

M3 Junction 9 Improvement

Scheme Number: TR010055

8.9 Applicant Comments on Local Impact Reports

APFP Regulation 5(2)(q)

Planning Act 2008

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

Volume 8

17 July 2023

Infrastructure Planning

Planning Act 2008

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

M3 Junction 9 Development Consent Order 202[x]

8.9 Applicant Comments on Local Impact Reports

Regulation Number:	5(2)(q)
Planning Inspectorate Scheme Reference:	TR010055
Application Document Reference:	8.9
BIM Document Reference:	HE551511-VFK-HGN-XXXX_XX-RP-IM-40005
Author:	M3 Junction 9 Improvement Project Team, National Highways

Version	Date	Status of Version
Rev 0	17 July 2023	Deadline 3

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1 Introduction

1.1 Purpose of this document

1.1.1 This document sets out the comments of National Highways (the Applicant) on the Local Impact Reports (LIRs) submitted by the following authorities:

- Winchester City Council (**REP2-083**)
- Hampshire County Council (**REP2-066**)
- South Downs National Park (**REP2-071**)
- Eastleigh Borough Council (**REP2-064**)

1.1.2 The Local Impact Reports (LIRs) were submitted to the Examining Authority (ExA) at Deadline 2 of the Examination on 15 June 2023.

1.1.3 The Applicant has responded to paragraphs numbers found in the respective Local Impact Reports, grouping paragraphs where relevant. The paragraph references can be found on the right-hand column of each table.

1.2 Structure of this document

1.2.1 For ease of reference, this document is structured to address each of the LIRs in turn.

- Section 2 relates to the Winchester City Council LIR;
- Section 3 relates to the Hampshire County Council LIR;
- Section 4 relates to the South Downs National Park LIR; and
- Section 5 relates to the Eastleigh Borough Council LIR

2 Applicant comments on Winchester City Council Local Impact Report (LIR)

2.1 Introduction

- 2.1.1 Through this document, National Highways has provided comments on the Local Impact Report produced by Winchester City Council (**REP2-083**) and has responded to the matters raised where relevant and appropriate.
- 2.1.2 National Highways will continue to engage positively with Winchester City Council on all matters that are still subject to discussion throughout the Examination process. This will be reflected in updates to the **Statement of Common Ground with Winchester City Council (7.12.1, REP2-046)** at future deadlines of the Examination.

Section	Paragraph
1. Summary	1.1 – 1.2
<p>The Applicant notes Winchester City Council's summary of its position on the matters raised within its Local Impact Report and will provide comments relevant to each section within this report.</p> <p>The Applicant will continue to engage with Winchester City Council to address matters as part of the Statement of Common Ground with Winchester City Council (7.12.1, REP2-046).</p>	
2. Introduction	
2.1 Terms of Reference	2.1.1 – 2.1.2
<p>The Applicant notes that Winchester City Council has not listed any Design Manual for Roads and Bridges (DMRB) documents in paragraph 2.1.2. The Design Manual for Roads and Bridges LA 104 Environmental assessment and monitoring (Highways England,</p>	

Section	Paragraph
2020) is relevant as it sets objective technical requirements for the environmental assessment of projects which is discussed later in the Local Impact Report.	
2.2 Scope	2.2.1 – 2.2.3
The Applicant has no comments on this section.	
3. Site Description and The proposal	
3.1 Site Description	3.1.1 – 3.1.4
The Applicant has no comments on this section.	
3.2 The Proposal	3.2.1
<p>There are some elements of the Scheme which are not listed in paragraph 3.2.1 but also fall within the administrative area of Winchester City Council. A full non-technical description listed in Paragraph 2.1.6 or Paragraph 2.1.10 in the Introduction to the Application (1.3, Rev 3), the technical descriptions given in Section 2.6 of Chapter 2 (The Scheme and its Surroundings) of the Environmental Statement (ES) (6.1, APP-043). For completeness, the elements that fall within the administrative area of Winchester City Council are listed below. Some of these elements also fall within the boundary of the South Downs National Park.</p> <ul style="list-style-type: none"> ▪ Widening of the M3 from a dual two-lane motorway (two-lane motorway with hard shoulders) to a four-lane motorway (with hard shoulders) between the proposed M3 Junction 9 gyratory north and south slip roads. ▪ A new smaller grade separated gyratory roundabout arrangement within the footprint of the existing roundabout, incorporating new connections over the M3 with improved walking, cycling and horse-riding routes (part). ▪ Connector roads from and to the new gyratory roundabout (part). 	

