

M3 Junction 9 Improvement

Scheme Number: TR010055

5.1 Consultation Report Appendix G - 2019 Consultation

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]

5.1 CONSULTATION REPORT APPENDIX G – 2019 CONSULTATION

Regulation Number:	Regulation 5(2)(q)
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Author:	M3 Junction 9 Project Team, Highways England

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Rev 0	November 2022	DCO submission

Appendix G – 2019 consultation

- Appendix G.1** 2019 consultation - section 42(1)(a) and (b) and APFP Regulations consultees
- Appendix G.2** Copy of the 2019 Land Interest Questionnaire
- Appendix G.3** Copy of Section 42 Covering Letters
- Appendix G.4** Section 46 Notification
- Appendix G.5** Acknowledgement of Section 46 Notification
- Appendix G.6** Public information event information banners and display boards
- Appendix G.7** Media adverts
- Appendix G.8** Section 47 Covering Letter
- Appendix G.9** 2019 Consultation Brochure
- Appendix G.10** 2019 response form
- Appendix G.11** 2019 PEIR non-technical summary
- Appendix G.12** Public Consultation Summary Report
- Appendix G.13** 2019 consultation – section 42(1)(d) parties

Appendix G.1 2019 consultation - section 42(1)(a) and (b) and APFP Regulations consultees

Overview

Appendix G.1 comprises three tables listing consultees identified in accordance with Schedule 1 of the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (APFP Regulations) and Section 42(1)(a) and (b) of the Planning Act 2008 (as amended) that the Applicant consulted in line with Section 42 of the Planning Act 2008 as part of the 2019 consultation.

The tables below also identify the consultees that were formally consulted by PINS as required by Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the Infrastructure EIA Regulations 2017) (the 'Regulation 11 List') (see **Chapter 6** of the Consultation Report for further details) as part of the 2019 EIA Scoping exercise.

The tables are organised as follows:

- Table 1 lists Prescribed Consultation Bodies in Schedule 1 of the APFP Regulations consulted under section 42(1)(a) in accordance with Advice Note 14, they are listed in the order in which they appear in Schedule 1 to the APFP Regulations;
- Table 2 lists relevant statutory undertakers consulted under section 42(1)(a);
- Table 3 lists local authorities section consulted under section 42(1)(b);

Table 1: Prescribed Consultation Bodies in Schedule 1 of the APFP Regulations consulted under section 42(1)(a)

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
The Welsh Ministers	All proposed application likely to affect land in Wales	The Scheme is not likely to affect land in Wales.	N	N
The Scottish Executives	All proposed applications likely to affect land in Scotland	The Scheme is not likely to affect land in Scotland.	N	N
The relevant Northern Ireland Department	All proposed application likely to affect land in Northern Ireland	The Scheme is not likely to affect land in Northern Ireland.	N	N
The Health and Safety Executive	All cases	Health and Safety Executive	Y	Y
The National Health Service	All proposed applications likely to affect land in England and Wales	NHS England	Y	Y
The relevant clinical commissioning group (CCG)	All proposed applications likely to affect land in England and Wales	NHS West Hampshire Clinical Commissioning Group	Y	Y
The Relevant Health Board	All proposed applications likely to affect land in Scotland	The Scheme is not likely to affect land in Scotland	N	N

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
Natural England	All proposed applications likely to affect land in England	Natural England	Y	Y
The Historic Buildings and Monuments Commission for England	All proposed applications likely to affect land in England	Historic England – Southeast	Y	Y
The relevant fire and rescue authority	All cases	Hampshire Fire and Rescue Service	Y	Y
The relevant police and crime commissioner	All cases	Office of the Police & Crime Commissioner for Hampshire	Y	Y
The relevant parish council, or, where the application relates to land in Wales or Scotland the relevant community council	All cases	Headbourne Worthy Parish Council	Y	Y
		Kings Worthy Parish Council	Y	Y
		Itchen Valley Parish Council	Y	Y
		Chilcomb Parish Council	N	Y
		Winchester Town Forum	N	Y
The Environment Agency	All proposed applications likely to affect land in England	Environment Agency	Y	Y

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
The Scottish Environment Protection Agency	All proposal applications likely to affect land in Scotland	The Scheme is not likely to affect land in Scotland.	N	N
The Equality and Human Rights Commission	All proposed applications likely to affect land in England and Wales	N/A	N	N
The Scottish Human Rights Commission	All proposed applications likely to affect land in Scotland	The Scheme is not likely to affect land in Scotland	N	N
For projects in England: the relevant AONB Conservation Boards. For projects in Wales: AONB Conservation Boards.	All proposed applications likely to affect an AONB that is managed by a Conservation Board	No AONB in proximity to the Scheme	N	N
Royal Commission on Ancient and Historical Monuments of Wales	All proposed applications likely to affect land in Wales	The Scheme is not likely to affect the historic environment in Wales	N	N
The Natural Resource Body for Wales (NRW)	All proposed applications likely to affect land in Wales	The Scheme is not likely to affect land in Wales	N	N

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
The Homes and Communities Agency	All proposed applications likely to have an effect on its areas of responsibility	Homes England	N	Y
The Joint Nature Conservation Committee (JNCC)	All proposed applications likely to affect the marine environment	The Scheme is not offshore.	N	N
Scottish Natural Heritage	All proposed applications likely to affect land in Scotland	The Scheme is not likely to affect land in Scotland	N	N
The Maritime and Coastguard Agency	All proposed applications likely to affect the maritime or coastal environment, or the shipping industry	The Scheme is not likely to affect the maritime or coastal environment, or the shipping industry	N	N
The Marine Management Organisation (MMO)	All proposed applications likely to affect the marine area in England and Wales	The Scheme is not likely to affect the marine area in England and Wales	N	N
The Scottish Fisheries Protection Agency (Marine Scotland)	All proposed applications likely to affect the fisheries industry in Scotland	The Scheme is not likely to affect the fisheries industry in Scotland	N	N
The Civil Aviation Authority		The Civil Aviation Authority	N	Y

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
	All proposed applications relating to airports or which are likely to affect an airport or its current or future operation	Southampton International Airport Ltd	N	Y
The Secretary of State for Transport	All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State for Transport is the highway authority	Department for Transport	N	Y
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	All proposed applications likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	Hampshire County Council, being the responsible party for Passenger Transport Executives	N	Y
The relevant Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	Hampshire County Council	Y	Y

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
The relevant strategic highways company	All proposed applications likely to affect road or transport operation and/or planning on roads for which the strategic highways company is the highway authority	Highways England	Y	Y
Transport for London	All proposed applications likely to affect transport within, to or from Greater London	The Scheme would not directly affect transport in Greater London	N	N
The Passengers Council	All proposed applications likely to affect rail passenger transport or road passenger transport services or facilities	This consultee is not included on the Schedule 1 list.	N	N
The Disabled Persons Transport Advisory Committee	All proposed applications likely to affect access to transport for disabled people	This consultee is not included on the Schedule 1 list.	N	N
The Coal Authority	All proposed applications that lie within areas of past, present or future coal mining	The Scheme is not within areas of past, present or future coal mining	N	N

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
The Office of Rail Regulation and approved operators	All proposed applications likely to affect the rail transport industry	Network Rail Infrastructure Ltd	Y	Y
The Gas and Electricity Markets Authority (OFGEM)	All proposed applications likely to affect gas and electricity markets	This consultee is not included on the Schedule 1 list.	N	N
The Water Services Regulations Authority (OFWAT)	All proposed applications likely to affect the water industry in England and Wales	This consultee is not included on the Schedule 1 list.	N	N
The Water Industry Commission of Scotland*	All proposed applications likely to affect the water industry in Scotland	The Scheme is not likely to affect the water industry in Scotland	N	N
The relevant waste regulation authority*	All proposed applications likely to affect waste infrastructure	The Scheme is not likely to affect waste infrastructure	N	N
The relevant internal drainage board	All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an	Hampshire County Council (Local Lead Flood Authority)	N	Y

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
	area known to be an area of flood risk			
The Canal and River Trust	All proposed applications likely to have an impact on inland waterways or land adjacent to inland waterways	No inland waterways in proximity to the Scheme	N	N
Trinity House	All proposed applications likely to affect navigation in tidal waters	The Scheme is not likely to affect navigation in tidal waters	N	N
Public Health England, an executive agency of the Department of Health	All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health	Public Health England	Y	Y
The relevant local resilience forum	All cases	This consultee is not included on the Schedule 1 list.	N	N
Relevant statutory undertakers	All proposed applications likely to affect their functions as statutory undertakers	A full list of statutory undertakers is provided in the table which follows (below)	Y	Y

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
The Crown Estate Commissioners	All proposed applications likely to impact on the Crown Estate	The Crown Estate	Y	Y
The Forestry Commission	All proposed applications likely to affect the protection or expansion of forests and woodlands	Forestry Commission - South East and London	Y	Y
The Natural Resources Body for Wales	All proposed applications likely to affect the protection or expansion of forests and woodlands in Wales	The Scheme is not likely to affect the protection or expansion of forests and woodlands in Wales	N	N
The relevant local health board	All applications likely to affect land in Wales	The Scheme is not likely to affect land in Wales.	N	N
The National Health Service Trusts	All proposed applications likely to affect land in Wales	The Scheme is not likely to affect land in Wales.	N	N
The Secretary of State for Defence	All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area	Ministry of Defence	N	Y

Schedule 1 Description	Circumstances when that person must be notified or consulted	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
The Office of Nuclear Regulation (the ONR)	All proposed applications likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013	The Scheme is not likely to affect matters relevant to the ONR's purposes	N	N

Table 2: Relevant Statutory Undertakers

Relevant Statutory Undertaker	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
Railways	Network Rail Infrastructure Ltd	Y	Y
	Highways England Historical Rail Estate	N	Y
Canal or Inland Navigation Authorities	Hampshire County Council	N	Y
	Surrey County Council	N	Y
Civil Aviation Authority	Civil Aviation Authority	N	Y
License Holder (Chapter 1 of Part 1 of Transport Act 2000)	NATS En-Route Safeguarding	N	Y
Universal Service Provider	Royal Mail Group	Y	Y
Homes and Communities Agency	Homes England	Y	Y
The relevant water Environmental Agency	Environment Agency	Y	Y
The relevant water and sewage undertakers	Southern Water	Y	Y
The relevant public gas transporter	Cadent Gas Limited	Y	Y
	Caythorpe Gas Storage Ltd	N	Y
	Energetics Gas Limited	Y	Y
	Energy Assets Pipelines Limited	Y	Y
	ES Pipelines Ltd	Y	Y

Relevant Statutory Undertaker	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
	ESP Connections Ltd	Y	Y
	ESP Networks Ltd	Y	Y
	ESP Pipelines Ltd	Y	Y
	Fulcrum Pipelines Limited	Y	Y
	GTC Pipelines Limited	Y	Y
	Greenpark Energy Transportation Ltd	N	Y
	Harlaxton Energy Networks Limited	Y	Y
	Humbly Grove Energy Services Limited	N	Y
	Independent Pipelines Limited	Y	Y
	Indigo Pipelines Limited	Y	Y
	INEOS Enterprises Ltd	N	Y
	Murphy Gas Networks Limited (Murphy Group)	Y	Y
	National Grid Gas Plc	Y	Y
	Quadrant Pipelines Limited	Y	Y
	SGN Plc	Y	Y
	Severn Gas Transportation Ltd	N	Y
	SSE Pipelines Ltd	N	Y

Relevant Statutory Undertaker	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
	SP Transportation Hatfield Ltd	N	Y
	SP Transportation Cockenzie Ltd	N	Y
	The Gas Transportation Company Limited	N	Y
	Wales and West Utilities	N	Y
	Wyre Gas Transportation Ltd	N	Y
The relevant electricity license holder with CPO Powers	Eclipse Power Network Limited	Y	Y
	Energetics Electricity Limited	Y	Y
	Energy Assets Networks Limited	Y	Y
	Energy Assets Power Networks Limited	Y	Y
	ESP Electricity Limited	Y	Y
	Fulcrum Electricity Assets Limited	Y	Y
	G2 Energy IDNO Limited	N	Y
	Harlaxton Energy Networks Limited	Y	Y
	Independent Power Networks Limited	Y	Y
	Leep Electricity Networks Limited	Y	Y
	Murphy Power Distribution Limited	Y	Y
	South Eastern Power Networks Plc	N	Y

Relevant Statutory Undertaker	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
	Southern Electric Power Distribution Plc	Y	Y
	The Electricity Network Company	Y	Y
	UK Power Distribution Limited	Y	Y
	Utility Assets Limited	Y	Y
	Vattenfall Networks Limited	Y	Y
	Utility Distribution Networks Limited	N	Y
	UK Power Networks Limited	N	Y
	National Grid Electricity Transmission Plc	Y	Y
	Western Power Distribution Plc	N	Y
	Scottish Hydro Electric Power Distribution Plc	N	Y
	Northern Powergrid (Yorkshire) Plc	N	Y
	Northern Powergrid (Northeast) Ltd	N	Y
	Electricity North West Ltd	N	Y
	Eastern Power Networks Plc,	N	Y
	SP Distribution Plc	N	Y
	London Power Networks Plc	N	Y
	SHEPD Plc	N	Y

Relevant Statutory Undertaker	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
	East Anglia One Ltd	N	Y
	The Electricity Network Company Ltd	N	Y
	ECG (Distribution) Ltd	N	Y
	Eastern Power Networks Plc	N	Y
The National Health Service Trusts	NHS North East Hampshire and Farnham Clinical Commissioning Group	N	Y
	NHS North Hampshire Clinical Commissioning Group	N	Y
	North West Hampshire Clinical Commissioning Group	Y	Y
	NHS England	Y	Y
	Solent NHS Trust	N	Y
National Health Service Foundation	Hampshire Hospitals NHS Foundation Trust	N	Y
	Salisbury NHS Foundation Trust	N	Y
	South Central Ambulance Service NHS Foundation Trust	Y	Y
	Southern Health NHS Foundation Trust	N	Y

Relevant Statutory Undertaker	Organisation	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
	Surrey and Borders Partnership NHS Foundation Trust	N	Y
	University Hospital Southampton NHS Foundation Trust	N	Y

Table 3: Local authorities identified in accordance with Section 43 of the Planning Act 2008 (for the purposes of Section 42(1)(b))

Local Authority	Provision	Category	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
Winchester City Council	s.43(1)	B	Y	Y
South Downs National Park Authority	s.43(1)	B	Y	Y
Hampshire County Council	s.43(1)	C	Y	Y
Test Valley Borough Council	s.43(2)	A	Y	Y
Basingstoke and Deane Borough Council	s.43(2)	A	Y	Y
East Hampshire District Council	s.43(2)	A	Y	Y
Havant Borough Council	s.43(2)	A	Y	Y
Portsmouth City Council	s.43(2)	A	Y	Y
Fareham Borough Council	s.43(2)	A	Y	Y
Eastleigh Borough Council	s.43(2)	A	Y	Y
New Forest National Park Authority	s.43(2)	D	Y	Y
West Sussex County Council	s.43(2)	D	Y	Y
Surrey County Council	s.43(2)	D	Y	Y
Southampton City Council	s.43(2)	D	Y	Y
Portsmouth City Council	s.43(2)	D	Y	Y

Local Authority	Provision	Category	Included on Regulation 11 List	Consulted under Section 42 of the Planning Act 2008
Dorset County Council	s.43(2)	D	Y	Y
Wiltshire Council	s.43(2)	D	Y	Y
West Berkshire Council	s.43(2)	D	N	Y
Wokingham Borough Council	s.43(2)	D	Y	Y
Bracknell Forest Council	s.43(2)	D	Y	Y

Appendix G.2 Copy of the 2019 Land Interest Questionnaire

Our ref: XX

Name
Address

XXXX 2019

Dear Sir/Madam,

M3 Junction 9 Improvement Scheme – Land Interest Questionnaire

As you may be aware, Highways England are planning a number of improvements to this key interchange. The scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and so will require a Development Consent Order (DCO) to be built. Highways England are intending to submit a DCO application in early 2020.

Highways England has been engaging in informal landowner consultation throughout the past year. The results of that consultation, along with continuing engagement with stakeholders and further environmental studies, has enabled us to develop our proposals and take important steps towards settling our project design for our DCO application. Further work is necessary and, importantly, some choices still remain and this will all form part of the formal consultation that will take place later in the year, before finalising and preparing our DCO application ready for submission in early 2020.

As part of this DCO process, Ardent has been instructed by Highways England to identify those parties who hold an interest in and/or rights over land and property, potentially affected by the project. This process is known as land referencing. This will allow the project team to ensure that all those parties potentially affected by the proposals are included in consultation correspondence and have an opportunity to help shape the proposals.

This letter, enclosed form and plan are part of this identification process as it has become apparent from our searches of the Land Registry, that **you are in possession of a land interest or right which may be affected by part of the project.** As such, we need to 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.

It is important to stress that all the development proposals at this stage are currently in draft form and the formal consultation process to take place later in the year, where Highways England will seek feedback and comments on the proposals. The M3 Junction 9 Improvement Scheme is still evolving through consultation and we are continuing to investigate options to mitigate the impact of

construction and enhance the benefits of the project in the local area. This land referencing process is simply to ensure the relevant people are consulted on these proposals.

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 **Ardent** using the details provided below.

[REDACTED]

For more information on the project, please visit our website:

[REDACTED]

You can also subscribe to receive an email alert when new information is published by clicking on 'sign up for updates'.

Yours faithfully,

[REDACTED]

Principal Consultant

For and on behalf of Highways England

Enclosed: LIQ form, 2 individual land ownership plans, scheme plan and prepaid return envelope



M3 Junction 9 Improvement Works Land Interest Questionnaire

To: «Proprietor_Name»

Dated: 23 May 2019

Concerning: Land and Property as shown on the attached plan(s)

PLEASE READ THE ATTACHED NOTES BEFORE COMPLETING THIS QUESTIONNAIRE

Additional information can be written on the reverse of the relevant sheet

We are grateful for your help in completing and returning this questionnaire. We will use the information you provide us with in preparing a Development Consent Order (“DCO”) application in accordance with the Planning Act 2008 and associated legislation. We need to prepare a DCO application to authorise the construction and maintenance of the M3 Junction 9 Improvement Works. The information you provide in this questionnaire will contribute towards DCO Application documents including the Book of Reference and Land Plans, which detail the land required to construct and maintain the scheme. The Book of Reference also acts as a list of individuals and organisations that need to be kept informed throughout the progress of the DCO application process and into construction. Therefore, if the information you provide here indicates you have an interest in land and / or property, we will include your name and contact address in the Book of Reference, and they will be used when sending our notifications relating to the progress of the DCO application. The DCO Application documents all will be available for public inspection once they have been submitted to the Planning Inspectorate.

Personal data collected for the M3 Junction 9 Improvement Works will be processed and retained by Highways England and its appointed contractors until the scheme is complete.

Under the General Data Protection Regulation (GDPR) you have the right to request the following information from us:

1. Right of access to the data (Subject Access Request);

2. Right for the rectification of errors;
3. Right to erasure of personal data – this is not an absolute right under the legislation;
4. Right to restrict processing or to object to processing and
5. 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 provide you with information about what that other purpose is. This will be done prior to any further processing taking place. The extra information will include any relevant further information as referred to above, including the 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 [REDACTED]

1. Details of the person(s) or organisation having an interest in land or property as shown on the attached plan(s). For example, this could be that you own or lease the property, occupy the property or have a right over the land.

Please complete your details:

- If the interest is in your name, please provide:

Title & Full Name:	
Home Address:	
Telephone:	
E-mail Address:	
Address for service of notices if different to above:	

- If the interest is in a Registered Company or incorporated body, please provide:

Full Name of Company:	
Registered/Principal Office Address and Company Number:	
Telephone:	
E-mail Address:	
Address for service of notices if different to above:	

- If you are an executor, trustee, partner etc, please state the capacity in which your interest is held and any collective name:

E.g. Executor/Trustee/ Partner etc	
---------------------------------------	--

- Please give full names and addresses of all other individuals in a similar position:

Full Name:	
Address:	
Telephone:	
E-mail Address:	

If necessary please continue on a separate sheet

**2. Nature of your Tenure concerning property as shown on the attached plan(s):
(If joint please list other parties in question 16)**

See attached notes (a) to (k)	Single Owner or	Joint Owner (please list other parties in question 16)
(a) Freehold		
(b)(i) Leasehold		
(b)(ii) Tenancy		
(c) Easement/Right (e.g. wayleave, access rights, service rights or rights to light)		
(d) Mortgage		
(e) Rentcharge		
(f) Right of Entry		
(g) Restrictive Covenant		
(h) Licence		
(i) Franchise (e.g. right to hold a market or fair or take tolls)		
(j) Profit à Prendre (e.g. right to remove something: grazing, grass, fish, peat or wood)		

(k) Other (Please state):

- Trading Name (if applicable):.....

3. If the interest in Question 2 is freehold, leasehold or a tenancy, does it include the whole of the property (building and/or land)?

Yes / No

If only part, please describe?

.....

.....

4. If you are not the freeholder, please provide the name and address of the freeholder:

Full Name:	
Address:	
Telephone:	
E-mail Address:	

- **If you do not pay rent to the freeholder, please provide the name and address of the person to whom rent is paid, e.g. landlord:**

Full Name:	
Address:	
Telephone:	
E-mail Address:	

If necessary please continue on a separate sheet

5. If you are a leaseholder:

- (i) What is the term of the lease? (if known)
- (ii) What date did the lease commence? (if known)

6. If you are a tenant, what is the period of your tenancy?

Weekly / Fortnightly / Quarterly / Annual / Other

If other, please provide details

.....

7. Does the person or organisation named in Question 1 occupy the premises?

Yes / No

Please list the names and addresses of **ALL OTHER** occupiers together with the nature of their tenure including all persons aged 18 years and over (or who will be 18 years within the next 6 months).

Full Name:	
Address:	
Telephone:	
Relationship to person / organisation identified in Question 1 above:	
Nature of Tenure (See Question 2 for examples):	
E-mail Address:	

If necessary please continue on a separate sheet

8. Does the person or organisation named in Question 1 enjoy any rights, easements or other legal interest over any adjacent or other property?

Yes / No / Don't Know

If yes please give details below:

Address of property:	
Nature of interest:	

If necessary please continue on a separate sheet

9. Does anybody in any adjacent or other property enjoy any rights, easements or other legal interest over this property?

