> <p style="text-align: center; font-weight: bold;">M3 JUNCTION 9 IMPROVEMENT</p> | | | | | | | | | | |
| | <p>Figure Title</p> <p style="text-align: center; font-weight: bold;">PRELIMINARY OPERATIONAL NOISE ASSESSMENT - FUTURE YEAR (2041)</p> | | | | | | | | | | |
| <p>Client</p> | <table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <tr> <td>Scale: 1:10,000</td> <td>Designed: TL</td> <td>Drawn: TL</td> <td>Checked: PT</td> <td>Approved: RG</td> </tr> <tr> <td>Original Size: A3</td> <td>Date: 27/11/2020</td> <td>Date: 27/11/2020</td> <td>Date: 27/11/2020</td> <td>Date: 27/11/2020</td> </tr> </table> | Scale: 1:10,000 | Designed: TL | Drawn: TL | Checked: PT | Approved: RG | Original Size: A3 | Date: 27/11/2020 | Date: 27/11/2020 | Date: 27/11/2020 | Date: 27/11/2020 |
| Scale: 1:10,000 | Designed: TL | Drawn: TL | Checked: PT | Approved: RG | | | | | | | |
| Original Size: A3 | Date: 27/11/2020 | Date: 27/11/2020 | Date: 27/11/2020 | Date: 27/11/2020 | | | | | | | |
| FIGURE 12 | | | | | | | | | | | |
| <p>Project Ref No. 48176 Revision: A</p> | | | | | | | | | | | |



KEY

- Indicative Application Boundary
- Main river
- Flood Zone 3
- Flood Zone 2
- Flood Zone 1

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|----------------------|---------------------------|------------|------------|------------|--------------------------------|
| <p>Figure Status</p> | Project Title | | | | |
| | M3 JUNCTION 9 IMPROVEMENT | | | | |
| <p>Client</p> | Figure Title | | | | |
| | EA FLOOD ZONES | | | | |
| | Scale: | Designed: | Drawn: | Checked: | Approved: |
| | Original Size: A3 | 07/09/2020 | 07/09/2020 | 07/09/2020 | 07/09/2020 |
| FIGURE 13 | | | | | Project Ref No. Revision: A |