Section	Paragraph
<ul style="list-style-type: none"> ▪ Improved slip roads to / from the M3 (part). ▪ New structures in the form of gyratory bridges, underpasses, retaining walls, subway and a new cycle and footbridge over the River Itchen (part). ▪ New signage and gantries (part). ▪ Utility diversions (part). ▪ New lighting (subways, underpasses and gantries) (part). ▪ Modifications to topography through cuttings and false cuttings as well as re-profiling of existing landform (part). ▪ New walking, cycling and horse-riding provision (part). ▪ Creation of new areas of chalk grassland, woodland, scrub planting and species rich grassland (part). 	
<p>4. Development Plan and Relevant Policies</p>	
<p>4.1 Winchester Local Plan Part 1 – Joint Core Strategy</p>	<p>4.1.1 – 4.1.2</p>
<p>Three policies outlined below and taken from Table 1 are listed in the Local Impact Report as relevant to the application according to Winchester City Council but they are not subsequently referred to in detail later in the Local Impact Report. These policies are also not referred to within Winchester City Council’s Statutory Consultation (s42) response. They are:</p> <ul style="list-style-type: none"> ▪ CP10 – Transport ▪ CP14 – The Effective Use of Land ▪ CP21 – Infrastructure and Community Benefit 	

Section	Paragraph
<p>The Applicant’s position is that it is in conformity with these policies, whilst noting that policy CP14 is primarily in relation to development density and does not appear directly applicable.</p> <p>Appendix A of the Case for the Scheme (7.1, Rev 1) provides an assessment against the following policies:</p> <ul style="list-style-type: none"> ▪ DS1 - Development Strategy and Principles ▪ CP13 – High Quality Design ▪ CP15 – Green Infrastructure ▪ CP16 – Biodiversity ▪ CP17 – Flooding, Flood Risk and the Water Environment ▪ CP19 – South Downs National Park ▪ CP20 – Heritage and Landscape Character. <p>The following policies are considered in the ‘Principle of Development’ section below.</p> <ul style="list-style-type: none"> ▪ MTRA1 - Development Strategy Market Towns and Rural Area ▪ MTRA4 - Development in the Countryside’ are considered 	
<p>4.2 Winchester Local Plan Part 2 – Development Management and Site Allocations</p>	<p>4.2.1 – 4.2.2</p>
<p>Three policies outlined below and taken from Table 2 are listed in the Local Impact Report as relevant to the application according to Winchester City Council but they are not subsequently referred to in detail later within the Local Impact Report. These policies are also not referred to within Winchester City Council’s Statutory Consultation (s42) response. They are:</p> <ul style="list-style-type: none"> ▪ DM1 – Location of New Development 	

Section	Paragraph
<ul style="list-style-type: none">▪ DM16 – Site Design Criteria▪ DM18 – Access and Parking <p>The Applicant’s position is that it is in conformity with these policies so far as they are relevant, whilst noting that policy DM1 signposts to other policies where countryside location policies apply. DM16 parts i-vii refers to a number of specific design policies relevant to new buildings, not all of which are relevant to the Scheme as an alteration to a motorway junction.</p> <p>Appendix A of the Case for the Scheme (7.1, Rev 1) provides an assessment against the following policies:</p> <ul style="list-style-type: none">▪ WIN3 – Winchester Town Views and Roofscape▪ DM15 – Local Distinctiveness▪ DM17 – Site Development Principles▪ DM19 – Development and Pollution▪ DM20 – Development and Noise▪ DM21 – Contaminated Land▪ DM23 – Rural Character▪ DM24 - Special Trees, Important Hedgerows and Ancient Woodlands▪ DM26 - Archaeology▪ DM29 – Heritage Assets <p>The following policies are considered in the ‘Principle of Development’ section below:</p> <ul style="list-style-type: none">▪ DM10 - Essential Facilities and Services in the Countryside	

Section	Paragraph
<ul style="list-style-type: none"> DM22 - Telecommunications, Services and Utilities 	
4.3 <i>Winchester District Local Plan 2018-2039 (Emerging)</i>	4.3.1 – 4.3.3
<p>The Applicant recognises that the <i>Winchester District Local Plan 2018-2039 (Emerging)</i> is a material consideration but that the weight attached to the policies within it is limited at this stage, given that consultation on the emerging Local Plan under Regulation 18 of <i>The Town and Country Planning (Local Planning) (England) Regulations 2012</i> was completed in December 2022, and no Regulation 19 version of the plan has been published.</p>	
	4.3.4
<p>The Applicant notes reference to the ‘<i>Cart and Horses junction</i>’. The Applicant has outlined its position with respect to the ‘<i>Cart and Horses junction</i>’ in response to the Examining Authority’s Written Questions (ExQ1) issued on 25 May 2023 and this is contained within Appendix A of the Applicant’s Response to the Examiner’s Written Questions (8.5, REP2-051).</p>	
	4.3.5 – 4.3.6
<p>The Applicant notes that Winchester City Council has confirmed that no future policies or allocations are directly dependent on the junction improvement.</p> <p>A list of site allocations included within the <i>Winchester District Local Plan 2018-2039 (Emerging)</i> are set out in paragraph 4.3.6, some of which are repetitions of sites that are also contained within the adopted <i>Winchester District Local Plan 2018-2039 (Emerging)</i>. Where the sites are also within the adopted <i>Winchester District Local Plan 2018-2039 (Emerging)</i> these have been considered within the assessment on cumulative effects and transport, and included where appropriate, in accordance with the criteria and methodology set out in Chapter 15 (Cumulative Effects) of the Environmental Statement (ES) (6.1, APP-056) and the Combined Modelling</p>	