Yes / No / Don't Know

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Nature of interest:	

If necessary please continue on a separate sheet

10. Is the property subject to any restrictive covenant(s)?

Yes / No / Don't Know

If yes please give details below:

Details of Restrictive Covenants:	
Land/person having the benefit of the covenant(s):	
Address:	

If necessary please continue on a separate sheet

11. (i) Attached plan: Plan A

- If the plan attached shows the extent of your interest correctly, please sign one copy and return it with this questionnaire.
- If the plan attached shows the extent of your interest incorrectly, please amend and sign one copy and return it with this questionnaire.
- Please also show any other land over which you consider you have rights of use, enjoy easements or other private rights.
- Please also show the extent of land to which you consider others have rights of use, enjoy easements or other rights over your land.

(ii) Attached plan: Plan B

- Please show if you have any other rights of use, enjoy easements or other private rights not already shown on Plan A, over the area shown on Plan B. Please return the amended copy with this questionnaire.

12. Are there any tenancies or licences in respect of hoardings, poster sites, showcases, vending machines, kiosks, etc

Yes / No

If yes please give name(s), address(es), type(s) and the nature of the interest:

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Type:	
Nature of interest:	

If necessary please continue on a separate sheet

13. Is the property subject to any mortgage or equitable interest?

Yes / No

If yes please provide name(s), address(es) and the nature of the interest:

Full Name:	
Address:	
Mortgage Reference:	
E-mail Address:	
Nature of interest:	

If necessary please continue on a separate sheet

14. Are there any managing or letting agents connected with the property?

Yes / No

If yes please provide name(s), address(es) and the nature of the interest:

Full Name:	
Address:	

Telephone:	
Type:	

If necessary please continue on a separate sheet

15. Please describe the current use and features of the property (e.g., flats, yard, house, embankment, garden, allotment, works, offices, unoccupied, etc) and postal address:

Current use and features of the property:	
FULL Postal Address:	

16. Are there any other individuals or organisations with an interest in the property, not disclosed above?

Yes / No

If yes please provide name(s), address(es) and the nature of the interest:

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Nature of interest (See Question 2 for examples):	

If necessary please continue on a separate sheet

17. Are there any other individuals or organisations currently negotiating or in the process of purchasing your interest or any other interest in the property?

Yes / No

If yes please provide name(s), address(es) and details of the current situation:

Full Name:	
Address:	
Telephone:	
E-mail Address:	
Details of the current situation:	

If necessary please continue on a separate sheet

18. Please supply details of the person to whom any additional enquiries may be directed if necessary:

Contact Name: Tel No(s):

..... E-mail Address:

The information on the schedule is both complete and accurate to the best of my knowledge (subject to corrections identified):

Name (please print):

Position:

Signed: **Date:**

Tel No.: **E-mail Address:**

**** Please return the completed questionnaire, in the PREPAID envelope provided ****

NOTES on completing the QUESTIONNAIRE

Please use **BLOCK CAPITALS** throughout.

If you need more space, please use the back of the form or another sheet of paper.

Where options are provided, please delete or circle as appropriate.

Please return the completed questionnaire using the prepaid envelope provided.

If you require any help with completing the questionnaire please contact:

■

Tel: ■■■■■■■■■■

The Questionnaire

Question 1

- a) Please give the full name of the person who, or organisation which has a legal interest in the property.
- b) For Limited Companies, please supply the registered office address and telephone number. Place of registration would normally be 'England and Wales', but may be Scotland, Isle of Man, Jersey, etc.
- c) For other corporate bodies, please supply corporate title, address and telephone number of the principal office.
- d) For individuals and partners, trustees, governors or similar executive positions, please supply full names (including all forenames), home address, telephone numbers and where applicable the collective title of each group or organisation. An additional sheet may be used if required.

Question 2

- a) If you legally own the land and property outright and do not pay any rent, then you are the freeholder.
- b) If you have an agreement to use or occupy the property for a specific duration, then you probably have a lease or tenancy, e.g. six month, one year, 99 years and 999 years.
- c) If you have a legal right to use another person's land for a particular purpose, e.g. a right to walk through your neighbour's land to gain access to your property, then you have an easement/right. Easements are legal rights which give the legal owner of one piece of land the right to use a defined portion of another person's land. Utilities often get easements that allow them to run pipes or phone lines beneath the private property. Other examples of easements may relate to drains, power, or rights of way. In most cases easements deal with land itself, not the landowners, so that when land is bought or sold, the easement which relate to that land go with the land.

-
- d) If the property is subject to a mortgage you will need to provide details of the lender.
 - e) If the property is subject to a rentcharge payable to the rentcharge owner you will need to provide details of the same.
 - f) If you have a legal right to take possession of the property which allows you to enter and forfeit the lease for non-payment of rent or breach of covenant, you will have a right of entry or re-entry.
 - g) If the property is subject to restrictive covenants, i.e. restriction not to do something on the land, e.g. not to make any alterations or to operate as commercial premises, without obtaining the consent of 'the beneficiary'.
 - h) If you have formal permission from the proper authorities to do something it may be classed as a licence, e.g. a licence obtained from an authority to place a sandwich board on a footpath.
 - i) A franchise is a privilege granted by the Crown such as a right to hold a market or fair or to take tolls.
 - j) A profit a prendre is a right for a person to remove something from the land of another, e.g. grass for grazing, fish, or peat or wood for fuel.
 - k) The other types of legal interest in land (including property) might comprise holders of privileges or matrimonial rights. If you are unsure about the nature of your interest, please contact **Ardent**.

Question 8 & 9 & 10

Refer to notes to Question 2 above.

Question 11 (i)

- a) If no plans have been provided, question 11 can be ignored.
- b) If individual land ownership plans are attached, there should be two copies, showing a shaded area in which we understand you may have a legal interest, and an area edged in red showing the area subject to research for the proposed development.
- c) One copy is for your information and retention whilst the other is to be amended and returned to **Ardent** if the shaded area on the plan is not correct.
- d) Particular attention should be paid to situations such as rights or other benefits which have a different extent to that of the property itself, such as rights to use fire escapes, other accesses or car parks.
- e) One copy of the plan must always be returned.

Question 11 (ii)

Please see (b) above.

Question 12

Please list all tenancies and licences (formal agreement to use or occupy the land).

Question 13

Please list all mortgagees and equitable interests.

Equitable Interests

Rights in or over land which fail to qualify as legal rights take effect as equitable interest therefore estates, interests, and charges in or over land which are not legal estates are referred to as equitable interests. Examples of such interest include:

- a) Option to purchase (The right to buy a property at a given price within a specific period of time).
- b) Contract to purchase (A contract the buyer initiates which details the purchase price and conditions of the transaction and is accepted by the seller. Also known as an agreement for sale).
- c) Beneficiary of a trust (A trust is a relationship whereby a party called a trustee holds property, either real or personal, for the benefit of other parties or persons, or for some purpose permitted by law).
- d) Wherever the legal owner(s) of property can be compelled to hold that property for the benefit of the equitable owner(s). Where groups of individuals are concerned, a person may be both a legal and an equitable owner. For example, a man may own a house and hold it for the benefit of himself and his wife (or a wife for her husband).
- e) Legal rights in a property that do not include the right to sell its legal title. This may apply to a mortgage lender.

Question 16

If you hold a joint interest in common, please provide details of all other parties.

Question 18

- a) Sometimes it is necessary to make further enquiries as a result of new information or changes to the plans for the scheme. Please provide the name and telephone number of the individual(s) whom we should contact.
- b) If a third party (a solicitor, for example) has been instructed to complete this questionnaire on behalf of the person with an interest in the property, please supply written confirmation of that fact.

** Please return the completed questionnaire, in the PREPAID envelope provided **

Appendix G.3 Copy of Section 42 Covering Letters

**Section 42 (1)(a) letter – Prescribed Consultees
(HE551511-JAC-GEN-0_00_00-CO-ZH-0013 P02)**



Our ref: TR010055/S42(1)(a)/July2019

Bridge House
1 Walnut Tree Close
Guildford
GU1 4LZ

B229H180

27 June 2019

Dear Sir/Madam

**M3 junction 9 Improvements Scheme
STATUTORY CONSULTATION – 2 July to 27 August 2019
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to you regarding Highways England's proposed **M3 junction 9 Improvements Scheme** which is a key interchange at Winchester that connects South Hampshire, the ports of Southampton and Portsmouth with the wider region.

The proposed scheme is identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (as amended). This means we are required to make an application for a Development Consent Order (DCO) to get the consent needed to build the scheme. This application will be made to the Planning Inspectorate (PINS) who will examine the application on behalf of the Secretary of State in order to obtain permission to construct and operate the scheme. We intend to make our application for a DCO in early 2020.

During the pre-application process, we must consult with a variety of people and organisations about our proposed application in accordance with the requirements of the Planning Act 2008. You have been identified as a prescribed consultee for the purposes of Section 42(1)(a) of the Planning Act 2008 and Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended).

This letter is notice of Highways England's statutory consultation from **2 July to 27 August 2019**.

This statutory consultation is an opportunity for you to share your views on our proposals. We welcome your views through this statutory consultation. This will enable us to take your views into account in developing and refining our proposals in advance of submitting our application to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

As the project is Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA

Regulations) we have prepared and provided a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals.

In order to help you understand the proposals and share your views with us, a full suite of consultation documents will be available on the consultation website from **2 July 2019**:

[REDACTED] This will include:

- the consultation brochure
- the consultation response form
- our notice of application
- our published Statement of Community Consultation (SoCC)
- our Preliminary Environmental Information Report (PEIR), including a Non-Technical Summary
- a factsheet on the Planning Act and the DCO process
- Previous Consultation Report
- Technical Appraisal Report
- Scheme Assessment Report

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

During the consultation period a series of public consultation events will be held where you will be able to speak with the Project Team. These are detailed in the enclosed consultation brochure.

Paper copies of the consultation brochure and response form will be made available at the deposit locations as listed in the enclosed Section 48 Notice. Paper copies of the brochure and response forms, as well as the Section 48 Notice and the SoCC will also be supplied free of charge on request. For paper copies of any other materials, including the PEIR, a reasonable charge will need to be made to covering printing, postage and VAT at 20%, up to a maximum of £200. Please contact Highways England using the contact details above for details regarding payment methods.

The consultation brochure enclosed details how you can comment on our proposals. Responses to the consultation should be submitted via one of the following channels:

- **Online:** Using the online response form on the consultation website:

[REDACTED]

- **By email:** [REDACTED]
- **By 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 **27 August 2019**.

Further information about the Planning Act 2008 and the Development Consent Order process can be found on the PINS' National Infrastructure Planning website:

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

Should you have any queries about this correspondence, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

[Redacted signature block]

Email: [Redacted email address]

Enc.

- Section 48 Notice

Section 42 (1)(b) letter – host authorities

HE551511-JAC-GEN-0_00_00-CO-ZH-0012 P02



Our ref: TR010055S42(1)(b)/July2019

Bridge House
1 Walnut Tree Close
Guildford
GU1 4LZ

June 27 2019

Dear Sir/Madam

**M3 junction 9 improvements
STATUTORY CONSULTATION – 2 July to 27 August 2019
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED APPLICATION**

I am writing to you about Highways England's proposed improvements to junction 9 of the M3. Junction 9 is a key interchange at Winchester that connects South Hampshire, the ports of Southampton and Portsmouth with the wider region.

The proposed scheme has been identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the 2008 Act). This means we are required to apply for a Development Consent Order (DCO) to get the consent needed to build the scheme.

We must apply to the Planning Inspectorate (PINS) for permission to build and operate the scheme. PINS will examine our application on behalf of the Secretary of State. We intend to apply for a DCO at the beginning of 2020.

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 2008 Act. As the junction is within your local authority we must consult you on our plans under Section 42 (1)(b) of the 2008 Act.

This letter is notice of Highways England's statutory consultation from 2 July to 27 August 2019.

This statutory consultation is an opportunity for you to share your views on our proposals and we welcome your feedback and will take it into account as we develop and refine our proposals, in advance of submitting our application to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

During the consultation period, a series of public consultation events will be held where you can speak with the Project Team. These are detailed in the enclosed consultation brochure.

Hardcopies of consultation documents will be made available at the deposit locations as listed in [redacted] y 2019 at [redacted] proposals. [redacted] to the consultation should be submitted via one of the following channels:

- Online: [redacted]
- [redacted]
- By post: [redacted]

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 27 August 2019.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:
<https://infrastructure.planninginspectorate.gov.uk/>

Should you have any queries about this letter, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

[redacted signature block]

Email: M3 [redacted]

Enc

- Consultation brochure
- Section 48 Notice

Section 42 (1)(b) letter – adjoining authorities

HE551511-JAC-GEN-0_00_00-CO-ZH-0012 P02



Our ref: TR010055S42(1)(b)/July2019

Bridge House
1 Walnut Tree Close
Guildford
GU1 4LZ

June 27 2019

Dear Sir/Madam

M3 junction 9 improvements
STATUTORY CONSULTATION – 2 July to 27 August 2019
PLANNING ACT 2008 SECTION 42: DUTY TO CONSULT ON A PROPOSED APPLICATION

I am writing to you about Highways England's proposed improvements to junction 9 of the M3. Junction 9 is a key interchange at Winchester that connects South Hampshire, the ports of Southampton and Portsmouth with the wider region.

The proposed scheme has been identified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 (the 2008 Act). This means we are required to apply for a Development Consent Order (DCO) to get the consent needed to build the scheme.

We must apply to the Planning Inspectorate (PINS) for permission to build and operate the scheme. PINS will examine our application on behalf of the Secretary of State. We intend to apply for a DCO at the beginning of 2020.

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 2008 Act. You have been identified as an authority that shares a boundary with the 'host' authority where the junction is, for the purposes of Section 42(1)(b) of the 2008 Act.

This letter is notice of Highways England's statutory consultation from 2 July to 27 August 2019.

This statutory consultation is an opportunity for you to share your views on our proposals and we welcome your feedback and will take it into account as we develop and refine our proposals, in advance of submitting our application to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so now is the best time to have your say on the scheme.

A copy of the Section 48 Notice is enclosed which provides formal notification of the application (in accordance with Regulation 13 of the EIA Regulations).

During the consultation period, a series of public consultation events will be held where you can speak with the Project Team. These are detailed in the enclosed consultation brochure. Hardcopies of consultation documents will be made available at the deposit locations as listed in [redacted] y 2019 at:

[redacted]

- [redacted]
- [redacted]
- By 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 27 August 2019.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website:

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

Should you have any queries about this letter, the proposed scheme or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,

[redacted signature]

Email: [redacted]

Enc

- Consultation brochure
- Section 48 Notice

Section 42 (1)(d) letter - PILs



Our ref: TR010055/S42(1)(d)Cat1&2/July2019

Bridge House
1 Walnut Tree Close
Guildford
GU1 4LZ

30 June 2019

Dear Sir or Madam

**M3 junction 9 Improvements Scheme
STATUTORY CONSULTATION – 2 July to 27 August 2019
PLANNING ACT 2008 SECTION 42(1)(d) and 44: DUTY TO CONSULT ON A PROPOSED
APPLICATION**

I am writing to you regarding the consultation on Highways England's proposed **M3 junction 9 Improvements Scheme** which is a key interchange at Winchester that connects South Hampshire, the ports of Southampton and Portsmouth with the wider region.

We are now writing to you because we believe that you are:

- An owner, lessee, tenant or occupier of land or property affected by the proposed scheme; or
- You have an interest in the land; or have power to sell and convey the land, or to release the land.

The enclosed plan(s) detail where your land or property is situated in relation to the proposed scheme.

To enable construction and ongoing operation of the scheme, we may need to seek legal powers to compulsorily acquire your land, or rights over it. We may also need to take temporary possession of your land. As part of our ongoing engagement with those affected by our scheme we have previously contacted you regarding the proposals. If this is not the case it may be because we have only recently identified your legal interest in the land.

In order to obtain powers of compulsory acquisition and to gain planning consent to build the scheme, we are required to make an application for a Development Consent Order (DCO). The application will be made to the Planning Inspectorate (PINS), who will examine the application and make a recommendation to the Secretary of State for Transport. They will ultimately decide whether the application is granted permission and whether we are able to use compulsory acquisition powers. We intend to make our application at the beginning of 2020.

Before submitting our DCO application, we must consult with people that have a legal interest in the land that will be compulsorily acquired by the scheme. This letter is notice of Highways England's **statutory consultation from 2 July to 27 August 2019**.

This statutory consultation is an important opportunity for you to share your views on the scheme, which we will take into account when developing and refining our proposals in advance of submitting to PINS. There will be limited opportunity to influence the proposals once the application has gone to PINS, so we encourage you to have your say on the scheme in this consultation period.

We would like to use this consultation to understand the potential impacts the scheme may have on your land or interest. We would also like to work with you to reduce any impacts as far as possible and can do this more effectively if we fully understand how you use the land, and how our scheme will affect that use. You may also wish to consider whether your interests in any surrounding land not acquired by the scheme will be affected.

We are interested in understanding whether we have captured the correct information about everyone who has an interest in land. It would therefore be very helpful if you could either confirm our Land Interest Plan(s) are accurate and complete or update us on anything we have missed. Please use the Land Interest Questionnaire enclosed in this letter to reply on this point.

As the project is an Environmental Impact Assessment (EIA) development - defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations) - we have provided a Preliminary Environmental Information Report (PEIR) to help you understand the likely effects of our proposals. This can be found within the suite of consultation documents on our website [REDACTED]

[REDACTED] from **2 July 2019**. This will also include:

- the consultation brochure
- the consultation response form
- our notice of application
- our published Statement of Community Consultation (SoCC)
- our Preliminary Environmental Information Report (PEIR), including a Non-Technical Summary
- a factsheet on the Planning Act and the DCO process
- consultation report following the options consultation held in January and February 2018
- Technical Appraisal Report
- Scheme Assessment Report

As you have an interest in the affected land, we are also enclosing a couple of documents to help you understand our proposals and share your views with us:

- Land Interest Plan(s) - a plan showing what land in the area of the proposed scheme we believe you have an interest in, including that lying outside but adjacent to the red line boundary;
- Land Interest Questionnaire; you should have received a copy of this already. If you have already responded there is no need to complete this.

Paper copies of the consultation brochure and response form will be made available at the deposit locations as listed in the enclosed Section 48 Notice. Paper copies of the brochure and response forms, as well as the Section 48 Notice and the SoCC will also be supplied free of charge on request. For paper copies of any other materials, including the PEIR, a reasonable charge will need to be made to covering printing, postage and VAT at 20%, up to a maximum of £200. Please contact Highways England using the contact details below for details regarding payment methods.

We have produced the following guidance for property owners in the vicinity of their schemes which you may find of interest:

- **Your property and Highways England road proposals**
- **Your property and discretionary purchase**
- **Your property and compulsory purchase**
- **Your property and blight**

These can be viewed on our website at

[REDACTED]

We have already contacted you in relation to the landowner events we are holding in the first week of the consultation. We look forward to seeing you at the agreed day and time **at the Mercure Winchester Wessex Hotel**.

Details of all our public events during the consultation period are also provided in the table below. To arrange an appointment with the Project Team, or if none of these events are suitable, please contact us as detailed at the bottom of this letter.

Location:	Date:	Time:
Winchester Guildhall	Saturday 06 July 2019	10.30am- 4.30pm
	Wednesday 10 July 2019	2.00pm- 8.00pm
Kings Worthy Community Centre	Friday 12 July 2019	2.00pm- 8.00pm
	Saturday 13 July 2019	10.30am- 4.30pm
Tesco Extra, Winnall	Saturday 20 July 2019	10.30am- 4.30pm
Tesco Extra, Winnall	Saturday 3 August 2019	10.30am- 4.30pm

The consultation brochure enclosed details how you can comment on our proposals. Any responses to this consultation should be sent to the following:

- **Online:** [REDACTED]
- **By email:** [REDACTED]

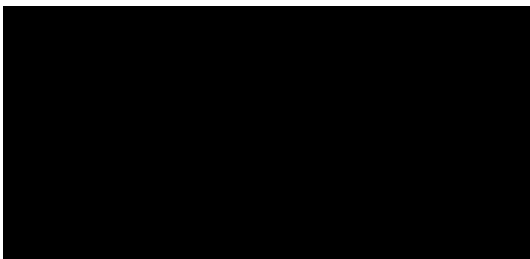
- **By post:** FREEPOST M3 Junction 9.

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 **27 August 2019**.

Further information about the 2008 Act process and Development Consent Orders can be found on the Planning Inspectorate's National Infrastructure Planning website, <https://infrastructure.planninginspectorate.gov.uk/>.

Should you have any queries about this correspondence, the proposals or the consultation, please do not hesitate to contact me using the details provided below.

Yours sincerely,



Email:

[Redacted email address]

Enc.

- Land Interest Plan
- Land Interest Questionnaire

Appendix G.4 Section 46 Notification



PINS RECEIVED

01 JUL 2019

PINS ref: **TR010055**

Secretary of State for Transport, c/o
The Planning Inspectorate
Major Applications and Plans
Temple Quay House
Temple Quay
Bristol
BS1 6PN

Bridge House
1 Walnut Tree Close
Guildford
Surrey

28 June 2019

Dear Secretary of State

M3 junction 9 Improvements Scheme – Section 46 notification under the Planning Act 2008

I am hereby notifying you under Section 46 of the Planning Act 2008 that Highways England (“the applicant”) intends to apply under Section 37 of the Planning Act for a Development Consent Order (DCO) for the **M3 junction 9 Improvements Scheme**.

Consultation information

Highways England will be undertaking pre-application consultation under Section 42 of the Planning Act 2008 between **2 July** and **27 August 2019**. Copies of the following are enclosed with this letter:

- Covering letters for prescribed statutory consultees, local authorities and Category 1 and Category 2 landowners
- Section 48 notice

All consultation materials will be available from the consultation website **from 2 July** when the consultation begins: [REDACTED]

- Published Statement of Community Consultation
- Consultation brochure
- Response form
- Preliminary Environmental Information Report, including a Non-Technical Summary
- Notice of application
- Factsheet on the Planning Act and the DCO process
- Previous Consultation Report
- Technical Appraisal Report
- Scheme Assessment Report

Consultation arrangements

Consultation brochures and response forms will be available at a series of public information events, at public display and deposit points and online from the consultation website. All other consultation materials (as listed above) will also be available from the consultation

website: [REDACTED]
[REDACTED]

Details of the consultation arrangements can be found on the consultation website from 2 July and in the enclosed Section 48 notice.

Should you have any queries, please do not hesitate to contact me using the details provided below. **Please acknowledge that this notice has been received as a record of compliance.**

Yours sincerely,

[REDACTED]

Anne-Marie Palmer
Project Manager

Email: [REDACTED]

Tel: [REDACTED]

Enc.

- Covering letters for prescribed statutory consultees, local authorities and Category 1 and Category 2 landowners
- Section 48 notice

Appendix G.5 Acknowledgement of Section 46 Notification



The Planning Inspectorate

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

Customer 0303 444 5000
Services: m3junction9@planninginspectorate.gov.uk
e-mail:

By email

Your Ref:

Our Ref: TR010055

Date: 02 July 2019

Dear Anne-Marie

Planning Act 2008 (as amended) – 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 Improvements Scheme.

