

I am the joint owner and resident of [REDACTED]. I have concerns regarding air quality, noise and light pollution both during works and on completion.

The 'Initial Assessment of Principal Issues' states that particular regard will be given to the cumulative impact of the scheme on [REDACTED] but I would suggest that particular regard is also given to all the other properties in close proximity to the works along Easton Lane and Long Walk. The road will be coming closer to our property [REDACTED]

The landscaping and planting at Easton Down is of great importance for screening and reduction in noise levels for those residents along Easton Lane. I note that householders at [REDACTED] have also registered their concerns regarding this. It is difficult to gain an accurate understanding of how the landscape will be once completed. Whilst I welcome the proposed new bridleway, careful consideration should be given to the specifications of the path to balance good drainage and its suitability for users within its downland landscape.

Our property is adjacent to and overlooks the Construction Compound. Our outlook will be very much impacted during works. We have concerns regarding air quality both during works and on completion, particularly as we have a child with respiratory issues. This is a concern shared with residents of [REDACTED]

Currently the lighting at Junction 9 is not particularly intrusive to us. We live within the South Downs National Park with its Dark Skies Policy. We do have concerns that the lighting could become more intrusive both during the works and once completed, particularly during the winter months and before any planting is established.

We are concerned about possible restricted access to property during works, particularly the gateway to our paddock at [REDACTED] opposite the driveway to [REDACTED]. I am concerned that non-motorised access to Winnall and Winchester via the existing Bridleways 502 and 520 will be restricted during works meaning that every journey for us and other nearby properties will be by car. Cycleway 23 is a very well used route, both for recreation and commuting into Winchester with easy access to the railway station.

[REDACTED] has a borehole sited approximately 50-100m from the proposed attenuation and infiltration basin (EDB5). This borehole provides drinking water to our home and adjacent farmland totalling approximately 25 hectares, owned by [REDACTED]. (See map below).

- [REDACTED] – Borehole/Land/Attenuation and Infiltration Basin
- X (orange) Borehole
 - X (yellow) Reservoir
 - X (blue) EDB5
 - (pink)
 - (purple)
 - (green)



We note that the applicant's Hydrogeological Risk Assessment (below) lists Private Water Supplies within 2km of the application boundary. However, it does not show a borehole at [REDACTED]. I believe there is also a domestic borehole at [REDACTED] again not shown on this document.

3.5.2 Private watersupplies

Winchester City Council have previously provided information on private water supply abstractions and discharges, located within a 2 km radius of the Application Boundary. It is understood that the current Application Boundary has been revised and as a result some of these supplies now fall more than 2 km from the Application Boundary.

There are nine boreholes used for private water supplies, all of which are currently active and abstract from the underlying chalk aquifer; details of these can be seen in Table 3.13. The locations of private water supply boreholes are shown on Figure 3.14. Some abstractions to the north are beyond the extent of the map and are therefore not shown.

Since all of the private water supplies are on the western and northern side of the River Itchen, up hydraulic gradient, or across hydraulic gradient at a sufficient distance of the EDBs, the Scheme will have a negligible impact upon them, and they are not considered further here.

Table 3.13 Private water abstractions (within 2 km of initial scheme boundary)

FID	Supply Name	Supply Number	Source Type	Source Eastings	Source Northings	Distance from Application Area
Within Application Boundary						
			None			-
Identified outside of the Application Boundary						
19	[REDACTED]	PW000123	Borehole	451582	135626	2 km north
32	[REDACTED]	PW000118	Borehole	450500	134760	1 km to north
35	[REDACTED]	PW000195	Borehole	447032	133651	2.5 km to north west
51	[REDACTED]	PW000120	Well	449931	130990	90 m to east
58	[REDACTED]	PW000122	Borehole	450989	135290	1.5 km north
77	[REDACTED]	PW000117	Borehole	452132	132220	1.6 km to east
112	[REDACTED]	PW000186	Borehole	449967	128403	500 m to east
133	[REDACTED]	PW000107	Borehole	450776	128265	560 m to south east
136	[REDACTED]	PW000066	Borehole	450992	135448	1.65 km north

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Following my letter to the applicant in November 2022, we received a visit and were told that the basin would only receive run-off from the new bridleway. However, the applicant's Risk Assessment and map (below) clearly shows that it will in fact receive run-off from the road and the bridleway. It is also not clear whether the bridleway will be surfaced or not so the amount of surface run-off cannot be fully understood.