Section	Paragraph
<p>and Appraisal Report (7.10, Rev 1). Sites that are contained in the emerging <i>Winchester District Local Plan 2018-2039 (Emerging)</i> (that are not also repeated in the adopted Local Plan) fall outside the assessment.</p> <p>The Applicant notes that Winchester City Council consider the Scheme to benefit all of the sites referenced in general terms.</p>	
4.4 Other Supporting Documents	4.4.1 – 4.4.2.3
Carbon Neutrality Action Plan	4.4.4.1 – 4.4.1.3
<p>As noted in the Local Impact Report, motorway transport emissions are excluded from Winchester City Council's <i>Carbon Neutrality Action Plan</i> and Winchester City Council's <i>Carbon Neutrality Roadmap</i> (WSP, 2022) given that '<i>these are national infrastructure and will require a national response</i>'. As a consequence, the Scheme's operational road-user emissions do not fall within Winchester City Council's target to be a carbon neutral Council by 2030. It should also be noted that the road-user emissions set out in Chapter 14 (Climate) of the Environmental Statement (ES) (6.1, Rev 2) apply to the study area of the Scheme's transport model. This covers the South East Region of England, and therefore these emissions are not limited to the boundary of Winchester City Council.</p>	
Winchester Air Quality Emerging SPD (draft 2021)	4.4.2.1 – 4.4.2.2
<p>The Applicant notes that Winchester City Council's <i>Air Quality Supplementary Planning Document</i> is limited to residential and non-residential buildings (including energy and plant). Therefore, there is limited direct applicability with respect to the Scheme beyond a requirement for Non-Road Mobile Machinery (NRMM) to meet Stage 5 emissions, albeit for schemes covered by the Supplementary Design Guide.</p> <p>The Applicant notes that the <i>Air Quality Supplementary Planning Document</i> is listed as '<i>draft 2021</i>' in this section but is labelled as '<i>adopted</i>' on the Council's website. The Applicant understands the <i>Air Quality Supplementary Planning Document</i> is adopted but would welcome further clarification from Winchester City Council as to its status.</p>	

Section	Paragraph
	4.4.3
<p>The Applicant considers the <i>Winchester Movement Strategy (2019)</i> in Paragraphs 6.4.27 and 6.4.28 of the Case for the Scheme (7.1, Rev 1).</p>	
<p>Assessment of Impacts</p>	
5.1 Principle of Development	5.1.1 – 5.1.3
<p>The Applicant notes the comment that the <i>Winchester District Local Plan 2018-2039 (Emerging)</i> does not include policies explicitly allowing the principle of major road infrastructure projects.</p> <p>Policy MTRA4 (Development in the Countryside) allows development which has an operational need for a countryside location. Policy DM10 (Essential Facilities & Services in the Countryside) provides further details as to developments permitted within designated countryside. The Applicant notes that Winchester City Council acknowledges that there are exemptions to countryside development and that the location of the works are fixed, as it is an improvement to existing infrastructure. Whilst not explicitly stated by Winchester City Council it is the Applicant’s understanding (based on the wording of paragraph 5.1.3) that the Scheme is in conformity with policies MTRA4 and DM10 of the <i>Winchester District Local Plan 2018-2039 (Emerging)</i>.</p> <p>However, the Applicant would also note that whilst the Scheme does fall within an area defined as ‘<i>countryside</i>’ under Local Plan Policy MTRA4, this designation (shown on Map 26 Winchester East, page 266 of Local Plan 2) doesn’t appear to distinguish between areas of countryside between the urban area of Winchester City and the M3 motorway corridor itself.</p> <p>The Applicant notes policy MTRA1 is listed in the table prior to paragraph 5.1.1 and the relevance is stated that a small part of the application boundary is within the defined settle boundary of Winchester Town. Policy DM22 is also listed in the table and is in relation to utilities and services. The Applicant considers that the Scheme is conformity with these policies in so far as they are relevant.</p>	