Acknowledgement of receipt of information concerning proposed application

Thank you for your letter of 28 June 2019 and the following documentation:

- Covering letters for prescribed statutory consultees, local authorities and Category 1 and Category 2 landowners
- Section 48 notice

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 (via the following link [REDACTED])

[REDACTED] 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 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 – my contact details are at the end of this letter.

The role of the Planning Inspectorate in the application process is to provide independent and impartial advice about the procedures involved and to have open discussions with potential applicants, statutory bodies and others about the processes and requirements of the new 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 interested 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, explanatory memorandum, the consultation report and any draft HRA. You may therefore wish to build this into your timetables.

In the meantime, you may wish to 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 seeking to meet your pre-application obligations you should also be aware of your obligation under the current data protection legislation to process personal data fairly and lawfully.

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

Yours sincerely

Susannah Guest

Susannah Guest
National Planning Infrastructure Lead

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

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



Appendix G.6 Public information event information banners and display boards

Welcome

to the M3 junction 9
improvement scheme

Why are the improvements needed?



Approximately 110,000 vehicles use this junction every day, and the current junction design cannot cope. If improvements aren't made, then the problem will only become worse. This will not only have a negative impact on junction 9 itself, but also on many of the surrounding roads.

The objectives of the scheme are to:

- improve safety as a result of a reduction in delays and queue lengths
- support economic growth by unlocking development capacity for jobs, business and housing creation
- reduce congestion and increase journey time reliability
- improve the environment by reducing adverse noise, improving air quality and making sure there is no net loss to biodiversity
- improve accessibility for pedestrians, cyclists, and horse riders.



You said, we did

We held our last public consultation on this scheme in early 2018.

- 96% agree with need for improvements
- majority believed the scheme would reduce congestion, improve safety and provide better facilities for pedestrians, cyclists and horse riders

Some of the changes made in response to feedback:

Layout

- increased weaving length between the A33 and Junction 9
- increased weaving length for the southbound merge from the A33 to the A34
- better traffic signs and reduced speed limits to improve safety

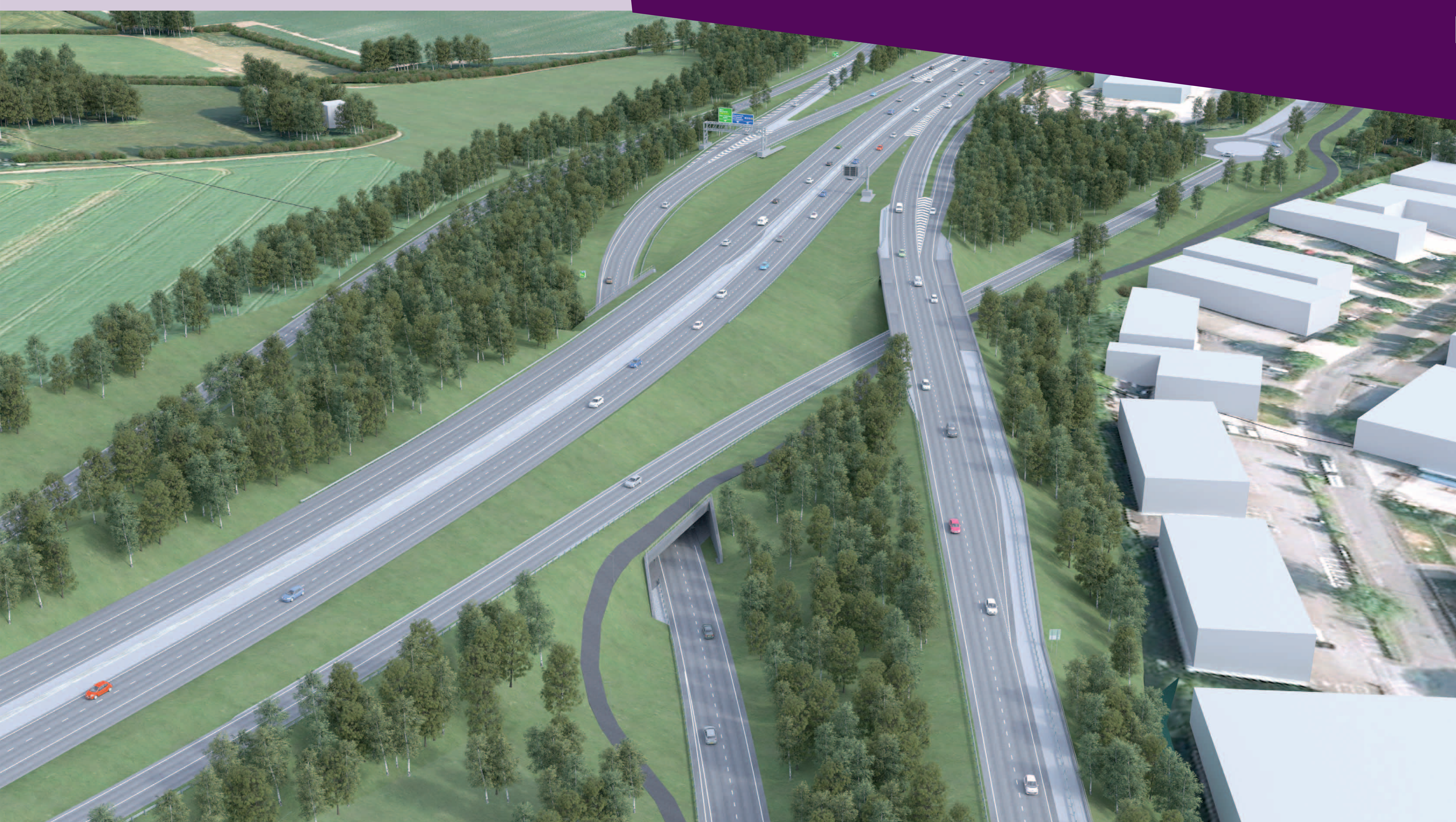
Paths for walkers, cyclists and horse riders

- designed to the latest standards
- provisions for increased future capacity
- barriers and fencing to separate high speed traffic from path users

Environmental impact

- land east of the A272 Spitfire Link no longer considered for site compound location
- no street lighting in consideration of dark night skies
- woodland planting to screen views

How can I have my say?



This public consultation will run for eight weeks, from 2 July to 27 August 2019 and we'd like to hear what you think.

Please share with us any ideas, local knowledge or concerns you may have. You can do that by completing a paper copy of the consultation response form.

Please leave your completed form with us.

Or, if you'd like to take your form away you can return it by post to: **FREEPOST M3 junction 9.**

Alternatively, you can respond using one of the following methods:

- Online at: [highwaysengland.co.uk](https://www.highwaysengland.co.uk)

- By writing to us at:
FREEPOST M3 junction 9

- By emailing your response to:



All responses should be returned by **11.59 pm, 27 August 2019.** Responses received after this date may not be considered.



What happens next?

This consultation closes on 27 August 2019 at 11.59pm. We will then review and analyse all the suggestions and comments received and produce a short summary of the feedback we received.

Your feedback will be considered as we make further refinements to the proposed design and develop our planned mitigation measures.

A more detailed summary of the feedback received will be provided in our consultation report, which will also explain how our proposals have been informed and influenced by this feedback.

This consultation report will form part of our application for development consent which we will submit at the start of next year.

2020

We plan to submit our application for development consent to the Planning Inspectorate.

2020

The Planning Inspectorate will evaluate the scheme and application before giving a recommendation to the Secretary of State, who will decide whether to grant the scheme consent.

2021

If consent is granted by the Secretary of State, works are expected to start in 2021.

2023

The scheme would be open for traffic.

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

highwaysengland.co.uk



Appendix G.7 Media adverts



Est. 1772



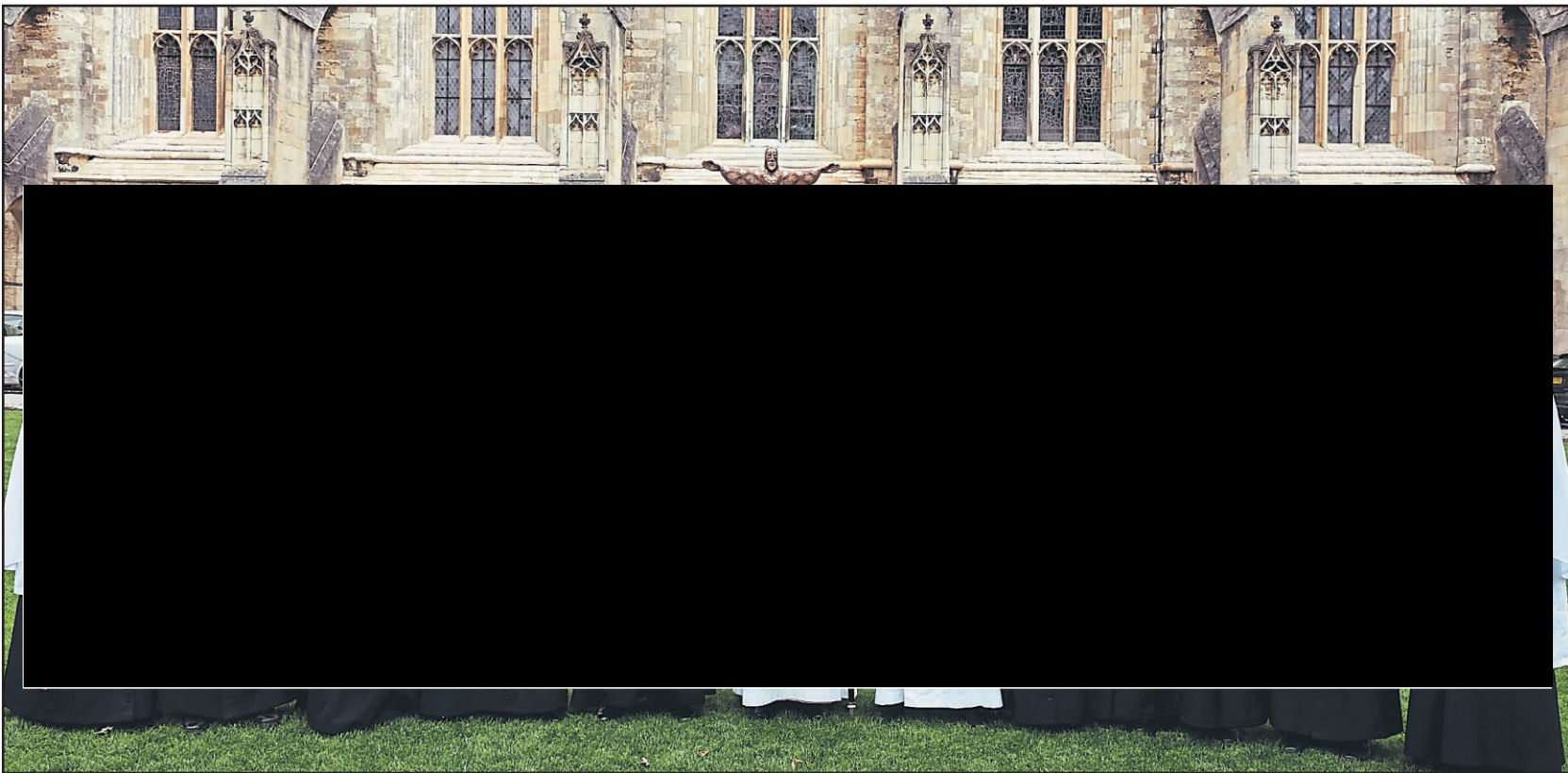
Thursday, July 4, 2019 £1.15

Monument under threat

PROTECTIVE CHARTER CALLED FOR AS HYDE ABBEY GATE SUFFERS VANDALISM ATTACK. SEE PAGE 7



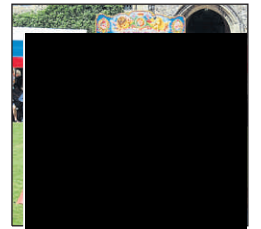
Ten people called to serve God in ceremony at Cathedral



From left:

See report on 4

INSIDE

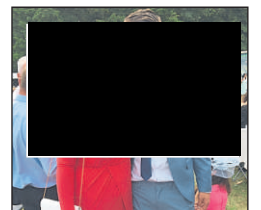


Thousands raised at annual fete [page 6](#)

Power station plan thrown out by council [page 3](#)

Have your say on M3 plans [page 3](#)

Hampshire Property [see inside](#)



Girlfriend's gift in Tom's memory [page 15](#)

Index on p2



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2019 WINNER

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M3 Junction 9 Improvements Scheme

Your input means a lot to us

This consultation runs until Tuesday 27 August 2019

Highways England is planning improvements to junction 9 of the M3, a key interchange near Winchester.

The proposed improvements involve providing free-flowing road links between the M3 and the A34, both northbound and southbound with no need to enter the junction 9 roundabout to travel between the A34 and M3. The A34 southbound link will pass under the M3 with a 50mph speed limit. These changes will reduce congestion on the newly designed dumbbell road layout which make journey times more reliable and improve road safety.

To find out more about the proposed improvements, come and visit us at our public information exhibitions and give us your views.

Contact the team at:

Public information exhibitions

- **Saturday 6 July**, 2pm to 8pm, Winchester Guildhall, The Broadway, SO23 9GH
- **Wednesday 10 July**, 10.30am to 4.30pm, Winchester Guildhall, The Broadway, SO23 9GH
- **Friday 12 July**, 2pm to 8pm, Kings Worthy Community Centre, Fraser Road, Kings Worthy, SO23 7PJ
- **Saturday 13 July**, 10.30am to 4.30pm, Kings Worthy Community Centre, Fraser Road, Kings Worthy, SO23 7PJ
- **Saturday 20 July**, 10.30am to 4.30pm, Tesco Extra, Winnall, Easton Lane, Winchester, SO23 7RS
- **Saturday 3 August**, 10.30am to 4.30pm, Tesco Extra, Winnall, Easton Ln, Winchester, SO23 7RS

Visit our website at

- [\[Redacted\]](#) to access our consultation information including the full brochure and questionnaire. Alternatively, you can pick up a copy of the brochure and response form at the following places:
- **A34 Road Chef Services**, Sutton Scotney, SO21 3JY
- **Kings Worthy Community Centre**, Fraser Road, Kings Worthy, SO23 7PJ
- **M3 Moto Services**, M3 between junctions 8 and 9, SO21 1PP
- **Tesco Extra, Winnall**, Easton Lane, Winnall, SO23 7RS
- **Winchester City Council Customer Services Centre**, City Offices, Colebrook Street, Winchester, SO23 9LJ
- **Winnall Community Centre**, Garbett Road, Winchester SO23 0NY
- **Winchester Discovery Centre**, Jewry Street, Winchester, SO23 8SB
- **Winchester Tourist Information Centre**, Winchester Guildhall, High Street, Winchester SO23 9GH

NEWS IN BRIEF

On target

[REDACTED]

MP meets Winchester preservation watchdogs

By Chronicle Reporter

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]



M3 Junction 9 Improvements Scheme Your input means a lot to us

This consultation runs until Tuesday 27 August 2019

Highways England is planning improvements to junction 9 of the M3, a key interchange near Winchester.

The proposed improvements involve providing free-flowing road links between the M3 and the A34, both northbound and southbound with no need to enter the junction 9 roundabout to travel between the A34 and M3. The A34 southbound link will pass under the M3 with a 50mph speed limit. These changes will reduce congestion on the newly designed dumbbell road layout which make journey times more reliable and improve road safety.

To find out more about the proposed improvements, come and visit us at our public information exhibitions and give us your views.

Contact the team at:

[REDACTED]

Or call us on 0300 123 5000

Public information exhibitions

- **Friday 12 July**, 2pm to 8pm, Kings Worthy Community Centre, Fraser Road, Kings Worthy, SO23 7PJ
- **Saturday 13 July**, 10.30am to 4.30pm, Kings Worthy Community Centre, Fraser Road, Kings Worthy, SO23 7PJ
- **Saturday 20 July**, 10.30am to 4.30pm, Tesco Extra, Winnall, Easton Lane, Winchester, SO23 7RS
- **Saturday 3 August**, 10.30am to 4.30pm, Tesco Extra, Winnall, Easton Lane, Winchester, SO23 7RS

[REDACTED] access our consultation on a normal day including the full brochure and questionnaire. Alternatively, you can pick up a copy of the brochure and response form at the following places:

- **A34 Road Chef Services**, Sutton Scotney, SO21 3JY
- **Kings Worthy Community Centre**, Fraser Road, Kings Worthy, SO23 7PJ
- **M3 Moto Services**, M3 between junctions 8 and 9, SO21 1PP
- **Tesco Extra, Winnall**, Easton Lane, Winnall, SO23 7RS
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- **Winchester Discovery Centre**, Jewry Street, Winchester, SO23 8SB
- **Winchester Tourist Information Centre**, Winchester Guildhall, High Street, Winchester SO23 9GH

04 July 2019

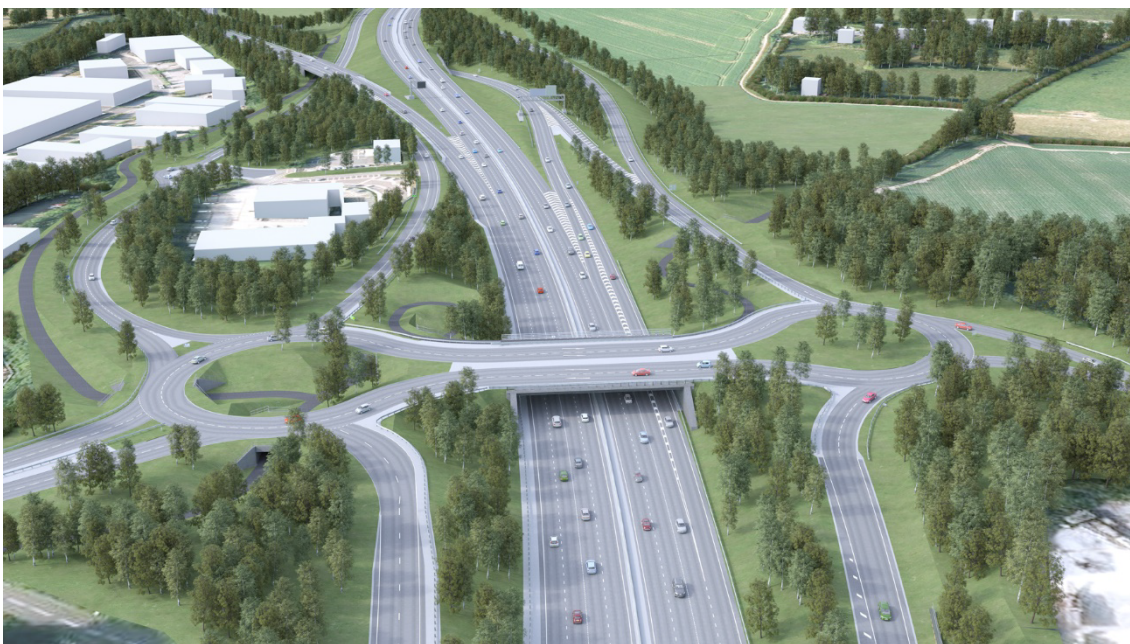
Upgrade to busy Winchester junction takes major step forward

- Detailed plans now on show with eight-week consultation underway
- New free flow link between the M3 and A34 will help to improve congestion
- Plans will see new subways to create segregated route for pedestrians and cyclists to link with the South Downs National Park
- Redesigned junction planned to open in 2023

Plans for a major upgrade to one of the busiest motorway junctions on the M3, junction 9 at Winchester in Hampshire, have gone on show this week.

Under the plans, the Winchester junction, where the M3 interchanges with the A34, will be redesigned to create dedicated free flow lanes which will allow drivers travelling between the M3 and the A34 to travel freely between the two roads to avoid using the junction roundabout.

The roundabout itself will be redesigned into a new 'dumbbell' layout, which will increase capacity, improve safety and make journey times more reliable.



Caption: How the resigned M3 junction 9 will look when complete in 2023

The plans went on show yesterday with the consultation running for eight weeks until 27 August 2019.

Highways England senior project manager Neil Andrew said:

“We have worked hard on developing the plans for this busy junction since we first published the designs early last year. As well as making a real difference to peoples’ journeys, we are proposing a better, safer, and quicker way to interchange between the M3 and A34, which is a major route from the Midlands to the ports on the south coast.

“More than 6,000 vehicles use this junction each hour during peak times and making the junction free flow will stop queues backing up onto the main carriageway and reduce the risk of collisions. Not only will the improvements help to separate local and long-distance traffic, we are also improving access for pedestrians, cyclists and equestrians. The plans are on show until 27 August and I encourage anyone interested to come along to one of our exhibitions or send us their feedback.”

Winchester MP Steve Brine said:

“This has been one of the longest-running issues over the past decade, and I have fought for years for improvements to junction 9. We have a massive opportunity to make a real difference here, so I urge all constituents to take a look and take an active part in shaping the scheme. We have to get this over the line.”

Councillor Rob Humby, Deputy Leader of Hampshire County Council and Executive Member for Economy, Transport and Environment, said:

“Securing Improvements for this critical junction has been a top priority for the County Council for a number of years, and we are very pleased that Highways England’s proposals are now published for consultation. This is a critical junction on the national road network as well as locally, and the planned improvements, will help to separate strategic and more local traffic at Junction 9, as well as improving facilities for cyclists and pedestrians. The County Council has been pleased to work with Highways England as they have been developing their proposals and encourages everyone affected to take part in the consultation and express their views on the scheme.”

The improvements to the junction include:

- Creating a new free-flow link road between the M3 and A34 to remove through traffic – including thousands of freight vehicles each day – from the roundabout
- Widening the M3 from two to four lanes between the south-facing roundabout slip roads and the new free-flow links with the A34
- New subways through the junction to create a continuous, segregated route for pedestrians and cyclists between the South Downs National Park, Winnall and Abbots Worthy

The M3 is the main road between London and the Solent Ports, while the A34 is the main corridor between the south coast and the Midlands. Around 110,000 vehicles use the junction every day, including over 5,500 HGVs, from Southampton and Portsmouth Docks.