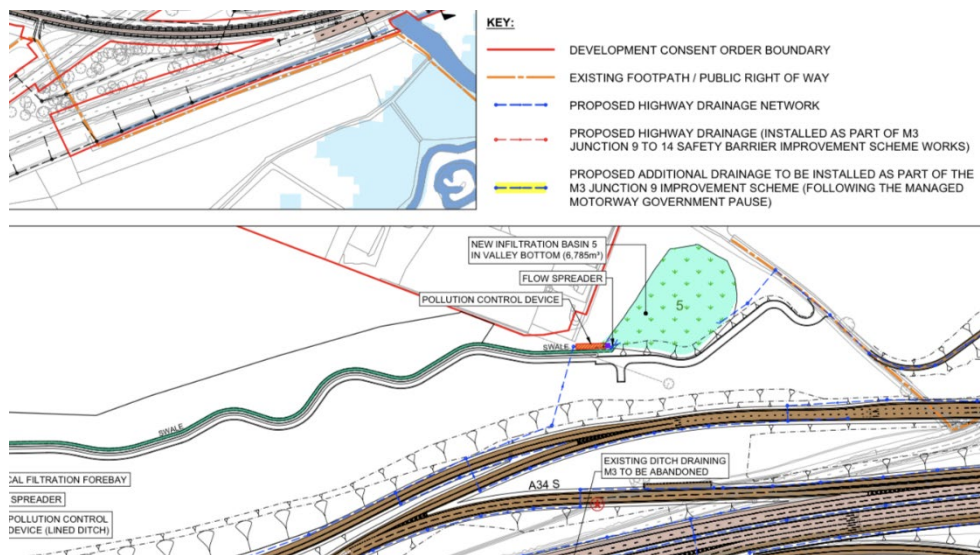


Table 2.1 Summary of attenuation structures

Basin ref.	Type	Source	Inflows	Outfalls
1	EDB (lined)	Highway	From highway	To EDB 2
2	EDB (unlined)	Highway	From highway and EDB 1	To ground and river
3A	EDB (lined)	Highway	From highway	To EDB3B
3B	EDB (unlined)	Highway	From highway and EDB3A	To ground and EDB 3C
3C	EDB (unlined)	Highway	From highway and EDB3B	To ground and river via swale
4	EDB (lined)	Highway	From highway	To EDB 3A
5	EDB (unlined)	Rural overland flow and Highway runoff	From highway and rural land to east	To ground
6	EDB (unlined)	Rural overland flow	From rural land to east	To ground

Each EDB has been assessed using the HEWRAT. As detailed in the HEWRAT Help Guide (Highways England, 2015), the tool considers the following potential pollutants:

The borehole and the infiltration basin are situated at a low point in the landscape and we are concerned that our drinking water supply will become contaminated. The costs and disruption of a new borehole sited away from the basin, or the installation of mains water and future water costs would be considerable.

I am concerned about Long Walk being used for access by works traffic. [REDACTED] are accessed only via Long Walk, a narrow lane which includes a bridge beneath the M3. The resident [REDACTED] is very concerned about the impact the works will have on her property. Several PRow converge near Fulling Mill (Itchen Valley Footpaths 20, 21, 22, 49, 52 and Restricted Byeway 19) and during works access will be restricted. Several of these paths are currently in need of maintenance. Once the new bridleway opens these paths should see increased use and will need to be improved and maintained accordingly.

Denise Rosewell