Section	Paragraph
5.2 Climate	
Climate Baseline (Applicant categorisation)	5.2.1 – 5.2.4
<p>As noted below in response to 5.2.6-5.2.11 and in the Applicants response to RR102b contained within the Applicant’s Response to Relevant Representations (8.8, REP1-037), there is no legal requirement for road transport or this Scheme to become net zero.</p> <p>In October 2021 the Department for Energy Security and Net Zero published the <i>Net Zero Strategy: Build Back Greener</i>. Following this, in March 2023 the Department for Energy Security and Net Zero published the <i>Carbon Budget Delivery Plan</i> which sets out the detail of how Government policy will enable Carbon Budgets 4, 5 and 6 are to be met. The plan utilises Energy and Emission Projections (EEP 2021-2040) which make assumptions for future economic growth that allow for investment in and the construction of new infrastructure while still enabling the required trajectory toward net zero.</p> <p>The Applicant’s response to RR-102b contained within the Applicant’s Response to Relevant Representations (8.8, REP1-037) provides relevant information with regards to climate baseline data for 2020.</p>	
Flooding (Applicant categorisation)	5.2.5
<p>The Flood Risk Assessment (7.4, APP-157) includes details of all historic flooding records received from the Environment Agency up to the year 2020. A map showing the location of these historic flood incidents is included within Appendix A of the Flood Risk Assessment (7.4, APP-157). The mapping shows several locations of historic flooding within Winchester City Centre. All historic flood events are located outside the Application Boundary.</p>	
GHG Emissions	5.2.6 – 5.2.11

Section	Paragraph
<p>The Applicant’s response to Q6.1.8 in Applicant responses Written Questions (8.6, REP2-051) provides relevant information relating to benchmarking in the context of other schemes.</p> <p>The Applicant’s response to RR-102b in Applicant Responses to Relevant Representations (8.2, REP1-031) provides relevant information relating to mitigation aligning with targets set out in the Net zero highways: our 2030/2040/2050 plan (National Highways, 2021), which in turn aligns with the UK Carbon Budget trajectory to net zero by 2050. The response also sets out that there is no legal requirement for road transport to become net zero.</p>	
Mitigation	5.2.12 – 5.2.17
<p>The Applicant’s response to RR-102b in Applicant Responses to Relevant Representations (8.2, REP1-031) confirms that further work will be undertaken during detailed design, including the development of an internal Carbon Management Plan and Carbon Opportunities Tracker for the Scheme. These will enable carbon savings resulting from design decisions to be quantified and for the Scheme to align with the targets within the Net Zero Highways Plan.</p> <p>As noted above, the Applicant considers the effects to be not significant in accordance with the National Policy Statement for National Networks (NPS NN) and Design Manual for Roads and Bridges (DMRB) LA 114 Climate. Therefore, monitoring is not required by the EIA Regulations. However, as noted in Paragraph 14.11.1 of Chapter 14 (Climate) of the Environmental Statement (ES) (6.1, Rev 2) quarterly GHG emission returns associated with activities of each contractor during construction, including considering the sources and quantity of purchased construction materials with a preference for sourcing locally, shall be reported in accordance with National Highway’s requirements. This process allows National Highways to collect carbon emissions data for construction activities and informs them on their performance in relation to their net zero targets. This is outlined within the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3).</p>	
NTEM 8 (Applicant categorisation)	5.2.18 – 5.2.19

Section	Paragraph
<p>NTEM8 was published as a forthcoming change on 8 August 2022 and published 13 February 2023, which was after the submission of the Application in November 2022.</p> <p>The Scheme transport forecast scenarios were prepared using the version of the National Trip End Model (NTEM) forecasts at the time of the transport assessment and the application submission.</p>	
(No title)	5.2.20
<p>The Applicant notes the acknowledgement from Winchester City Council with respect to alleviating congestion at the junction and the regional and national benefits associated with this.</p> <p>Table A.11 Climate Local Policy Review of the Case for Scheme (7.1, Rev 1) provides a full assessment against Policy DS1 in relation to Climate matters. The response to paragraphs 5.2.12 – 5.2.17 (above) respond to the point raised with respect to adequate mitigation.</p>	
5.3 Historic Environment	
	(table no paragraph number)
<p>Appendix A of the Case for the Scheme (7.1, Rev 1) provides an assessment against the Local Plan Policies CP20, DM24, DM26, DM29.</p> <p>Policy DM25 relates to historic parks and gardens, and Policy DM31 relates to locally listed heritage assets. The proposed Scheme does not impact on any historic parks and gardens or locally listed heritage assets.</p>	
	5.3.1 – 5.3.6