Six public information events are being held in Winchester and Kings Worthy, and details on the plans available online until 27 August 2019 at:



Ends

NOTES TO EDITORS

1. Highways England is the wholly government-owned company responsible for modernising, maintaining and operating England's motorways and major A roads.
2. **Maintenance and improvement projects:** We plan maintenance and improvement projects carefully to allow road works to be completed safely, in a cost-effective way while keeping disruption to road users to a minimum. We do as much work as possible overnight and when roads are less busy in order to keep more lanes open for road users at peak travel times. Drivers are advised to check their route for road works and allow extra time for their journeys where needed. We have a variety of journey planning tools that road users can use to check travel conditions on the roads we manage, and we will do all we can to keep road users informed.
3. **Safety at roadworks:** Highways England is working with the industry and road users to reduce the risks of working on the roads. For the safety of road workers and all road users, when you are approaching roadworks:
 - Keep within the speed limit – it is there for your safety.
 - Get into the correct lane in good time – don't keep switching.
 - Concentrate on the road ahead, not the roadworks.
 - Be alert for works' traffic leaving or entering roadworks.
 - Keep a safe distance – there could be queues in front.
 - Observe all signs – they are there to help you.
 - And be alert for road workers, the roads are their workplace.
4. **Real-time traffic information** for England's motorways and major A roads is available:
 - From the **web** at [REDACTED]
 - By **phone** from the Highways England Customer Contact Centre on [REDACTED] at any time. (Calls to 03 numbers are charged at no more than a national call to an 01 or 02 number and are included in all discount schemes and call allowances. This applies to all landlines, mobiles and payphones. Call costs will vary depending on your landline or mobile supplier.) **Make sure it's safe and legal before you call. Before using any mobile, find a safe place to park. Never stop on the hard shoulder of a motorway except in an emergency.**
 - On **Apple** and **Android** mobile devices via the [REDACTED] or [REDACTED]
 - From **Twitter** – there are eight feeds with live traffic information provided by region. For information on roads in the South East follow us at [@HighwaysSEAST](https://twitter.com/HighwaysSEAST) or for the full index visit [REDACTED]

Issued by Highways England.

For further information please contact the South East press office on 0300 470 1214. Media enquiries out of hours should be made to Highways England's National Press Office (24hrs) on [REDACTED]

Appendix G.8 Section 47 Covering Letter



To the occupier

[INSERT ADDRESS]

[REDACTED]
Highways England
Bridge House,
1 Walnut Tree Cl
Guildford
GU1 4LZ
Tel: [REDACTED]

26 June 2019

Dear Resident,

M3 Junction 9 Improvement Scheme - Public Consultation

As part of the government's £15 billion investment in motorways and A roads, in 2018 Highways England undertook an options consultation in your area to seek your views and opinions on our M3 junction 9 Improvement Scheme proposals.

Our proposals to create a key interchange near Winchester aims to reduce congestion through a newly designed dumbbell road layout which make journey times more reliable and improve road safety.

Following our initial public consultation, we then announced a preferred route for improving the M3 junction 9 and, as part of our ongoing engagement with communities and stakeholders, we would now like to present to you developed designs and scheme proposals at our forthcoming public consultation that opens on Tuesday 02 July and closes at 11.59 on 27 August 2019.

The purpose of our next round of public consultation and events is to present the work we have undertaken to date and obtain feedback on our preliminary design from people living, working and travelling in the area. During our eight-week consultation period, it is crucial that we identify any local issues and other relevant considerations to feed into the design and assessment of our proposed improvements.

We are holding six public exhibitions at different locations in the local area over the coming weeks as listed below:

- **Saturday 6 July**, 2pm to 8pm, Winchester Guildhall, The Broadway, SO23 9GH
- **Wednesday 10 July**, 10.30am to 4.30pm, Winchester Guildhall, The Broadway, SO23 9GH
- **Friday 12 July**, 2pm to 8pm, Kings Worthy Community Centre, Fraser Road, Kings Worthy, SO23 7PJ
- **Saturday 13 July**, 10.30am to 4.30pm, Kings Worthy Community Centre, Fraser Road, Kings Worthy, SO23 7PJ
- **Saturday 20 July**, 10.30am to 4.30pm, Tesco Extra, Winnall, Easton Lane, Winchester, SO23 7RS



- **Saturday 3 August**, 10.30am to 4.30pm, Tesco Extra, Winnall, Easton Ln, Winchester, SO23 7RS

To submit your views on our proposals, or for more information, please visit our dedicated consultation webpage at [REDACTED]

[REDACTED] Here you can also access more information including the consultation brochure and questionnaire. Alternatively, you can pick up a hard copy of the brochure and response form at the following places:

- **A34 Road Chef Services**, Sutton Scotney, SO21 3JY
- **Kings Worthy Community Centre**, Fraser Road, Kings Worthy, SO23 7PJ
- **M3 Moto Services**, M3 between junctions 8 and 9, SO21 1PP
- **Tesco Extra, Winnall**, Easton Lane, Winnall, SO23 7RS
- **Winchester City Council Customer Services Centre**, City Offices, Colebrook Street, Winchester, SO23 9LJ
- **Winnall Community Centre**, Garbett Road, Winchester SO23 0NY
- **Winchester Discovery Centre**, Jewry Street, Winchester, SO23 8SB
- **Winchester Tourist Information Centre**, Winchester Guildhall, High Street, Winchester SO23 9GH

You can find more information about the scheme and sign up to email alerts online by visiting

[REDACTED] However, if you have any questions that you would like to discuss further please contact a member of the Project Team by calling **0300 123 5000**, alternatively you can email us at:

[REDACTED]

I hope you can attend one of our events and look forward to seeing you there.

Yours faithfully,

[REDACTED]

Appendix G.9 2019 Consultation Brochure



M3 junction 9 improvements scheme

Public consultation
Have your say

July 2019



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 £15 billion of investment on our network – the largest investment in a generation. Improvements to junction 9 are a critical part of this investment and will improve journeys between the A34 and the M3, which is great news for the local and regional economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such we are required to make an application for a Development Consent Order (DCO) to obtain consent (a type of planning permission) to build the scheme. A DCO can incorporate a range of consents that normally have to be obtained separately, such as environmental permits. The DCO for the M3 junction 9 improvements scheme will also need to include powers for the compulsory acquisition of land, as the works will require land beyond the current highway boundary.

Applications for a DCO are made to the Planning Inspectorate, the body appointed by the government to examine the merits of proposals and to make recommendations to the Secretary of State on whether consent should be granted. For more information on this process, please visit:

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

In this brochure we explain our proposals for the scheme and how you can give us your feedback during our public consultation. Your responses will help us shape the scheme before we submit our application for development consent.

How to respond

The public consultation will run for eight weeks, from 2 July to 27 August 2019 and we'd like to hear what you think. Please share with us any ideas, local knowledge or concerns you may have. Information on our proposals will be available at our public consultation exhibitions, or alternatively, you can view all the consultation materials on our webpage at:

<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>

Please respond using one of the following methods:

- **Online** – complete the response form online at: <https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>
- **Write** – to us at FREEPOST M3 junction 9 Complete a paper copy of the consultation response form and return it using the freepost address provided above. The response form is available at the consultation events and deposit locations detailed in this brochure.
- **Email** – your response to: M3junction9Improvements@highwaysengland.co.uk

All responses should be returned by **11.59 pm, 27 August 2019.**

Responses received after this date may not be considered.

Public consultation exhibitions

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation exhibitions. You will be able

to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

Date	Time	Location	Address
Saturday 6 July 2019	10.30am – 4.30pm	Winchester Guildhall	The Broadway Winchester, SO23 9GH
Wednesday 10 July 2019	2pm – 8pm	Winchester Guildhall	The Broadway Winchester, SO23 9GH
Friday 12 July 2019	2pm – 8pm	Kings Worthy Community Centre	Fraser Road Kings Worthy, SO32 7PJ
Saturday 13 July 2019	10.30am – 4.30pm	Kings Worthy Community Centre	Fraser Road Kings Worthy, SO32 7PJ
Saturday 20 July 2019	10.30am – 4.30pm	Tesco Extra Winnall	Easton Lane Winchester, SO23 7RS
Saturday 3 August 2019	10.30am – 4.30pm	Tesco Extra Winnall	Easton Lane Winchester, SO23 7RS

Where to get the brochure

Paper consultation brochures and response forms will be available at the following locations from **Tuesday 2 July 2019 to Tuesday 27 August 2019** (availability will depend on opening times).

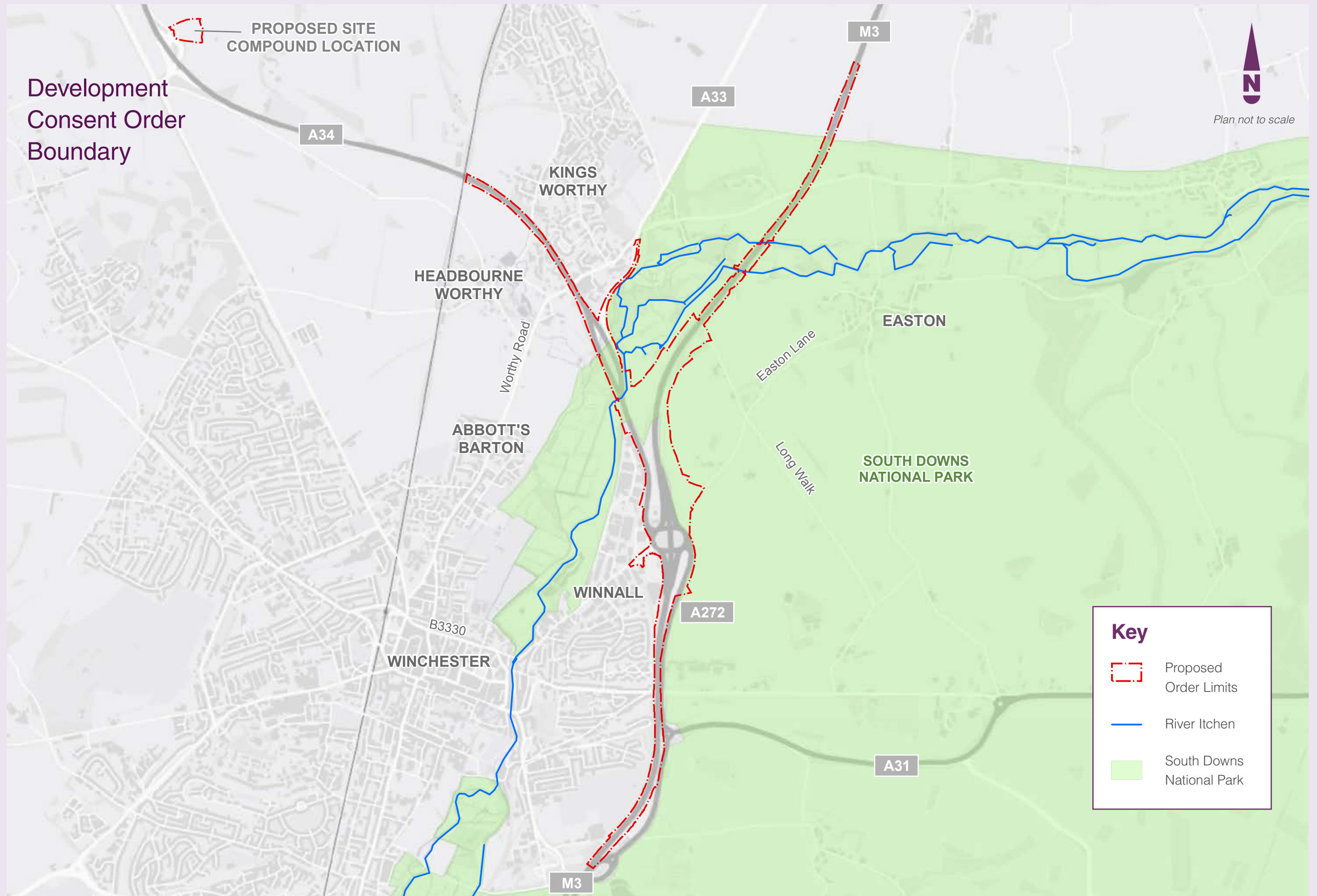
- **Winchester Discovery Centre** – Jewry Street, Winchester, SO23 8SB
- **Winchester Tourist Information Centre** – Winchester Guildhall, High Street, Winchester SO23 9GH
- **Winchester City Council Customer Services Centre** – City Offices, Colebrook Street, Winchester, SO23 9LJ
- **Kings Worthy Community Centre** – Fraser Road, Kings Worthy, SO23 7PJ
- **Winnall Community Centre** – Garbett Road, Winchester SO23 0NY
- **M3 Moto Services** – Winchester, M3 between junctions 8 and 9, SO21 1PP

- **A34 Road Chef Services** – Sutton Scotney, SO21 3JY
- **Tesco Extra** – Winnall (foyer), Easton Lane, Winnall, SO23 7RS

Paper copies of our consultation materials can also be provided on request. Paper copies of this scheme consultation brochure, the consultation response form and the Statement of Community Consultation will be supplied free of charge. For paper copies of the Preliminary Environmental Information Report (PEIR), a reasonable charge to cover printing, postage and VAT (at 20%), up to a maximum of £200 will be applied.

Please contact Highways England regarding payment methods – you can call our Customer Contact Centre on **0300 123 5000** or email

M3junction9Improvements@highwaysengland.co.uk



Why is the scheme needed?

Approximately 110,000 vehicles use this junction every day, and the current junction design cannot cope. If improvements aren't made then the problem will only become worse. This will not only have a negative impact on junction 9 itself, but also on many of the surrounding roads.

The objectives of the scheme are to:

- **improve safety** as a result of a reduction in delays and queue lengths
- **support economic growth** by unlocking development capacity for jobs, business and housing creation
- **reduce congestion** and increase journey time reliability
- **improve the environment** by reducing adverse noise, improving air quality and making sure there is no net loss to biodiversity
- **improve accessibility** for pedestrians, cyclists, and horse riders.

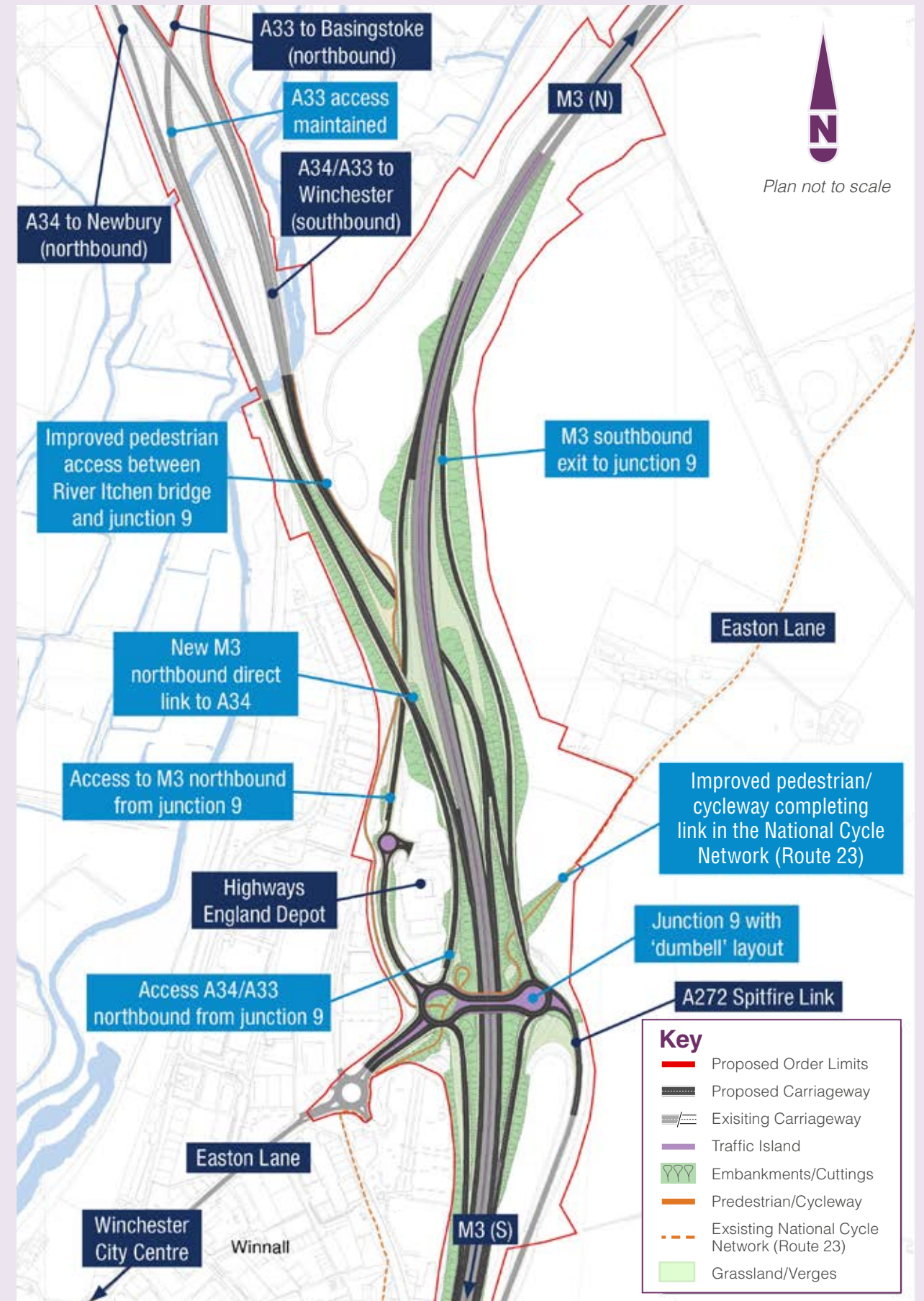
Our proposed design

Our proposal provides free-flowing road links between the M3 and the A34 both northbound and southbound, with no need to enter the junction 9 roundabout to travel between the M3 and A34. The A34 southbound link will pass the M3 with a 50mph speed limit. These changes will reduce congestion on the newly designed dumbbell road layout, helping to make journey times more reliable, improve road safety and reduce air pollution.

A number of improvements are proposed to the junction:

- traffic between the M3 and the A33/A34 will use free-flowing links between these roads, instead of the existing junction
- the M3 will be widened from two to four lanes between the south-facing roundabout slips and the new free-flow links with the A33/A34
- new subways through the junction will create a continuous, segregated route for pedestrians and cyclists between the South Downs National Park, Winnall and Abbots Worthy
- existing traffic signals will be removed and slip roads between the M3 and the new dumbbell roundabout will be realigned.

Proposed scheme



You said, we did - feedback from the previous options consultation

We held our previous public consultation on the scheme in early 2018. In this previous consultation a preferred option was presented, along with details of other rejected options.

96% of those who responded to the 2018 consultation agreed with the need for improvements at the junction and the majority believed that the option presented at that stage would meet the scheme objectives in terms of:

- reducing traffic congestion (91%)
- improving safety of the junction (75%)
- improving facilities for pedestrians, cyclists and horse riders (66%).

A number of key issues and concerns were raised during the 2018 consultation. The table below outlines how we have sought to address these in developing the preferred design option taken forward.

Issue/concern	How this is being addressed
<p>Safety concerns in relation to A34/A33 merging: concern was expressed that the weaving length (the distance allowed for traffic to change lanes) was too short along the A34 carriageway between the merges and diverges of the A33 and junction 9.</p>	<p>The layout of the A34 slip roads between junction 9 and the A33 has been revised to increase the weaving length. The revised layout, which has been safety risk assessed, includes altering the location of the junction 9 slip road and enhancing the diverge arrangements for the A33.</p> <p>The weaving length for the southbound merge from the A33 to the A34 will be increased by reducing the A33 slip road to one lane entry. Improved traffic signing and reduced speed limits will also help to increase safety in this section.</p>
<p>Facilities for walkers, cyclists and horse riders: respondents felt that the proposed shared surface path for walkers, cyclists and horse riders should be separated from the junction 9 motorway and have a safety barrier provided between the pathway and the road.</p>	<p>The walking, cycling and horse riding facilities are designed to the latest standards, and to accommodate both the existing and likely levels of use in the future.</p> <p>There will be appropriate clearance from walls and other vertical surfaces. Barriers will be included to separate high speed traffic from path users where appropriate, and fencing will also be included where appropriate.</p>
<p>Disruption during construction: respondents expressed concern about disruption to local journeys during construction.</p>	<p>A Traffic Management Plan will be developed with the relevant local stakeholders to ensure that disruption is kept to a minimum and that routes are appropriately designed. This information will be shared with the public prior to construction work starting.</p>
<p>Environmental impacts of the scheme: concerns about the potential environmental impacts of the scheme included noise and air quality, as well as visual impact – particularly in relation to the landscape of the South Downs National Park.</p>	<p>Our PEIR, published as part of this consultation process, provides the information compiled to date about the predicted environmental impacts of the scheme and the proposed mitigation measures. We no longer plan to use the site compound previously proposed to the east of the A272 Spitfire Link. In response to the South Downs National Park Authority's concerns regarding this compound we are now considering alternative locations.</p>



Benefits and effects of the proposed design

In assessing the benefits and effects of the proposed design, we look at a number of factors. This information is based on our findings from detailed surveys and assessments that we have carried out.

Environmental impacts are assessed based on national guidance. The PEIR, which is available from the consultation web page:



provides an initial statement of the main environmental information available from our assessments to date, along with descriptions of

the likely environmental effects and mitigation measures envisaged for the scheme.