Section	Paragraph
<p>The Applicant notes the comments from Winchester City Council that they consider the details and conclusions of the assessment with respect to the impacts on cultural heritage within Chapter 6 (Cultural Heritage) of the Environmental Statement (ES) (6.1, APP-047) are sound.</p>	
	5.3.7 – 5.3.8
<p>The Applicant has been actively consulting with the Winchester City Council Archaeologist responding to queries and providing further information upon request. The Applicant provides the following in relation to the points that Winchester City Council sets out in its Local Impact Request paragraph 5.3.7:</p> <ul style="list-style-type: none"> ▪ The main works area, Section 3.3 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) (6.3, Rev 1) covers the area of permanent highway works only. Other working zones within the Scheme limits such as landscaping and environmental mitigation to the east of the M3 (Section 3.4) and temporary compounds (Section 3.6) are covered separately in the document. Where relevant a pre-construct strip, map and sample excavation has been stipulated. ▪ Areas to be used for fill or deposition, where existing overburden is not to be removed, will be subject to archaeological mitigation (strip, map and excavate) where overburden is not thick enough to avoid compaction impacts. Detailed designs will be cross referenced with areas of archaeological potential and managed in accordance with the Soil Management Plan. Appropriate mitigation will be determined in consultation with stakeholders, principally the Winchester City Council Archaeologist. Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) (6.3, Rev 1) has been updated to reflect this request and submitted at Deadline 3. ▪ The detailed Archaeology and Heritage Mitigation Strategy and Written Schemes of Investigations (WSIs) for archaeology will take into consideration the Soil Management Plan, which is to be produced and appended to the second iteration Environmental Management Plan (siEMP). Appendix 6.8 (Detailed Archaeology and Heritage Mitigation Strategy) (6.3, Rev 1) has been updated to reflect this request and submitted at Deadline 3. ▪ These opportunities are noted in Section 6.8 of Chapter 6 (Cultural Heritage) of the Environmental Statement (ES) (6.1, APP-047), Section 4 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, Rev 1) and 	

Section	Paragraph
	<p>Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). The second iteration Environmental Management Plan (siEMP) will contain the mechanisms by which the Detailed Archaeology and Heritage Mitigation Strategy will be implemented.</p> <ul style="list-style-type: none"> ▪ As set out in Q11.1.6 of the Applicant responses to Written Questions (8.5, REP2-051) to Examining Authority’s Written Questions (ExQ1) issued on 25 May 2023, the Applicant is committed to exploring mitigation opportunities further during detailed design. These opportunities are noted in Section 6.8 of Chapter 6 (Cultural Heritage) of the Environmental Statement (ES) (6.1, APP-047), Section 4 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, Rev 1) and Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). The second iteration Environmental Management Plan (siEMP) will contain the mechanisms by which the Detailed Archaeology and Heritage Mitigation Strategy will be implemented. For clarity this has been made more explicit within the amended Archaeology and Heritage Outline Mitigation Strategy submitted at Deadline 3. ▪ As set out in Q11.1.2 of Applicant responses to Written Questions (8.5, REP2-051) submitted at Deadline 2, it is not possible to determine costs and capacity required at this stage, but options for long term storage and funding will be included within the Detailed Archaeology and Heritage Mitigation Strategy prepared during the detailed design of the Scheme. The Applicant will seek to include this agreement within Statement of Common Ground with Winchester City Council (7.12.1, REP2-046). ▪ The Applicant notes the need for consultation with all relevant heritage stakeholders regarding the placement of gantries, lighting and signage and is committed to do so through the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) and requirements within the draft Development Consent Order (3.1, Rev 3). ▪ Provision for the ongoing management and maintenance of information panels and other related outreach/ engagement elements will be outlined within Appendix 6.8 (Detailed Archaeology and Heritage Mitigation Strategy) (6.3, Rev 1) and will be determined once the scope of such elements is known. These opportunities are noted in Section 6.8 of Chapter 6 (Cultural Heritage) of the Environmental Statement (ES) (6.1, APP-047), Section 4 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, Rev 1) and Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). The second iteration Environmental Management Plan (siEMP) will contain the mechanisms by which the Detailed Archaeology and Heritage Mitigation Strategy will be agreed and implemented. For clarity this has been made more