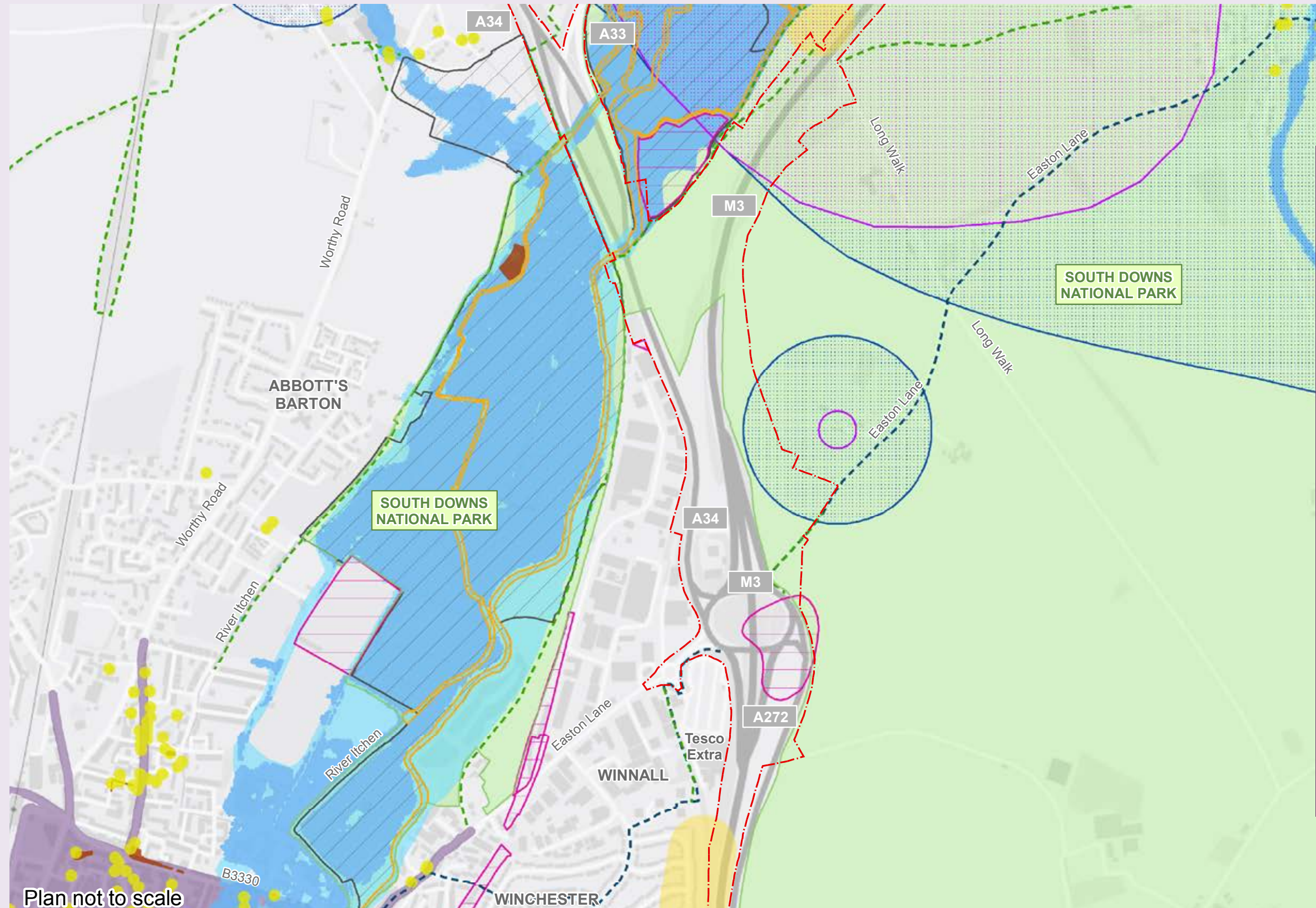
Measures to avoid, reduce or offset any environmental impacts will continue to be investigated as the project progresses and will be detailed further in the Environmental Statement which will form part of our application for development consent.

Some of the main findings from our preliminary assessment of different impacts and benefits associated with the scheme – including mitigation measures – are summarised in the table that can be found on pages 12-14. Further information on most of these areas can be found in the PEIR.

Minimising environmental impacts

The environmental constraints we have considered whilst developing our design for the scheme are illustrated in the following map. A wider plan showing environmental constraints for the entire

extent of the Order Limits will be displayed at the Public Consultation exhibitions and will also be made available online.



Plan not to scale

Key

- Listed Building
- Public Right of Way
- National Cycle Network Route 23
- Proposed Order Limits
- Special Areas of Conservation
- Historic Landfill
- Sites of Special Scientific Interest

Groundwater Source Protection Zones

- Zone 1 - Inner Protection Zone
- Zone 2 - Outer Protection Zone
- Scheduled Monument
- Flood Zone 3
- Flood Zone 2
- Air Quality Management Area
- Noise Important Area
- Registered Parks and Gardens
- South Downs National Park

Plan not to scale

Findings from our preliminary assessment

Consideration	Description
Residents and community	<p>There would likely be some temporary disruption during construction to routes used by pedestrians and cyclists. However, once in operation the scheme will bring improvements to local rights of way.</p> <p>In the long-term the scheme would improve connectivity for pedestrians and cyclists – in particular by improving National Cycle Network 23 and access onto the South Downs National Park. In turn these improvements would promote health benefits and improvements to local amenity.</p>
Landscape	<p>Our preliminary assessment of the scheme shows that there would likely be temporary adverse effects during construction on landscape character and people's views, particularly for local residents and users of public rights of way and recreational paths. To mitigate these adverse effects during construction we would look to retain vegetation wherever practicable and employ considerate site management.</p> <p>Our preliminary indication of the landscape strategy is included within the PEIR and sets out how we plan to mitigate any potentially adverse effects on local landscape character (including the South Downs National Park) and local views. This includes landscape forms being designed to integrate the scheme into the surrounding topography.</p>
Geology and soils	<p>The scheme would likely have effects on geological and soil resources and early modelling has identified some potential sources of contamination such as historic landfills (including at the A272 Spitfire Link).</p> <p>Ground investigations are currently being carried out, the results of which will inform our assessment and proposed mitigation (such as designing out likely issues and employing good practice construction methods).</p>
Water environment and flooding	<p>The water environment in the area of the scheme includes surface water (for example, River Itchen, Nun's Walk Stream and other streams), areas associated with flood risk and groundwater resources. Our preliminary assessments identify some potential impacts to the water environment during construction but suggest there would be no increase in flood risk or negative impacts on water quality as a result of the scheme once in operation.</p> <p>Potential impacts during construction could be mitigated using good practice construction methods, such as locating potential pollution sources away from waterbodies. Further investigations and assessments will inform the design and mitigation measures to reduce the impact of the scheme once in operation.</p>

Consideration	Description
Safety and effects on local travel	<p>The junction upgrade would have a beneficial effect on commuter journey times due to a reduction in congestion between the M3 and the A34.</p> <p>Our proposal provides free-flowing road links between the M3 and the A34 both northbound and southbound, separating the traffic going into Winchester and the through-traffic on to the A34/A33 with no need to enter junction 9. This will benefit the local road network by reducing rat-running of traffic through Winchester city centre.</p> <p>Improved traffic flow will also enhance safety by reducing collision incidents resulting from queuing on the approaches to the junction, as well as vehicles changing lanes on the A34 and on the roundabout at the junction.</p>
Nature conservation	<p>The scheme is close to the River Itchen Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), St. Catherine's Hill (SSSI) and several sites of importance for nature conservation. We have carried out a number of surveys that have identified the presence of protected species such as common reptiles, nesting birds, bats, badgers and hazel dormice.</p> <p>Preliminary assessments have shown it would be possible to mitigate potential adverse effects through sensitive design and construction methods. Measures to reduce the potential adverse effect on protected species would include replacing lost habitat and providing enhancements to existing habitats.</p>
Cultural heritage	<p>Our archaeological investigations have revealed a low level of archaeological remains and confirmed the survival of a prehistoric ring ditch and prehistoric pits within the scheme area. There is the potential for a minor adverse effect on historic buildings and the historic landscape. However, the scheme largely involves improvements to the existing highway layout and so the overall setting would not be greatly modified.</p> <p>Mitigation through design (the use of cuttings, bunds, and vegetation) would be used to mitigate significant effects on the setting of historic landscapes and buildings.</p>



Consideration	Description
Air quality	<p>The Winchester city centre air quality management area is approximately 1.2 km away from the scheme. This is an area subject to an action plan developed by Winchester City Council to ensure national air quality objectives are met. There are also residences, schools and ecologically designated sites that could be affected by changes in air quality.</p> <p>Our early assessments have found that no significant impacts on human health or local ecology would occur during construction. However, there is the potential for air quality to be adversely affected in certain locations once the scheme is in operation, including some locations within the River Itchen SAC and SSSI. We will continue to refine this assessment as traffic data becomes available and this will inform appropriate mitigation measures.</p>
Noise	<p>The scheme is near to several residences and schools, and three noise important areas - areas identified as being particularly susceptible to traffic noise. People within these areas would likely be affected by a higher level of noise during construction of the scheme. Our preliminary noise modelling suggests that once the scheme is in operation, the majority of residences and other sensitive locations would experience no more than a negligible increase in noise.</p> <p>Modelling will be developed further as traffic data and construction information becomes available to inform mitigations for construction and operation.</p>
Walkers/ cyclists/horse riders	<p>Existing routes for walkers, cyclists and horse riders within the scheme boundary will be maintained or upgraded as appropriate. The current path through junction 9, which is part of the National Cycle Route Network (route 23 or NCR 23), will be upgraded to provide a safe continuous link through to Easton Lane, which gives access to Winnall and Winchester.</p> <p>A new walking, cycling and horse riding route is proposed on the eastern side of the M3, between Easton Lane and Long Walk. This would run parallel to (but separate from) the motorway. A safe walking and cycling link will be provided to the Highways Depot from Easton Lane, and along the north-east side of A34.</p>

Next steps

The consultation closes on 27 August 2019 at 11.59pm. We will then review and analyse all the suggestions and comments received and produce a short summary of the feedback we received. This will be published in Winter 2019 on the consultation website:

<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>

Your feedback will be considered as we make further refinements to the proposed design and develop our planned mitigation measures. A more detailed summary of the feedback received will be provided in our consultation report, which will also explain how our proposals have been informed and influenced by this feedback. This consultation report will form part of our application for development consent and will be available to the public following submission of the application on the consultation website:

<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>

We expect to submit our application for development consent by the beginning of 2020 and, provided it is granted, work will start in 2021.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by the scheme. To help us shape the final design in preparation for our submission to the Planning Inspectorate it is important you are involved at this stage of the consultation process.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application and make a recommendation to the Secretary of State for Transport, who will decide whether or not the scheme will go ahead.

The process for this is explained in the table below.



For more information, please visit our webpage where you can also sign up for email alerts whenever the webpage for this scheme is updated. If you have any queries about this scheme please email:

[Redacted]
[Redacted]

or contact our Customer Contact Centre by calling: **0300 123 5000**

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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visit [\[redacted\]](#)

write to the **Information Policy Team, The National Archives, Kew, London TW9 4DU**, or email [\[redacted\]](#)

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This document is also available on our website at [\[redacted\]](#)

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[\[redacted\]](#) or call **0300 123 5000***. Please quote the Highways England publications code **PR42/19**

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Appendix G.10 2019 response form



M3 junction 9 improvements scheme

Consultation response form
July 2019



M3 junction 9 improvements scheme

Consultation response form

We'd like to understand your views about our proposed design for the M3 junction 9 improvements scheme.

Please share your views with us by completing this response form or go online at

If you're returning this form by post, please follow the folding instructions on the back page and pop it in the post – no stamp is required.

The consultation period ends on **27 August 2019**. Please ensure your comments arrive with us in time.

Please provide your name, address, telephone and email.

If you'd prefer your comments to be anonymous, please just let us have your postcode (first five digits), so we can understand where you live in relation to the scheme.

Name:

Address:

Postcode:

Telephone:

Email:

If you are responding on behalf of an organisation, please provide your name, organisation title and address below:

.....

.....

.....

If you would like to go on our email database for updates please tick this box.

Section A – Your travel habits around M3 junction 9

A1. Which routes do you take through M3 junction 9 and how often? (Tick all that apply)

I travel on the	Most days	At least once a week	Less than once a week	Never
M3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A33 and A34	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
A272	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A2. When do you usually travel? (Tick all that apply)

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

A3. How do you usually travel when you use M3 junction 9? (Tick all that apply)

- Car/van HGV Bus/coach
 Motorcycle Walk
 Cycle Freight
 Other (Please specify)

.....

A4. 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
 School drop off/pick up
 Long distance journey (greater than 10 miles)
 Other (Please specify):

.....

A5. Do you experience any of the following when you use junction 9 of the M3?

- Frequent delays
 Unpredictable journey times
 Frequent incidents that result in injury
 Frequent incidents that result in delays
 Air and noise pollution
 Unsafe and inconvenient walking conditions
 Other (Please specify):

.....

A6. How close do you live to the proposed improvements? (Tick one only)

- Under 2 miles 2-5 miles Over 5 miles

A7. How close do you work to the proposed improvements? (Tick one only)

- Under 2 miles 2-5 miles Over 5 miles
 Not applicable

Section C – The environment

To help you answer these questions you may also find it useful to read our Preliminary Environmental Information Report (PEIR) or our non-technical summary (NTS) that sets out our preliminary findings on environmental effects.

The PEIR is available online from the consultation website [\[redacted\]](#)

[\[redacted\]](#) It's also available to read at our consultation events.

C1. Do you agree with the way we are addressing the potential environmental impacts of the scheme? Please tell us whether you agree with our approach to each of the following:

	Yes	No	Please use this box if you wish to expand on your answer
Air quality	<input type="checkbox"/>	<input type="checkbox"/>	
Noise and vibration	<input type="checkbox"/>	<input type="checkbox"/>	
Biodiversity	<input type="checkbox"/>	<input type="checkbox"/>	
Road drainage and the water environment	<input type="checkbox"/>	<input type="checkbox"/>	
Landscape and visual	<input type="checkbox"/>	<input type="checkbox"/>	

	Yes	No	Please use this box if you wish to expand on your answer
Geology and soils	<input type="checkbox"/>	<input type="checkbox"/>	
Cultural heritage	<input type="checkbox"/>	<input type="checkbox"/>	
Materials and waste	<input type="checkbox"/>	<input type="checkbox"/>	
People and communities	<input type="checkbox"/>	<input type="checkbox"/>	
Climate	<input type="checkbox"/>	<input type="checkbox"/>	
Cumulative effects	<input type="checkbox"/>	<input type="checkbox"/>	

Section D – Other considerations

- D1. As we develop our plans for construction, is there anything specific you think we should consider? (Tick one only)
- Yes
 - No

Please use the box below to explain your response:

.....

.....

.....

- D2. Do you have any other comments about the proposed scheme or its potential effects? (Tick one only)
- Yes
 - No

Please use the box below to expand on your response and/or provide any suggestions on how the scheme could be modified or changed to address them:

.....

.....

Section E – Consultation Material

- E1. What consultation material did you use? (Please tick all that apply)
- Consultation website
 - Consultation brochure
 - Flythrough video (visualisation of the scheme)
 - Preliminary Environmental Information Report (PEIR)
 - PEIR non-technical summary report (NTS)
 - Factsheet on the Planning Act and the DCO process
 - Public Consultation Report (on previous consultation)
 - Scheme Assessment Report
 - Technical Appraisal Report

- E2. Did you find these materials useful? (Tick one only)
- Yes
 - No

Please use the box below to explain your response:

.....

.....

.....

- E3. Did you attend a consultation exhibition (at a fixed venue or on our exhibition vehicle)? (Tick one only)
- Yes
 - No

- E4. How did you find out about the M3 junction 9 consultation? (Please tick all that apply)
- Letter through your door
 - Local newspaper/radio (please specify)
 - Highways England website
 - Local authority website (please specify)
 - Other website (please specify)
 - Social media (please specify)
 - Local community group (please specify)
 - National members group you belong to (please specify)
 - Word of mouth through a friend/neighbour
 - Local library (please specify which one)
 - Poster (please specify where seen)
 - Other (please specify)

.....

.....

.....

Section F – About you

In line with our responsibilities under the Equalities Act 2010, we are keen to understand how the scheme may affect different groups within the community. This will help inform our Equality Impact Assessment for the scheme.

This section is optional, but we would be grateful if you'd tell us a little bit about yourself. We won't share this information or use it for any other purpose.

- F1. Do you consider yourself a person with a disability? (Please tick all that apply)
- Yes
 - No
 - Prefer not to say

- F2. What is your age?
- Under 16
 - 16–24
 - 25–35
 - 36–44
 - 45–54
 - 55–64
 - 65+
 - Prefer not to say

- F3. What is your gender?
- Male
 - Female
 - Prefer not to say

- F4. Are you pregnant or have you recently given birth?
- Yes
 - No
 - Prefer not to say

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

Thank you for taking the time to share your views with us

Please submit your completed response form by 11.59pm on Tuesday 27 August 2019. Responses received after this date may not be considered.

If you have any queries relating to the M3 junction 9 improvement scheme, please contact us at: [REDACTED]

For the latest information and updates, please visit our website: [REDACTED]

If you have any queries relating to Highways England, you should contact our customer contact centre on **0300 123 5000** or email [REDACTED]

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

Fold B



Freepost M3 JUNCTION 9

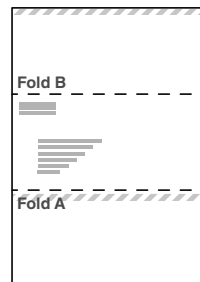
Fold A

Folding instructions

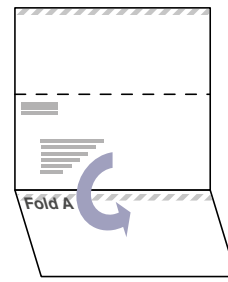
Once you've completed the questionnaire please follow these instructions before returning it to us:

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.

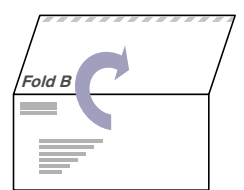
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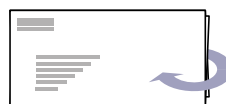
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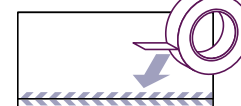
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4.



5.



6.



Appendix G.11 2019 PEIR non-technical summary



M3 junction 9 improvements

Preliminary Environmental
Information Report
Non-Technical Summary



Document Control

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Contents

1.	Introduction	2
2.	Air Quality	6
3.	Cultural Heritage	7
4.	Landscape and Visual	8
5.	Biodiversity	9
6.	Geology and Soils	9
7.	Material Assets and Waste	10
8.	Noise and Vibration	11
9.	Population and Health	12
10.	Road Drainage and the Water Environment	13
11.	Climate	14
12.	Cumulative Effects	15
13.	Summary of potential effects and proposed mitigation measures	16
14.	What are the next steps?	17

1. Introduction

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 Improvements (the Proposed Scheme).

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

1.2.1 The Preliminary Environmental Information Report provides an initial statement of the main environmental information available for the study area, along with descriptions of likely environmental effects and mitigation measures envisaged for the Proposed Scheme. Where possible, the Preliminary Environmental Information Report provides a preliminary assessment of possible environmental effects. We've based these assessments on preliminary results from emerging surveys at this stage, and used informed professional judgements, where required. We've 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 Please note that at this stage the information is preliminary. An iterative process of scheme development and Environmental Impact Assessment (EIA) is ongoing. The final findings of the EIA will be informed by feedback from this pre-design public consultation and reported within the Environmental Statement prepared for the Proposed Scheme. The Environmental Statement will accompany a Development Consent Order (DCO) application submitted to the Secretary of State through the Planning Inspectorate.

1.3 Previous consultation and engagement

1.3.1 The previous stage of design for the Proposed Scheme included looking at options, referred to herein as the 'options selection stage'. During this stage, we held an options consultation during January and February 2018, where we put forward a proposal for consideration along with details of 3 rejected options. A Preferred Route Announcement was made in July 2018. Since then the design has been further developed. The majority of those who responded to the previous consultation agreed with the need for improvements around Junction 9 of the M3 and believed that the option presented at that stage would meet the scheme objectives. The Proposed Scheme is currently in preliminary design stage.

1.3.2 You raised a number of key issues and concerns about the Proposed Scheme in feedback to the previous consultation. Further information outlining how we have sought to address these issues and concerns through our design and assessment work can be found in the Consultation Brochure accompanying the pre-design public consultation.

1.4 Background to the Proposed Scheme

1.4.1 M3 Junction 9 is a key transport interchange. It connects south Hampshire (which has an intensive freight generating industry) and the wider sub-region, with London via the M3 and the Midlands/North via the A34 (which also links to the principal east-west A303 corridor).

- 1.4.2 A significant volume of traffic currently uses the grade separated, partially signalised junction (approximately 6,000 vehicles per hour during the peak periods), which acts as a bottleneck on the local highway network and causes significant delays throughout the day. Northbound and southbound movements between the M3 and the A34 are particularly intensive, with downstream queues on the northbound off-slip of the M3 often resulting in safety concerns during peak periods.
- 1.4.3 To address this, the Proposed Scheme would increase capacity, improve journey time reliability and support development in line with development plans. The Proposed Scheme would include the replacement of a circulatory roundabout with a dumbbell roundabout, conversion of the M3 south of Junction 9 to a dual 4 all-lane running motorway, realignment of slip roads, the addition of new structures and improvements to safety features, signage and technology. Part 2 of the Preliminary Environmental Information Report further describes the Proposed Scheme.
- 1.4.4 The Proposed Scheme is classed as a Nationally Significant Infrastructure Project under the Planning Act 2008 and, as such, requires a DCO to proceed. Highways England intends to submit an application for a DCO to construct the Proposed Scheme to the Secretary of State through the Planning Inspectorate. Before we submit the DCO application, we will carry out consultation, an assessment of the impacts on the environment and refinement of the preliminary engineering design of the Proposed Scheme.

1.5 What are the objectives of the Proposed Scheme?

- 1.5.1 The Proposed Scheme has 5 strategic objectives:
- Supporting economic growth – it will support the creation of more jobs, more businesses and new homes.
 - A safe and serviceable network – safety will improve because there will be less queueing and fewer delays.
 - A more free-flowing network – there will be less congestion and better journey time reliability.
 - An improved environment – we will improve, where possible, the number of households adversely affected by noise, improve the air quality at sensitive locations and aim for no net loss in biodiversity.
 - A more accessible and integrated network – improvements at Junction 9 would also include improvements for walkers, cyclists and horse riders. The Proposed Scheme would connect the National Cycle Network Route 23 which is severed by the current junction layout.
- 1.5.2 The Proposed Scheme aims to achieve these objectives by introducing free-flow movement between the M3 and A34 at Junction 9. This would reduce congestion and improve journey time reliability on the M3, A34 and local road network.

1.6 Description of the Proposed Scheme

1.6.1 The existing M3 Junction 9 is a grade separated, partially signalised roundabout, connecting multiple nationally and locally significant routes. The M3 here is joined with the A34 towards Newbury and Oxford, the A272 towards Petersfield and southern Winchester, and Easton Lane towards Winnall and northern Winchester.

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:

- Traffic between the M3 to and from Southampton and the A33/A34 to and from Basingstoke and Newbury would be taken out of the roundabout junction by providing free-flow grade separated links.
- Widening of the M3 from a 2-lane motorway with a hard shoulder, to a 4-lane motorway (with hardstrips) between the south-facing roundabout slips and the new free-flow links.
- There will be a new smaller, grade separated, dumbbell roundabout arrangement within the footprint of the existing roundabout, incorporating a new bridge connection over the M3 with walking, cycling and horse-riding facilities.
- There will be new walking, cycling and horse-riding subways through the junction, providing a continuous grade separated route between the South Downs National Park, Winnall and Abbots Worthy.
- There will be connector roads from the new free-flow links to the new dumbbell roundabout.
- There will be improved slip roads to and from the M3.

1.6.4 The Proposed Scheme would include land needed for gantries, signage, a satellite construction compound area, areas for environmental mitigation and areas for drainage requirements. It is important to note that the current proposed draft Development Consent Order Limits could be subject to change as the design progresses and becomes more detailed, but they currently capture the extent of the land we will need, based on the present design.

1.7 What are the key environmental constraints?

1.7.1 The Proposed Scheme is surrounded by a primarily urban area to the west of the M3 and a primarily rural area to the east. The Proposed Scheme would need to take land from the South Downs National Park, which extends to the north, east, south and some areas to the west of the Proposed Scheme.

1.7.2 The River Itchen and associated floodplain lies within the northern part of the Proposed Scheme and 2 groundwater Source Protection Zones lie within the northern extent of the Proposed Scheme.

- 1.7.3 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 400 metres south of the Proposed Scheme.
- 1.7.4 There are a number of scheduled monuments and listed buildings near the Proposed Scheme along with a record of known archaeological assets in the area.
- 1.7.5 Further designations such as Noise Important Areas and Air Quality Management Areas (that do not sit within the Proposed Scheme but are close by) are shown on the Environmental Constraints Plan (Figure 1-2) at the end of this Non-Technical Summary.

1.8 What is Environmental Impact Assessment (EIA)?

- 1.8.1 EIA is the process for identifying the likely environmental effects (beneficial and adverse) of proposed developments and predicting their significance, before development consent is granted. The aim of the EIA is to ensure that 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
- 1.8.2 Through this process, the development should include measures to prevent, reduce or offset the significant, adverse environmental effects of the proposals and enhance the beneficial effects.
- 1.8.3 We will carry out the EIA in line with the EIA Regulations¹ and guidance contained in the *Design Manual for Roads and Bridges*, known as the DMRB. Some environmental topics will follow additional best practice guidance, such as the survey methodology from the Chartered Institute of Ecology and Environmental Management.
- 1.8.4 We submitted a Scoping Report to the Planning Inspectorate on 28 January 2019. Following a period of consultation with stakeholders, a Scoping Opinion was received on 8 March 2019. A copy of the Scoping Opinion can be found at the following link:
- <https://infrastructure.planninginspectorate.gov.uk/document/TR010055-000078>
- 1.8.5 We have considered the Scoping Opinion, where possible, during the preliminary assessments used to inform the preliminary environmental information. The Scoping Report, Scoping Opinion and this preliminary assessment form the basis for us to carry out further EIA work, which will be presented in the Environmental Statement to accompany the DCO application. We will submit a formal response to the points raised in the Scoping Opinion alongside the Environmental Statement.
- 1.8.6 The following chapters set out the preliminary environmental information for the following environmental topics:

¹ The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017

- 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 effects

1.8.7 We will 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 relevant individual environmental topics in the Environmental Statement.

2. Air Quality

2.1 What is the existing environment like?

2.1.1 The Proposed Scheme falls within the local authority area of Winchester City Council. The council has 1 Air Quality Management Area where the annual nitrogen dioxide (NO₂) objective is exceeded, but the Proposed Scheme is not located within the Air Quality Management Area.

2.1.2 Local authority air quality monitoring shows that pollutants are not too high (no exceedances) at monitoring stations within 2 kilometres of the Proposed Scheme, apart from at the Martyr Worthy Road, Kings Worthy diffusion tube station.

2.1.3 According to the Department for Environment, Food and Rural Affairs' background map concentration data and the relevant Pollution Climate Mapping links that intersect the Proposed Scheme, levels of NO₂ and fine particulate matter (PM₁₀ and PM_{2.5}) are below the air quality strategy objectives. Monitoring surveys that we have carried out specifically for the Proposed Scheme have shown that there are not any breaches of the air quality strategy objective for NO₂.

2.2 What are the potential impacts on air quality, and how can these impacts be reduced?

2.2.1 The preliminary assessment in the Preliminary Environmental Information Report has used the work carried out at the option selection stage because the traffic data for the preliminary design stage assessment is not available yet. The preliminary design stage

assessment will include detailed air quality modelling, once we have received the traffic data.

- 2.2.2 Potential impacts from the construction phase relate to changes in traffic emissions on the road network and the potential for nuisance dust as a result of the construction works. In the option selection stage assessment, we concluded that there would be no significant impacts on amenity, human health or designated ecological receptors, providing appropriate mitigation measures were in place. We expect appropriate industry standard mitigation measures to be set out in a Code of Construction Practice as the project progresses.
- 2.2.3 Potential impacts from the operational phase would result from changes in emissions of oxides of nitrogen (NO_x), NO₂, PM₁₀ and PM_{2.5} along the M3 and wider road network because of changes in traffic flows and speeds. We expect the Junction 9 improvements to reduce congestion and make traffic speeds more consistent, despite an overall increase in traffic along the M3. Less congestion and more consistent traffic speeds could partially offset the expected increase in emissions that more traffic would cause. The assessment carried out at the option selection stage concluded that no significant adverse impacts on human health would be likely, and so no mitigation was needed at that earlier stage. Significant impacts would occur at certain locations of the designated ecological areas, but we expect impacts on nitrogen deposition to be less than 1% of the lower critical level for the most sensitive features, and so no mitigation was suggested.

3. Cultural Heritage

3.1 What is the existing environment like?

3.1.1 We have identified a total of 254 cultural heritage assets within the 300-metre study area, including:

- 120 archaeological remains (including Scheduled Monuments)
- 121 historic buildings (including Conservation Areas and Grade 1, Grade II and Grade II* Listed Buildings)
- 13 historic landscape types

3.1.2 Archaeological evaluation, monitoring and recording conducted in March and April 2019 confirmed the presence of in situ archaeological remains, some of which are associated with a known Prehistoric occupation site that extends into the area of the Proposed Scheme. There could also be further unknown archaeological remains situated within the boundary of the Proposed Scheme.

3.2 What are the potential impacts on cultural heritage, and how can these impacts be reduced?

3.2.1 A large portion of the area that could be affected by the Proposed Scheme has already been subject to historical archaeological investigations and mitigation. The potential for in situ archaeological remains is therefore likely to be limited to within the field to the east of the current M3, the thin strip of land between the M3 and the A34, and the location of the construction compound to the north-west.

- 3.2.2 Construction activities could have significant effects on known and unknown archaeological remains in these areas. We expect that a programme of strip, map and sample excavation will be conducted in response to the findings of the invasive survey conducted in March and April 2019. There is also the potential for a programme of archaeological watching brief during construction.
- 3.2.3 Historic buildings and the historic landscape are unlikely to be significantly affected due to the nature of the Proposed Scheme. The Proposed Scheme is largely on the same line or immediately next to the current roads, and the overall setting would not be greatly modified. Maintaining and incorporating appropriate mitigation through design in the form of screening (for example using cuttings, bunds and vegetation) would further reduce any potential effects on the setting of historic landscapes and historic buildings.

4. Landscape and Visual

4.1 What is the existing environment like?

- 4.1.1 The Proposed Scheme area comprises a complex landscape pattern which is dominated by the M3 and A34 roads, the existing grade separated M3 Junction 9 roundabout and slip roads, and other associated features including bridges, cuttings and signage. Established, mixed, native tree and shrub planting of mainly broadleaf species provides an element of screening and landscape integration to the existing road infrastructure.
- 4.1.2 The wider landscape includes the urban area of Winchester to the west of the M3 near Junction 9. Further to the north, residential areas include Headbourne Worthy, Kings Worthy and Abbots Worthy. To the east and south of the M3 is a highly valued landscape of rolling chalk downland, comprising large arable and pastoral fields interspersed with small woodlands and copses, hedgerow field boundaries and a small number of isolated farm holdings or rural dwellings. This landscape forms part of the South Downs National Park, which is a statutory landscape designation of national importance, and also includes a stretch of the River Itchen and associated floodplain crossing the northern part of the Proposed Scheme, extending towards Winchester city centre.

4.2 What are the potential impacts on landscape and visual, and how can these impacts be reduced?

- 4.2.1 The preliminary assessment of the Proposed Scheme shows that there would likely be temporary significant adverse effects on the landscape and people's views because of the construction of the Proposed Scheme. Construction features (compounds, haul roads, traffic management areas) and associated activity, and the loss of vegetation, would be likely to have an adverse impact on the local landscape character of the area and its tranquillity, as well as people's views, including those of local residents, users of Public Rights of Way and long-distance paths. Any lighting used during construction would also be likely to adversely affect night skies, particularly away from the urban areas. Mitigation measures to reduce effects during construction would include removing as little vegetation as possible, avoiding the location of temporary construction features in elevated locations and adopting considerate site management techniques.
- 4.2.2 During operation of the Proposed Scheme, the introduction of new highway infrastructure and traffic and the removal of existing landscape elements would be likely to lead to significant effects on local landscape character and the composition of local views. Some characteristics of the South Downs National Park, such as its vegetation and topography,

would be adversely affected. Light from lighting columns and changes to the visibility of headlights due to loss of vegetation would also likely result in local adverse effects on night skies. To mitigate such effects, we would design earthworks, where possible, to help integrate the Proposed Scheme into the surrounding landscape. We are developing a comprehensive landscape scheme as part of an iterative design process, with input from the project engineers and the environmental disciplines as well as from consultation with relevant stakeholders.

5. Biodiversity

5.1 What is the existing environment like?

- 5.1.1 There is 1 European designated site within 2 kilometres of the Proposed Scheme, namely the River Itchen Special Area of Conservation, part of which passes under the existing A34 and M3 and lies within the Proposed Scheme area (albeit below the carriageway). The River Itchen is also a designated Site of Special Scientific Interest. St Catherine's Hill Site of Special Scientific Interest is located approximately 400 metres to the south of the Proposed Scheme.
- 5.1.2 There are 7 Sites of Importance for Nature Conservation, one of which is also a Road Verge of Ecological Importance, within a 2-kilometre radius of the Proposed Scheme.
- 5.1.3 We have identified several protected species within the Proposed Scheme area, including badgers, bats, dormouse and reptiles.

5.2 What are the potential impacts on biodiversity, and how can these impacts be reduced?

- 5.2.1 The Proposed Scheme could have temporary and permanent effects on habitats and species. Many effects already exist due to the presence of the existing M3 and A34, including disturbance, fragmentation and pollution risks. These effects could be made worse by the Proposed Scheme, or there could be new effects due to habitat loss and temporary site clearance during construction.
- 5.2.2 Best practice construction measures and mitigation measures could be used to reduce the potential for adverse effects on biodiversity, and the landscape and habitat design could incorporate a number of enhancements for biodiversity. Enhancements would include creating areas of new habitat, including woodlands, trees, hedgerows, chalk grassland and pond habitats, as well as adding bat roosting boxes, bird nesting boxes, dormouse boxes and habitat piles to achieve a net gain for biodiversity.

6. Geology and Soils

6.1 What is the existing environment like?

- 6.1.1 The bedrock of the area is mainly Seaford Chalk Formation with alluvium; sand and gravel; clay with flints; and clay, silt, sand and gravel alluvial and superficial deposits. We expect there to be several areas of made (artificial) ground next to the Proposed Scheme area.
- 6.1.2 There are historic landfills in the south of the Proposed Scheme area and 2 further historic landfills within 250 metres of the Proposed Scheme boundary. Potential contaminated

land uses in the area include the use of the motorway, agricultural land, landfills, historic and current industrial land uses and the historic railway line.

6.2 What are the potential impacts on geology and soils, and how can these impacts be reduced?

- 6.2.1 There are a number of sensitive receptors that could be affected by the Proposed Scheme during the construction and operational phases. These include mineral sites, agricultural soils, groundwater in aquifers and Source Protection Zones, surface waters, environmentally sensitive sites, built environment receptors and construction workers.
- 6.2.2 We have developed a preliminary conceptual site model to inform the Preliminary Environmental Information Report. This model outlines the potential sources of contamination, such as historic landfills and potential made ground, potential pathways, such as through inhalation of dust or leaching of contaminants to aquifer, and the potential receptors, such as the health of the construction workers, groundwater and surface water.
- 6.2.3 We are currently carrying out a ground investigation and we will present further information and findings in the Environmental Statement. The conceptual site model will be updated with the ground investigation data for the Environmental Statement.

7. Material Assets and Waste

7.1 What is the existing environment like?

- 7.1.1 Data on the general availability of construction materials in the South East of England and across the UK show significant availability of materials for the construction of the Proposed Scheme. Landfill capacity in the South East has fallen since 1999, but capacity has stabilised and we expect this level of capacity to remain available through the construction period up to the first year of operation of the Proposed Scheme.
- 7.1.2 There are areas designated as mineral safeguarding areas for sharp sand and gravel and a safeguarded mineral processing site in the northern part of the Proposed Scheme.

7.2 What are the potential impacts on materials assets and waste, and how can these impacts be reduced?

- 7.2.1 The Proposed Scheme would use material resources (including those recovered from site arisings) and produce and manage waste during the construction of the Proposed Scheme and its supporting infrastructure.
- 7.2.2 The direct impact of using primary materials (new materials rather than recycled) is the consumption of non-renewable environmental resources. Associated indirect impacts include the release of greenhouse gas emissions, water consumption and scarcity, environmental degradation and pollution, and nuisance to communities (visual, noise, dust).
- 7.2.3 The generation and management of waste directly affects the capacity of waste management facilities within the region. Disposal to landfill has a range of indirect impacts, including the release of greenhouse gas emissions, environmental pollution and nuisance to communities (visual, noise, dust).

- 7.2.4 At this stage, we are not able, until the engineering aspects have been identified, to identify precisely the environmental impacts and effects associated with the use and consumption of materials or the generation and management of waste during construction.
- 7.2.5 Due to the inherent nature of road schemes, the Proposed Scheme would need to use materials and generate waste arisings during construction. We would proactively manage any adverse effects on the use of natural resources and the capacity of off-site waste disposal facilities to reduce such effects.
- 7.2.6 Once constructed, we do not think that the Proposed Scheme would use large quantities of material resources or generate a lot of waste during operation and maintenance.

8. Noise and Vibration

8.1 What is the existing environment like?

- 8.1.1 The existing noise climate varies across the study area. Much of the study area would be dominated by road traffic noise, particularly the areas close to the M3, A34 and A33. However, the study area includes relatively large areas where there are no major roads and these areas would be exposed to lower noise levels.
- 8.1.2 In addition to road traffic noise, there would be localised noise from commercial areas clustered around the west side of Junction 9, as well as some limited noise associated with aircraft arriving at and departing from Southampton Airport.
- 8.1.3 There are 3 Noise Important Areas (areas identified as being particularly susceptible to traffic noise) within the noise model calculation area.
- 8.1.4 There are a number of sensitive receptors near the Proposed Scheme, including residential areas, schools, environmentally sensitive areas, places of worship and Public Rights of Way.

8.2 What are the potential impacts on noise and vibration, and how can these impacts be reduced?

- 8.2.1 The preliminary assessment in the Preliminary Environmental Information Report used the work carried out at the option selection stage because the traffic data for the preliminary design stage assessment is not available yet. We will check the assessment conclusions below using updated traffic data and associated noise modelling and report the final findings in the Environmental Statement.
- 8.2.2 Certain construction activities and operations would be more likely than others to cause potentially significant levels of noise and vibration (for example, piling or large-scale earthworks). Given the nature of the area in which the M3 Junction 9 is situated and the construction of the various highway links that would form the junction, at least 1 substantial structure would be constructed, along with varying lengths of retaining walls.
- 8.2.3 Few, if any, dwellings would be close to the centre of the construction activity. However, as the Proposed Scheme lies within or close to the South Downs National Park, the River Itchen Site of Special Scientific Interest and Special Area of Conservation and a number of long-distance footpaths, some temporary adverse effects would be expected for any users within these designated areas, should they find themselves close to the works. Many of

those affected would be transient users and so would be exposed to noise/vibration over a short period only.

- 8.2.4 The closeness of certain sensitive receptors to M3 Junction 9, combined with the scale and complexity of the works and associated construction traffic and traffic management, means that there could be disruption during construction. Disruption would be more likely where there is night-time working.
- 8.2.5 Although construction-related impacts would be temporary, they could still be enough to need mitigation. We will develop a mitigation strategy during the EIA to reduce any residual noise and vibration impacts during construction, and these would be set out in a Code of Construction Practice.
- 8.2.6 The noise modelling work carried out for the option selection stage included a total of 2,027 residential dwellings in the noise model calculation area. Non-residential, but potentially noise-sensitive, receptors were also considered. The model predicted that, when the Proposed Scheme opens, the vast majority of dwellings and other sensitive receptors would experience a negligible amount of change in noise levels. For the long-term assessment, the model predicted that noise impacts would be no greater than negligible in size for any dwelling or other sensitive receptor considered.
- 8.2.7 For the River Itchen Site of Special Scientific Interest and Special Area of Conservation and the South Downs National Park, the model predicted that most of the areas they encompass would have negligible changes in noise levels, with a small number of areas predicted to experience minor or moderate adverse impacts.
- 8.2.8 Where necessary, noise mitigation measures, in the form of low noise road surfacing and noise barriers, would be incorporated into the Proposed Scheme design to reduce predicted potential noise impacts.

9. Population and Health

9.1 What is the existing environment like?

- 9.1.1 The preliminary baseline assessment of population and human health considered the following issues to be relevant to the Proposed Scheme:
- A local resident population with higher than average rates of respiratory issues, meaning the population could be more susceptible to the effects of air pollution.
 - Residents within the Winnall neighbourhood are relatively deprived compared to neighbouring communities, with potentially fewer means to cope with changes in the area and a higher likelihood to experience poorer health outcomes.
 - Poor provision for potential active travel journeys (walking and cycling), particularly between The Worthys and Winnall industrial estate, suppressing the number of local journeys that can be done by sustainable and active modes.
 - Poor access between Winchester and the South Downs National Park east of the M3 corridor due to inconvenient crossing points with low amenity, which could discourage residents from accessing the countryside and participating in outdoor recreation.

9.2 What are the potential impacts on population and health, and how can these impacts be reduced?

- 9.2.1 During construction, there would likely be some short-term, temporary disruption to access along routes that you use for walking and cycling for either active travel or recreational purposes. However, we expect operation of the Proposed Scheme to improve connectivity and your opportunities to walk and cycle for either active travel or recreational purposes and therefore contribute to health benefits and improve amenity in the local community. In particular, the quality of route along National Cycle Network Route 23 and access into the South Downs National Park would be improved and therefore encourage more use.
- 9.2.2 The Proposed Scheme would therefore be likely to have beneficial effects in relation to the key baseline issues identified above.
- 9.2.3 We expect there to be some disruption to traffic flows during construction. These would be likely to increase driver stress for people using the M3 Junction 9 and the surrounding local highway network on a temporary basis. Once constructed, improved design standards and reduced congestion would likely reduce driver stress.

10. Road Drainage and the Water Environment

10.1 What is the existing environment like?

- 10.1.1 The study area for the Proposed Scheme crosses the River Itchen and one of the River Itchen's tributaries, the Nun's Walk Stream. There are also many ditches, ponds, wetlands and ordinary watercourses associated with the River Itchen floodplain. The surface water bodies within the study area support several services, including biodiversity, recreation, abstraction and several discharges.
- 10.1.2 The Proposed Scheme lies within a groundwater vulnerability classification zone of 'High', these areas are typically vulnerable and easily able to transmit pollution to groundwater. There are a number of groundwater users in the area, including public supply wells, licensed abstractions and private unlicensed abstractions. These could be particularly vulnerable to any disruptions of groundwater flow, provision and quality.
- 10.1.3 The northern and western parts of the study area, particularly the A34 Winchester Bypass and M3 north of Long Walk, extend into an area designated as Flood Zone 3 – an area with a 1% (1 in 100 year) Annual Exceedance Probability risk or greater of flooding associated with the River Itchen and its tributaries. The study area is mainly within an area at very low risk from surface water flooding and has variable susceptibility to groundwater flooding.

10.2 What are the potential impacts on road drainage and the water environment, and how can these impacts be reduced?

- 10.2.1 The Proposed Scheme includes 3 deep cuttings, an underpass and subway which could intersect groundwater. Road drainage would be discharged largely to ground and surface water. Mitigation options would include designing these features in a way that follows best practice and benefits the surrounding environment where possible.
- 10.2.2 Highway design standards have been developed to protect the water environment from highway pollution and to prevent increases in flood risk. There are also established

construction practice guidelines to manage pollution risk during construction. We will carry out further investigations and assessments to inform the EIA process and design. Based on the current information, we expect the Proposed Scheme to be designed to avoid any increase in flood risk, avoid an adverse change in the quality of water being discharged, reduce any impact to water-dependent nature conservation sites and reduce the risk from pollution incidents.

11. Climate

11.1.1 Climate is a consideration in any development proposal involving significant changes in greenhouse gas emissions. The Proposed Scheme would cause changes to greenhouse gases emitted due to the change in vehicle traffic emissions and the construction activities for the Proposed Scheme. Climate is also a consideration in any development proposal because of the effects that climate change can have on a development.

11.2 What is the existing environment like?

11.2.1 The assessment of the effects on climate quantifies emissions of greenhouse gases from the Proposed Scheme to the atmosphere. Sources of emissions include construction carbon, associated with project activities, and transport and road user carbon, including emissions associated with maintenance and refurbishment needs.

11.2.2 The conditions of the existing environment are based on the quantity of emissions that are generated. There are currently no emissions estimates available, but emissions from any single road scheme are unlikely to result in a significant impact to climate in relation to overall national emissions.

11.2.3 The assessment of the vulnerability of the Proposed Scheme to climate change will consider future climate projections and the Proposed Scheme receptors which could be vulnerable to climate changes.

11.2.4 The UK's most recent climate projections indicate that, during the lifespan of the Proposed Scheme, the seasonal average temperatures could increase by up to 3.4°C during the winter and 5.6°C during the summer. Expected future rainfalls show marked seasonal differences, with up to 36% less rain anticipated during summer, and up to 24% more rain during the winter.

11.3 What are the potential impacts on climate, and how can these impacts be reduced?

11.3.1 The preliminary assessment in the Preliminary Environmental Information Report used the work carried out at the option selection stage because there were no construction and air quality updates. This is because the designs are in progress and the traffic data for the preliminary design stage assessment is not available yet.

11.3.2 All aspects of the Proposed Scheme that directly or indirectly result in emissions of greenhouse gases have the potential to result in climate effects. These include:

- Construction of the Proposed Scheme, including delivery of carriageway materials, import of earth fill, and onsite earth movement, delivery and installation of drainage, barriers, signs and lighting, delivery of materials for new roundabout and bridges, installation of major structure and activities for organisations carrying out construction works.
- Operation of the Proposed Scheme, including vehicles using the network.
- Maintenance, repair and refurbishment of the Proposed Scheme, including resurfacing.

11.3.3 While the Proposed Scheme would result in increased greenhouse gas emissions, these would not be considered significant in the context of the UK's carbon budget commitments. It is very unlikely that the impact of a road project will, in isolation, affect the ability of the government to meet its carbon reduction plan targets.

11.3.4 Mitigation measures to reduce the effects of the Proposed Scheme on climate change include reducing the use of resources and use of renewable resources, reducing import and export of materials and using more efficient construction plant and machinery.