Section	Paragraph
<p>explicit within the amended Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, Rev 1) submitted at Deadline 3.</p> <p>The Applicant notes that all mitigation strategies and Written Schemes of Investigations should also be the subject of consultation with the Winchester City Archaeologist prior to their implementation. This is stipulated Paragraph of 3.1.4 in Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, Rev 1).</p>	
<p>5.4 Environmental Health</p>	<p>5.4.1 – 5.4.7</p>
<p>Appendix A of the Case for the Scheme (7.1, Rev 1) provides an assessment against the Local Plan Policies DM17, DM19, and DM20.</p> <p>Whilst it is acknowledged that the City Centre is designated as an Air Quality Management Area (AQMA), this is largely in relation to historic concentrations of NO₂ exceeding the annual average air quality objective. Whilst 2022 monitoring data has not yet been published by Winchester City Council this is unlikely to indicate widespread exceedances of the legal limits.</p> <p>The air quality monitoring undertaken throughout the past few years by Winchester City Council will have encompassed periods where the M3 was highly congested with traffic diverting through the City Centre. However, these short-term increases have limited influence on the annual average measured concentrations. The proposed Scheme seeks to provide additional capacity at Junction 9 and alleviate the risk of congestion and accidents. Therefore, it is considered that the risk of such events impacting upon air quality in the City Centre will diminish once the revised Junction 9 is operational.</p> <p>The potential risk of increased impacts on air quality during the construction phase as a result of diverted traffic flows was considered within Paragraphs 5.9.8 – 5.9.18 of Chapter 5 (Air Quality) of the Environmental Statement (ES) (6.1, Rev 1). This found that there was no risk of significant effects as changes in traffic flows predicted by the strategic model were <1,000 Annual Average Daily Traffic flow through the City Centre. It is acknowledged that the strategic model lacks the resolution to assess short-term fluctuations in traffic flows such as resulting from overnight (or weekend) closures etc., or indeed adherence to the diversion routes. Given the duration of such events and the inherent limited increase in flows on a specific road that could result from non-adherence to diversion routes,</p>	

Section	Paragraph
	<p>these short-term changes to wider traffic flows are not considered to have the potential to result in significant changes to annual average air quality concentrations.</p> <p>The first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) will be further refined during detailed design stages to form the second iteration Environmental Management Plan (siEMP) as the Scheme progresses. During detailed design stage, the following will be required in regard to diversion routes, in addition to those already developed, including:</p> <ul style="list-style-type: none"> ▪ Description of the type of closures needed and diversion routes proposed to be used for each with an indication of how many times this closure/diversion is anticipated to be utilised during the works. ▪ Confirmation that the diversion routes have been agreed with the Operations Directorate, Regional Control Centre, local authorities and emergency services. ▪ Final review of suitability against all areas of the customer service standard for diversion routes for planned works and activities and explanation of where the standard is not met. ▪ Description of the signing provision and any other activities required to reduce the disruption to customers and communities, including the use of variable message signs (VMS). <p>In accordance with Commitment NV1 in Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3), a Noise and Vibration Management Plan will be prepared during detailed design and will form Appendix L of the second iteration Environmental Management Plan (siEMP). This will outline how construction noise and vibration will be managed, monitored and mitigated throughout the construction of the Scheme. Any specific mitigation measures which will be required would be identified at this stage which may include localised acoustic barriers. The Noise and Vibration Management Plan will include:</p> <ul style="list-style-type: none"> ▪ Details of any consents to be sought under Section 61 of the Control of Pollution Act 1974; ▪ Details on proposed site working hours; Requirements for noise and vibration monitoring;

Section	Paragraph
<ul style="list-style-type: none"> ▪ Details on how local residents that may be affected by construction noise and vibration will be notified of activities that have the potential to cause a nuisance; ▪ Details on how complaints will be recorded and responded to. <p>Requirement 3 of the draft Development Consent Order (3.1, Rev 3) requires the siEMP to correspond with and provide additional detail relating to the management of noise, vibration and dust (amongst other things) expressed in the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3).</p> <p>Commitments AQ1-AQ19 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) set out measures to mitigate and monitor potential dust emissions during construction.</p> <p>Winchester City Council will have the opportunity to review the Noise and Vibration Management Plan as part of the consultation of the siEMP.</p>	
5.5 Biodiversity	5.5.1 – 5.5.3
<p>Appendix A of the Case for the Scheme (7.1, Rev 1) provides an assessment against the Local Plan Policies CP15 and CP16.</p> <p>The Applicant has been and continues to be actively consulting with Winchester City Council in respect of biodiversity, responding to queries and providing further information as it becomes available. It is welcomed that Winchester City Council has no overarching objection to the approaches taken in relation to biodiversity. The Applicant provides the following updates in relation to the points that Winchester City Council sets out in its Local Impact Report:</p> <ul style="list-style-type: none"> ▪ Bats (roosting). The Applicant provided further survey information to Winchester City Council on 10 May 2023 which supported the baseline set out in the Environmental Statement (ES) (6.1 - 6.3, APP-042 - APP-153), and information in relation to next 	

Section	Paragraph
	<p>steps prior to construction which are outlined in the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). The Applicant now considers this item closed.</p> <ul style="list-style-type: none"> ▪ Dormice. In December 2022 the Applicant submitted a draft dormouse licence application to Natural England. Natural England responded with comments in March 2023. Whilst Natural England appear comfortable with the approach set out in the draft licence application, including the use of translocation, some requests for further information were received. The Applicant is currently updating the licence submission to include the requested further information and will resubmit in due course. Once updates to the draft licence application are complete and agreed with Natural England, the Applicant will be happy to share details with Winchester City Council. ▪ Badger. The Applicant provided further detailed information to Winchester City Council in relation to mitigation design. The Applicant has confirmed badger setts on-site will be closed under the class license of a badger specialist (as agreed with Natural England in the Statement of Common Ground with Natural England (7.12.5, REP2-048)). The Applicant has confirmed with Winchester City Council that the current intention is for the existing drainage pipe (potentially used as a badger crossing) to be retained and extended in a manner which can be accommodated by the new earthworks. If it is found to be in poor condition it will be replaced during construction. The Applicant now considers this item closed. ▪ Birds. Baseline breeding bird surveys have been updated in 2023 to ensure that data remains current and is sufficient to inform the ongoing design development and mitigation. The Applicant is content to share the results of these surveys with Winchester City Council once the report is finalised. The results of these surveys show that there have been no substantive changes to the baseline presented in the Environmental Statement (ES) (6.1 - 6.3, APP-042 - APP-153). ▪ Reptiles. Reptile surveys have been updated in 2023 to ensure that data remains current and is sufficient to inform the ongoing design development and mitigation. The Applicant is content to share the results of these surveys with Winchester City Council once the report is finalised. As set out in the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3), prior to construction a Reptile Mitigation Strategy will be developed and included within the second iteration Environmental Management Plan. <p>Responsibility of land management. Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102) set outs the current management plan for 25 years. Appendix 7.6 (Outline Landscape and Ecological Management Plan) of</p>

Section	Paragraph
<p>the ES (6.3, APP-102) commits that the Principal Contractor would be responsible for monitoring the establishment of new planting and seeding as set out in line with the detailed landscape scheme specification. They would also be responsible for replacing planting defects during the contracted 5-year establishment period, and any other management prescriptions that are scheduled to be undertaken during the establishment period. Beyond the establishment period, the Landscape and Ecological Management Plan (LEMP) will set out the future maintenance, management, and monitoring requirements which will be the responsibility of National Highways or relevant highway authority as part of the management of the wider road network.</p>	
5.6 Landscape	5.6.1 – 5.6.8
<p>Table A.1 of the Case for Scheme (7.1, Rev 1) provides a full assessment against Policy CP19 in relation to matters of the South Downs National Park. As outlined within Chapter 7 (Landscape) of the Environmental Statement (ES) (6.1, Rev 1) no significant effects in the long-term are anticipated as the proposed landscape mitigation planting successfully establishes.</p> <p>Policy CP19 permits development within the National Park where it is considered to have detrimental impacts to the rural character and setting of landscapes where the proposal is ‘of over-riding national importance’. Notwithstanding the conclusions of Chapter 7 (Landscape) of the Environmental Statement (ES) (6.1, Rev 1) that there would be no significant effects on Landscape in the long-term, the Scheme is considered to be of national importance as it is a Nationally Significant Infrastructure Project (NSIP) as defined by the Planning Act 2008. It is therefore in conformity with Policy CP19 of the Local Plan.</p> <p>Table A.1 of the Case for Scheme (7.1, Rev 1) provides a full assessment against Policy DM15 and DM23.</p> <p>Policy DM15 states features and characteristics should be respected and recognised public views, features and skylines should be conserved or enhanced. The Scheme includes embedded and essential landscape and visual mitigation measures that have been designed to be in keeping with existing landscape character, whilst both minimising any landscape and visual impacts that would arise from the Scheme and providing landscape and biodiversity enhancements through the creation of new woodlands, chalk grassland, and other ecologically valuable and locally appropriate habitats. The landscape strategy aims to reinforce and enhance (where</p>	