11.3.5 Elements of the Proposed Scheme are considered vulnerable to future changes in climate, including road surfacing and structures. Current best practices will inform the design of the Proposed Scheme, which will reduce risks to vulnerable elements of the Proposed Scheme as well as drivers using the junction.

12. Cumulative Effects

12.1.1 The following types of effect are part of the cumulative effects assessment reported in the Preliminary Environmental Information Report:

- Intra-project effects, also referred to as interrelationships between topics. These occur where a single receptor (for example, a residential dwelling) is affected by more than one source of effect arising from different aspects of the Proposed Scheme.
- Inter-project effects, also referred to as cumulative effects. These effects occur as a result of a number of past, present or reasonably foreseeable proposed developments, which individually might not be significant, but when considered together could create a significant cumulative effect on a shared receptor.

12.2 What is the existing environment like?

12.2.1 Seventy other developments were identified for inclusion in the long list of developments during the option selection stage assessment. They comprise 6 agricultural schemes; 13 commercial and industrial schemes; 4 power generation schemes; 7 allocated sites; 8 infrastructure schemes, including a pipeline project and a road scheme; and residential developments. Five developments from the long list were carried forward for further assessment, referred to as the short list. We will continue to review the long list and short list of proposed developments during the EIA process as further applications for development consent or planning permission are made or withdrawn.

12.3 What are the impacts on cumulative effects, and how can these impacts be reduced?

- 12.3.1 The most sensitive receptors in the surrounding area of the Proposed Scheme that could potentially experience impact interactions are residential and community receptors as well as Public Rights of Way users, the immediate area of South Downs National Park, ecological receptors and groundwater and surface water courses.
- 12.3.2 Where other major improvement and construction projects are delivered at the same time as, and near, the Proposed Scheme, there could be cumulative adverse impacts. Conversely, we will also consider opportunities to work with other major projects where this could be beneficial. We expect there to be positive socio-economic effects for the local region when the Proposed Scheme and other identified developments are in operation.

13. Summary of potential effects and proposed mitigation measures

	Potential effect	Proposed mitigation
Air Quality	Changes to levels of air quality emissions pollution, including dust during construction.	We will implement measures to control, reduce and monitor potential effects from construction dust and emissions. We will look to reduce adverse effects on air quality near the Proposed Scheme. We would analyse air quality effects and implement measures to mitigate potentially significant effects in the surrounding environment.
Cultural Heritage	Effects on the setting of historic features and potential impacts on buried archaeology.	The design avoids effects on cultural heritage assets where possible. Where needed, we will provide mitigation for sensitive receptors which could include, where appropriate, screening in the form of cuttings, bunds and vegetation as well as considerate construction practices. We will also implement a programme of strip, map and sample excavations before construction.
Landscape and Visual	Land take from the South Downs National Park. Changes to the tranquillity of the South Downs National Park and changes to views.	The design looks to integrate the Proposed Scheme into the surrounding topography, creating specific landscape forms, retaining vegetation wherever possible and creating and planting new habitats. These designs are in discussions with the land owners as well as stakeholder organisations. Considerate site management will be employed during construction.
Biodiversity	Loss of habitat for protected species, and designated areas for nature conservation.	The design has sought to avoid or reduce the effect on these areas where possible. The potential mitigation for impacts on biodiversity include replacement habitat and enhancements to existing habitats, as well as considerate construction practices.

	Potential effect	Proposed mitigation
Geology and Soils	Potential for encountering existing land contamination, or pollution from construction activities.	Industry standard environmental controls will be put in place during construction to reduce the risk of contamination. Further ground investigations will inform the design and mitigation measures needed.
Material Assets and Waste	Potential for consumption of non-renewable environmental resources and potential impacts on capacity of waste management facilities.	We will look to re-use non-contaminated site arisings generated during demolition, site preparation and construction on site. We will prepare a Site Waste Management Plan before construction starts.
Noise and Vibration	Changes to levels of noise during construction and operation.	We will look to introduce low noise surfacing on new sections of road and the Proposed Scheme will provide noise attenuation (such as barriers) where assessments indicate these are necessary.
Population and Health	Temporary amenity effects and alterations to footpaths and bridleways. Beneficial effects for active travel and connectivity once operational.	Alternative routes and diversions for pedestrians and cyclists would be provided during the construction phase, including appropriate signage to inform and protect pedestrians and cyclists.
Road Drainage and the Water Environment	Changes to water quality and water flows including surface water and groundwater.	Industry standard environmental controls will be put in place during construction to reduce the risk of pollution reaching waterbodies. The highway design standards have been developed to protect the water environment from highway pollution. Further investigations and assessments will inform the design and mitigation measures.
Climate	Potential increase in greenhouse gas emissions from construction and operation. Potential vulnerability of the Proposed Scheme to climate change.	We will look to re-use non-contaminated materials on site to reduce the import and export of materials, as well as use modern construction plant and machinery. The Proposed Scheme would be designed with a view to maximising the operational lifespan of surfaces and structures to reduce the need for maintenance and refurbishment. The Proposed Scheme will ensure resilience to predicted peak rainfalls and increases in peak summer temperatures.

14. What are the next steps?

14.1 Pre-design public consultation

14.1.1 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 EIA and Environmental Statement.

- 14.1.2 Consultation at this stage follows the previous options consultation held on the Proposed Scheme in January and February 2018. This previous consultation presented information about the Proposed Scheme objectives and the preferred option (Option 14), as well as the rationale for excluding other options. The forthcoming pre-design public consultation in summer 2019 will present more detailed proposals for the Proposed Scheme that are being developed.
- 14.1.3 The pre-design public consultation will run for an 8-week period, from 2 July to 27 August 2019. During this period, 6 public consultation events will be held near the Proposed Scheme. Further details about the events can be found within the Statement of Community Consultation. In the first week of the consultation, 4 targeted briefings will be held for key stakeholder audiences, including statutory environmental bodies and local authorities.
- 14.1.4 Information related to the Proposed Scheme, including the preliminary environmental information set out in the Preliminary Environmental Information Report and this Non-Technical Summary, will be available to access on the consultation web page.
- 14.1.5 Members of the public will be 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 will have the opportunity to comment on all aspects of the Proposed Scheme, including the environmental information.
- 14.1.6 Further details of the pre-design public consultation, including events, response channels and deposit locations will be set out in the Statement of Community Consultation, to be published in advance of the consultation.

14.2 After the pre-design public consultation

- 14.2.1 After the consultation period, all responses will be analysed and considered in finalising the Proposed Scheme design and completing the EIA to be reported in the Environmental Statement. To comply with the government's Consultation Principles 2018², results of the public consultation will be published in a Consultation Report within 12 weeks of the end of the public consultation process. The Consultation Report will detail the consultation process and responses received and how they have been taken into account, including any changes to the Proposed Scheme.
- 14.2.2 Highways England must submit an application for development consent to the Secretary of State for authorisation to construct the Proposed Scheme. The Environmental Statement will be submitted with the DCO application. Once the DCO application has been submitted and accepted, the public will have further opportunity to comment on the application.

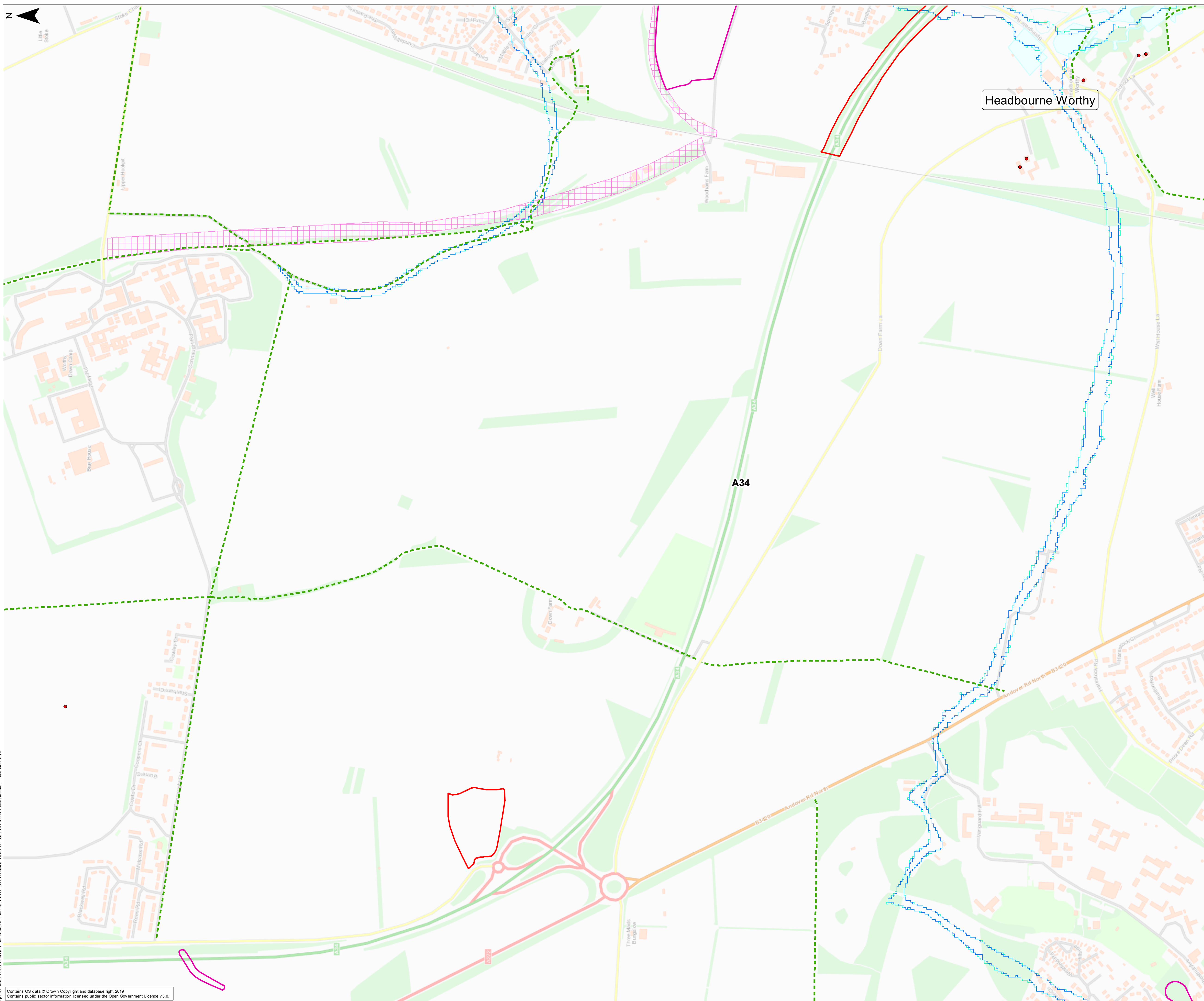
² Government Consultation Principles (2018). [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691383/Consultation_Principles_1_.pdf [Accessed June 2019]

14.2.3 Details of how the DCO process works can be found on the Planning Inspectorate's National Infrastructure Planning website:

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

14.2.4 Highways England's information leaflet on development consent will be among the information available online during the consultation period. You can view all the consultation materials on our webpage at:





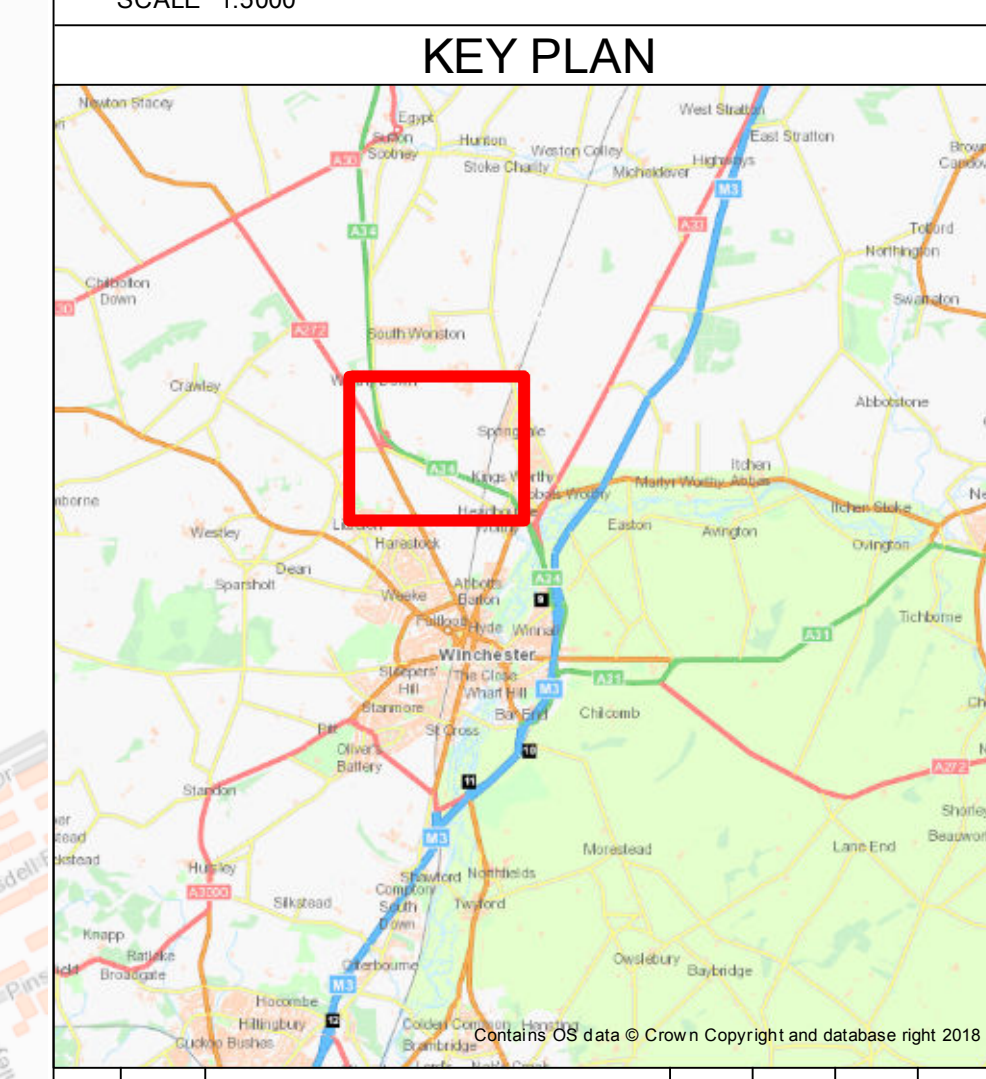
NOTES

LEGEND

- Proposed Order Limits
- Listed Building
- Public Right of Way
- National Trail
- National Cycle Network Route 23
- Scheduled Monument
- Special Areas of Conservation
- EA Flood Zone 3 (1 in 100 or greater AEP)
- EA Flood Zone 2 (1 in 100 - 1 in 1000 AEP)
- Air Quality Management Area (2018)
- Noise Important Area
- Historic Landfill
- Site of Special Scientific Interest
- Registered Parks and Gardens
- South Downs National Park

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P01	28/03/19	Initial Issue	ZRM	LW	AB	MZ
P02	14/06/19	Approved and Accepted	LW	LD	LD	MZ
Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved

DRAWING STATUS

A – APPROVED AND ACCEPTED

CLIENT

SCHEME TITLE

M3 JUNCTION 9 IMPROVEMENTS

DRAWING TITLE

**FIGURE 1-2
ENVIRONMENTAL CONSTRAINTS
(SHEET 1 OF 4)**

DRAWING UNITS U.N.O. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE

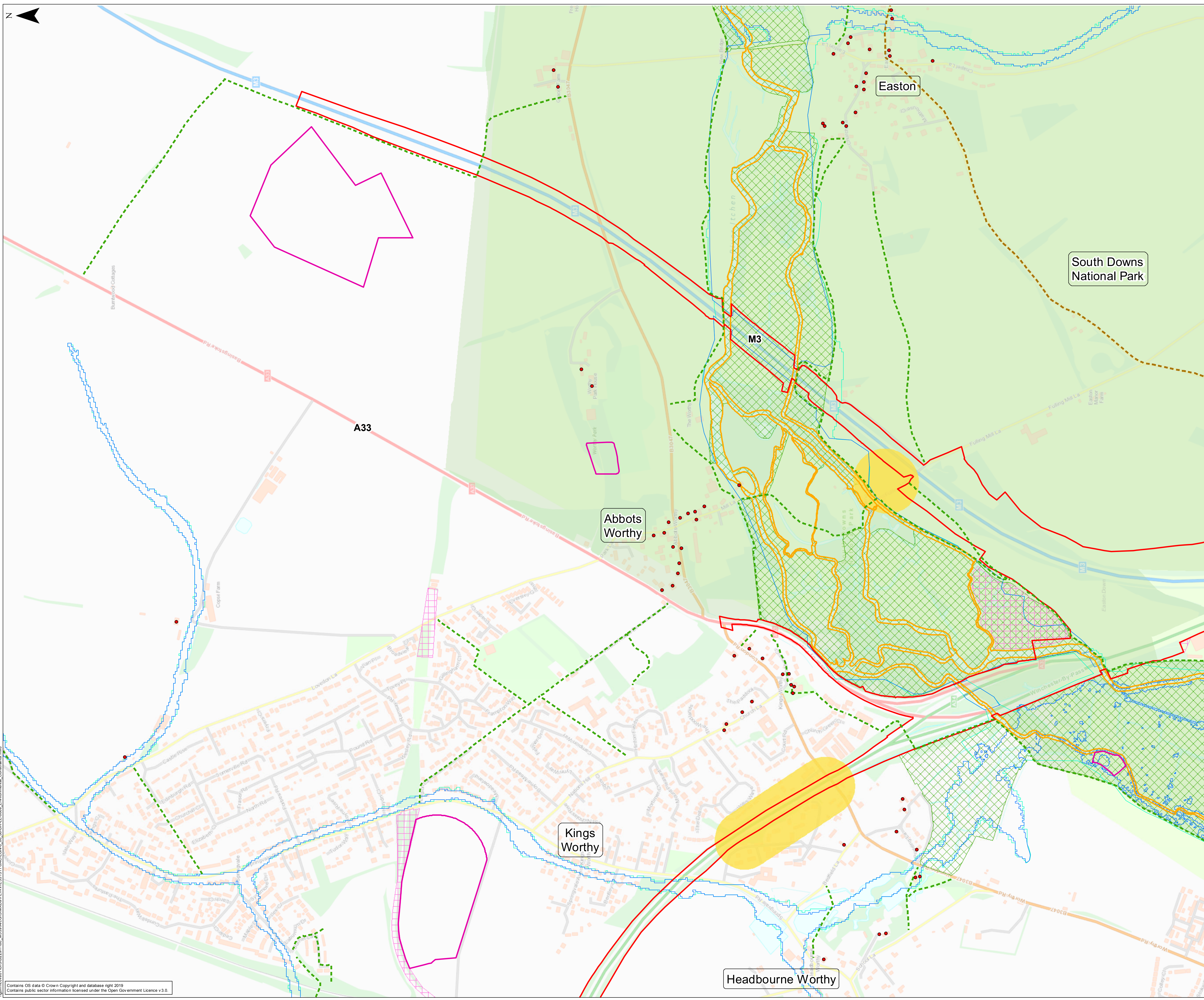
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REV. **P02**

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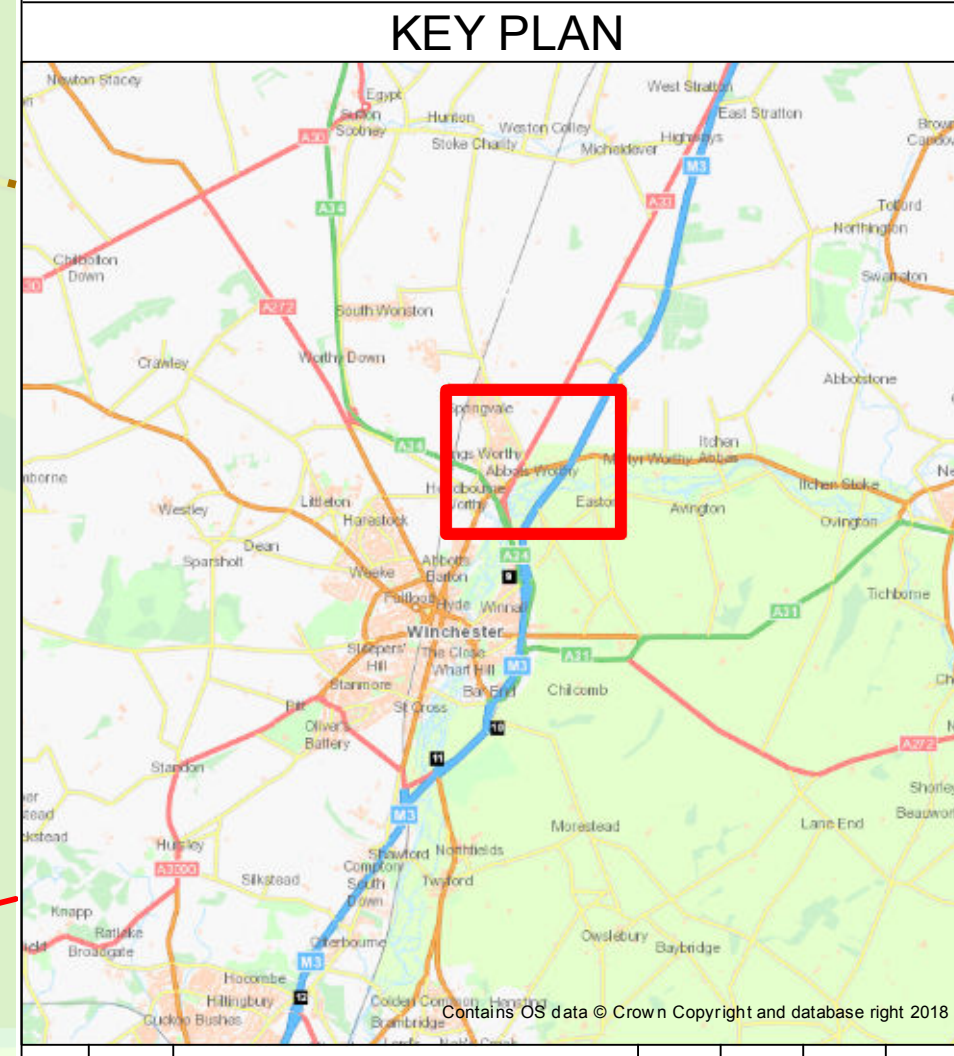


NOTES

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- Air Quality Management Area (2018)
- Noise Important Area
- Historic Landfill
- Site of Special Scientific Interest
- Registered Parks and Gardens
- South Downs National Park

0 100 200 300 400 500 m
SCALE 1:5000



Rev.	Date	Description of revision	Drawn	Checked	Reviewed/Approved
P01	28/03/19	Initial Issue	ZRM	LW	AB MZ
P02	14/06/19	Approved and Accepted	LW	LD	LD MZ

DRAWING STATUS
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CLIENT

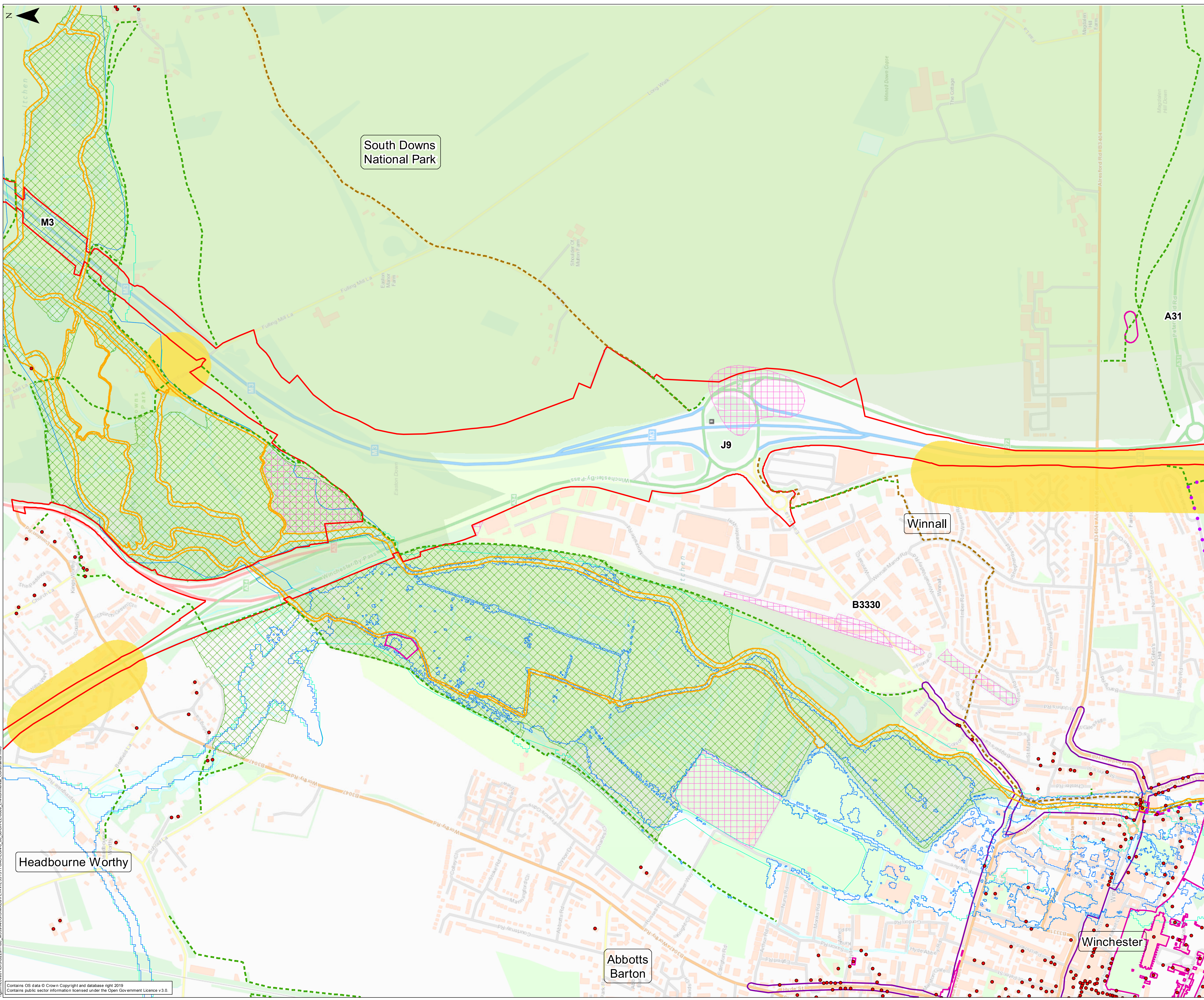
SCHEME TITLE
M3 JUNCTION 9 IMPROVEMENTS

DRAWING TITLE
FIGURE 1-2 ENVIRONMENTAL CONSTRAINTS (SHEET 2 OF 4)

DRAWING UNITS U.N.O.	SCALE AT A1 (841 x 594mm)
ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE	1:5,000
DRAWING No.	REV.
HE551511-JAC-EGN-0_00_00-DR-LE-0009	P02

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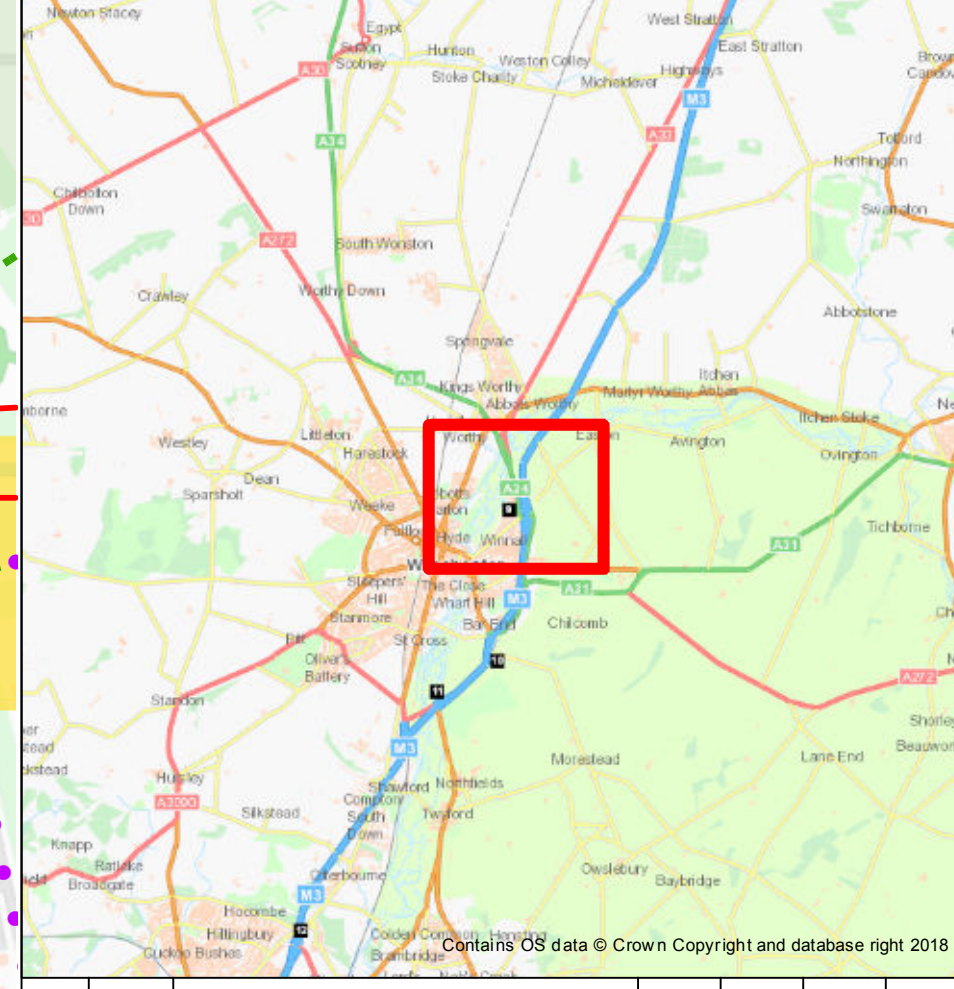
NOTES

LEGEND

- Proposed Order Limits
- Listed Building
- Public Right of Way
- National Trail
- National Cycle Network Route 23
- Scheduled Monument
- Special Areas of Conservation
- EA Flood Zone 3 (1 in 100 or greater AEP)
- EA Flood Zone 2 (1 in 100 - 1 in 1000 AEP)
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0 100 200 300 400 500 m
SCALE 1:5000

KEY PLAN



Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved
P01	28/03/19	Initial Issue	ZRM	LW	AB	MZ
P02	14/06/19	Approved and Accepted	LW	LD	LD	MZ

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SCHEME TITLE: **M3 JUNCTION 9 IMPROVEMENTS**

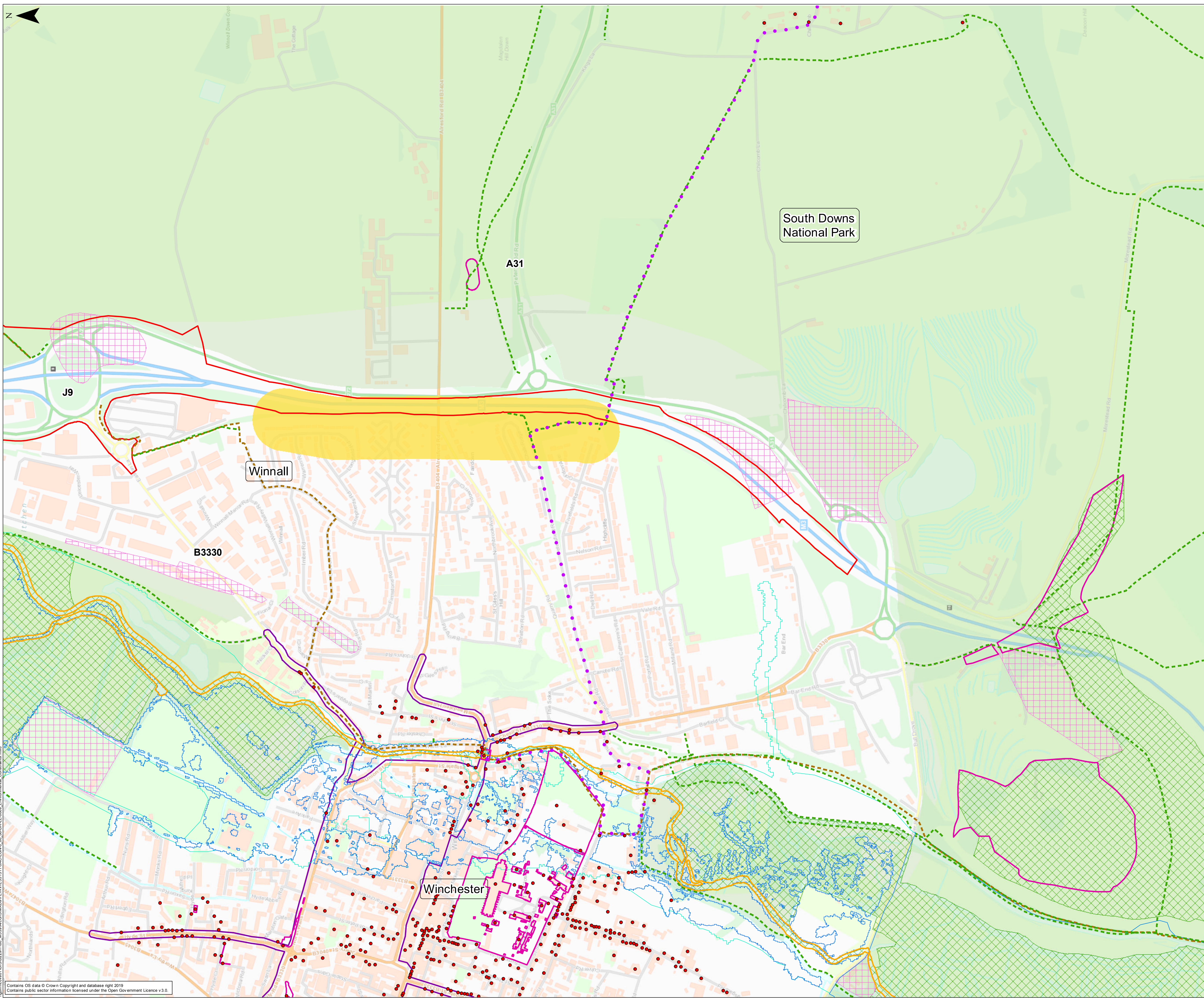
DRAWING TITLE: **FIGURE 1-2 ENVIRONMENTAL CONSTRAINTS (SHEET 3 OF 4)**

DRAWING UNITS U.N.O. ALL DIMENSIONS IN METRES UNLESS STATED OTHERWISE SCALE AT A1 (841 x 594mm) 1:5,000

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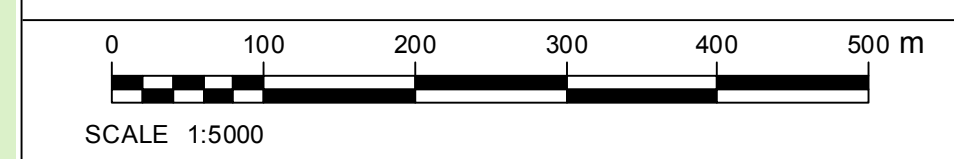
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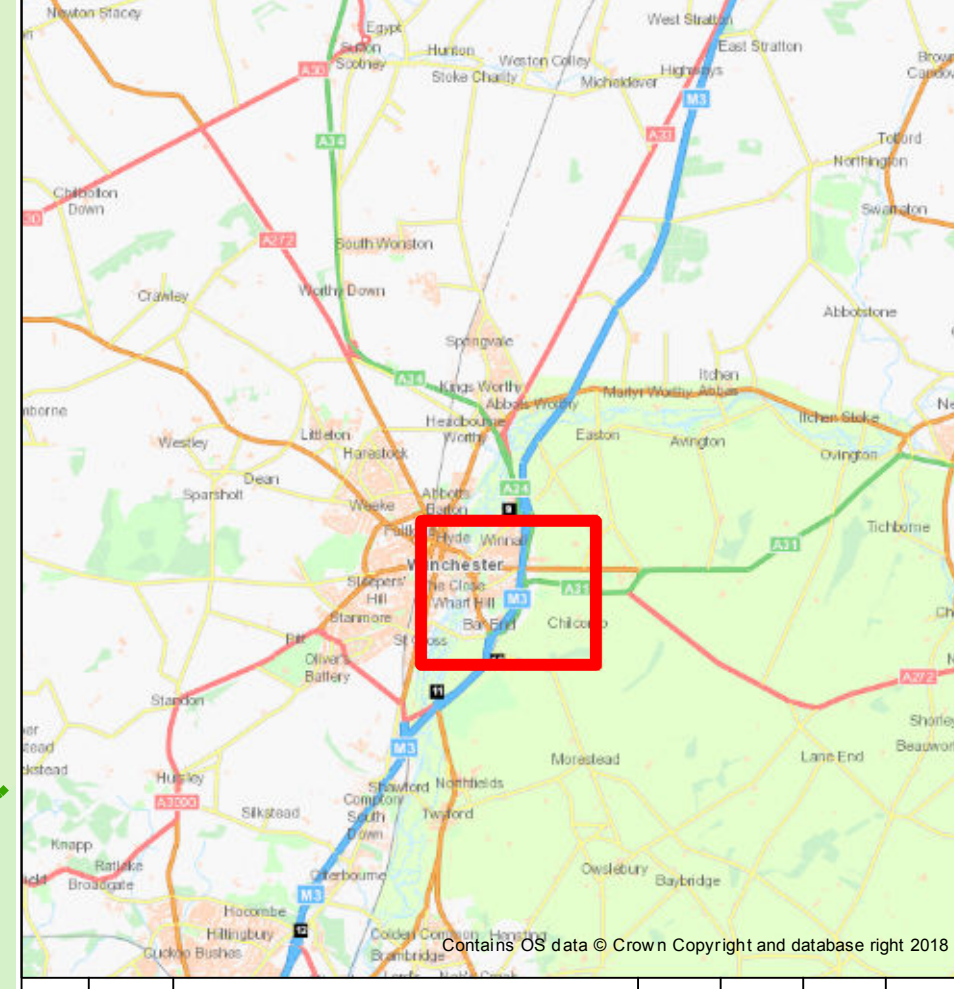
NOTES

LEGEND

- Proposed Order Limits
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P01	28/03/19	Initial Issue	ZRM	LW	AB	MZ
P02	14/06/19	Approved and Accepted	LW	LD	LD	MZ
Rev.	Date	Description of revision	Drawn	Checked	Reviewed	Approved

DRAWING STATUS
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CLIENT

SCHEME TITLE
M3 JUNCTION 9 IMPROVEMENTS

DRAWING TITLE
FIGURE 1-2
ENVIRONMENTAL CONSTRAINTS
(SHEET 4 OF 4)

DRAWING UNITS U.N.O.
ALL DIMENSIONS IN METRES
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SCALE AT A1 (841 x 594mm)
1:5,000

DRAWING No.
HE551511-JAC-EGN-0_00_00-DR-LE-0009

REV.
P02

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Appendix G.12 Public Consultation Summary Report

M3 Junction 9 Improvements Public Consultation Summary Report



Introduction

M3 junction 9 is a key transport interchange. It facilitates an intensive freight generating industry and connects south Hampshire and the wider sub-region, with London via the M3 and the Midlands and the north via the A34.

A significant volume of traffic currently uses the grade separated, partially signalised gyratory - approximately 6,000 vehicles per hour during the peak periods. This acts as a bottleneck on the local highway network and causes significant delays for road users throughout the day. Northbound and southbound movements between the M3 and the A34 are particularly intensive, with downstream queues on the northbound off-slip of the M3 often resulting in safety concerns during peak periods.

Proposed improvements were presented at public consultation in July and August 2019. These improvements included free-flowing road links between the M3 and the A34 both northbound and southbound, with no need to enter the junction 9 roundabout to travel between the A34 and M3. The A34 southbound link will pass under the M3 with a 50mph speed limit.

The proposed changes were designed to reduce congestion on a newly designed dumbbell road layout and make journey times more reliable, improve road safety and reduce air pollution. The scheme also proposed a continuous, segregated route for pedestrians and cyclists crossing the junction.

Our Statutory Consultation

We held our statutory consultation on the proposed improvements to junction 9 over a period of eight weeks, from 2 July to 27 August 2019.

During the consultation period we held six public exhibitions in venues across Winchester, Winnall and Kings Worthy.

Saturday 06 July 2019	10.30am to 8pm	Winchester Guildhall
Wednesday 10 July 2019	10.30am to 8pm	
Friday 12 July 2019	2pm to 8pm	Kings Worthy Community Centre
Saturday 13 July 2019	10.30am to 4.30pm	
Saturday 20 July 2019	10.30am to 4.30pm	Tesco Extra Easton Lane
Saturday 03 August 2019	10.30am to 4.30pm	

The local community and other stakeholders were informed of the consultation by letter and local press. Consultation materials were available online and paper copies could be collected from eight local deposit points.

As the M3 Junction 9 Improvements Scheme is a Nationally Significant Infrastructure Project (NSIP) as defined under the Planning Act 2008 (as amended), the consultation was carried out in line with the requirements of the Act and publicised as a Statutory Consultation.

The Statement of Community Consultation (SoCC) also sets out the approach to consultation and engagement on the scheme. All consultation materials, including the SoCC and the consultation brochure, are available from the statutory consultation website at:



Responses / feedback

We received a total of 526 responses to our statutory consultation.

As with our previous options consultation, the overwhelming majority of respondents who completed the questionnaire (392 in total) agreed with the case for making improvements to the M3 junction 9.

Most agreed the scheme addressed the issues they currently experienced. In particular, 309 respondents agreed the scheme would help to address frequent delays, and 301 respondents agreed it would address unpredictable journey times.

350 respondents believed the changes will improve congestion and over 200 respondents felt that air quality would be improved. Close to 250 agreed the proposed changes will also improve road safety.

Respondents raised a number of issues and concerns in response to the open text questions on the consultation questionnaire, as well as in submissions that did not follow the questionnaire structure (letters and emails).

The key issues raised in feedback included:

- Disruption during the construction period and how this will be managed:
 - Respondents expressed concerns about the length of the construction period and the potential disruption to the local community, public rights of way and increased journey times while the scheme is being built.
 - Some also requested further information on the potential impacts and mitigation proposed during the construction period – for example working times, construction depots, and the potential for noise, light and dust pollution.
 - Some respondents also expressed concern about diverted traffic creating congestion and safety issues on local roads while the scheme is being built.
- The design (alignment) of the scheme
 - While there was strong support for the free-flowing links between the M3 and A34, respondents also expressed concern about the safety of the proposed alignment in terms of the merging of the A34 and A33.
 - Some also had concerns about the speed of traffic at

and through the junction, suggesting measures such as speed limits and enforcement measures, as well as temporary traffic lights on the dumbbell roundabout.

- The potential environmental impact of the scheme
 - Some respondents are supportive of the scheme on the grounds that improvements to the junction will reduce congestion, thereby helping to address existing environmental issues at the junction, especially air pollution, noise and carbon emissions. Others express concern that increasing the capacity of the junction and the M3 will increase the speed and volume of traffic through the junction, which will worsen these impacts.
 - In relation to these and other potential impacts, some felt that insufficient information had been presented on the environmental impacts of the scheme, as well as mitigation measures proposed.
 - Other areas of concern included the potential impact of the scheme on biodiversity, cultural heritage and the visual character of the surrounding landscape.
- Walking, cycling and horse riding facilities

- We received supportive comments on all of the WCH routes proposed in the scheme.
- Some respondents felt the shared cycle and footpath crossing the junction should be widened to allow for future demand. They also called for clearer separation of this path and the carriageway with a safety barrier.
- A range of other suggestions were made relating to WCH facilities, including signage and other safety measures where these routes interface with the road network.

A more detailed explanation and analysis of the issues raised in responses to the consultation will be presented in the full Consultation Report which will form part of our application for development consent.

Conclusions and next steps

We are currently considering a number of alternative design solutions for the M3 Junction 9 Improvements Scheme before progressing an application for development consent. Feedback from the public consultation is being considered as part of the appraisal of these solutions.

If we judge the changes to the scheme to be significant, or if we identify new stakeholders that may be affected, we will consult on the scheme again to ensure that all stakeholders are given the opportunity to comment.

The updated design solution adopted for the scheme will be taken forward in our application for development consent.

You can sign up for updates on the scheme on the project web page at:

[Redacted]

Keep in touch

If you want further information on this scheme please contact a member of the Highways England Project Team using any of the following methods:

In writing: M3 Junction 9 Improvements Project Team, Highways England, Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

By email:

[Redacted]

By phone: 0300 123 5000

Website:

[Redacted]

Appendix G.13 2019 consultation – section 42(1)(d) parties

PIL Reference	
M3J9_151	M3J9_300
M3J9_289	M3J9_204
M3J9_156	M3J9_210
M3J9_160	M3J9_301
M3J9_234	M3J9_215
M3J9_171	M3J9_157
M3J9_290	M3J9_228
M3J9_291	M3J9_191
M3J9_181	M3J9_302
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