Section	Paragraph
	<p>appropriate) existing defined key characteristics and features of the receiving landscape. The design of the Scheme and embedded and essential mitigation measures have sought to conserve and where possible enhance public views, features, and skylines.</p> <p>Policy DM23 supports development outside the settlement boundaries providing it does not have an unacceptable effect on the rural character of the area. The Scheme includes embedded and essential environmental mitigation measures that have been designed to minimise visual intrusion and impacts on tranquillity. In the long term the proposed mitigation measures result in only one significant visual effect from within the South Downs National Park due to a combination of the proximity to the Scheme resulting in continued perceptibility of the Scheme and its elements and the very high sensitivity of the receptor. No other significant effects on landscape and visual receptors are identified. The Scheme is considered to be in conformity with policy DM23 of the Local Plan.</p> <p>The Local Plan Part 1 defines the area outside of defined settlement boundaries as ‘Countryside’ in policy terms and applies Policy MTRA4 to these areas. Whilst the M3 motorway including junction 9 is outside a ‘settlement boundary’ it’s characterisation as ‘designated countryside’ under policy MTRA4 doesn’t appear to distinguish between areas of countryside between the urban area of Winchester City, and the M3 motorway corridor itself.</p> <p>The Applicant has been and continues to be actively consulting with Winchester City Council responding to queries and providing further information on landscape matters. In response to the comments raised in the Local Impact Report the Applicant provides the following responses.</p> <ul style="list-style-type: none"> As detailed in Chapter 10 (Material Assets and Waste) of the Environmental Statement (ES) (6.1, Rev 1) there is estimated to be 384,800m³ of excavated material, at least 83% (664,800t) of which is expected to be reused on the Scheme (the Scheme has been designed to ensure the cut and fill is balanced as far as possible). The material would be a mixture predominantly of topsoil, chalk and other naturally occurring materials. This equates to the 664,800 tonnes in Table 10.15, at a density conversion rate of 2,080 kg/m³. This is the minimum raised material to be reused within the Application Boundary for landscaping purposes (refer to Figure 2.3 of Chapter 2 (The Scheme and its Surroundings (Part 2 of 4)) of the ES (6.2, Rev 1)) and to facilitate the construction of the Scheme.

Section	Paragraph
<ul style="list-style-type: none"> ▪ Gantries and Variable Message Signs (VMS) form part of the Scheme design. The presence of these features has been considered in Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1). A range of Zone of Theoretical Visibility analysis (Figures 7.10 – 7.10.11 in Chapter 7 (Landscape and Visual – Figures (Part 1 of 3)) of the ES (6.2, Rev 1)) has been undertaken with each having been analysed independently. This analysis has informed the assessment of visual effects as set out in Appendix 7.4 (Schedule of Visual Effects) of the ES (6.3, APP-100). For each view location the visibility of each gantry and VMS has been defined. A series of 3D Visualizations (Figure 7.14 in Chapter 7 (Landscape and Visual – Figures (Part 3 of 3)) of the ES (6.2, Rev 1)) has been prepared (with locations agreed with the Local Authorities based on accessibility to the public) with gantries and VMS included where relevant. Visualisation view locations 01, and 03 show the visibility of gantries and VMS. ▪ Temporary haul roads will be reinstated to their previous land use and at the previous elevation following completion of the construction phase of the Scheme (excluding areas subject to land reprofiling as set out on Figure 2.3 of Chapter 2 (The Scheme and its Surroundings (Part 2 of 4)) of the ES (6.2, Rev 1). Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) identifies commitment LV14 in the Record of Environmental Actions and Commitments Table, which seeks to ensure soils are reinstated to support the end use with the land use identified. <p>The Applicant notes the comments in relation to the South Downs National Park. Responses to the South Downs National Park Authority’s Local Impact Report are set out in Section 4 of this report.</p>	
5.7 Trees	5.7.1 – 5.7.3
<p>Appendix A of the Case for the Scheme (7.1, Rev 1) provides an assessment against the Local Plan Policy DM24.</p> <p>The Applicant has been actively consulting with Winchester City Council responding to queries and providing further information. In response to the comments raised in the Local Impact Report the Applicant provides the following responses.</p> <p>The loss of trees is detailed in Appendix 7.5 (Preliminary Arboricultural Impact Assessment) of the ES (6.3, APP-101). Replacement tree planting is defined on Figure 2.3 of Chapter 2 (The Scheme and its Surroundings (Part 2 of 4)) of the ES (6.2,</p>	

Section	Paragraph
<p>REP2-029). Indicative species and specification for replacement tree planting is detailed in Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102). As detailed in Chapter 8 (Biodiversity) of the Environmental Statement (ES) (6.1, APP-049) the Scheme achieves a biodiversity net gain. The Scheme results in an increased area of trees and woodland planting.</p>	
<p>General Remarks</p>	
<p>6.1 Highways</p>	<p>6.1.1 – 6.1.2</p>
<p>The Applicant has outlined its position with respect to the Cart and Horses junction in response to the Examiner’s Written Questions (ExQ1, PD-008) and this is contained within Appendix A of the Applicant’s Response to the Examiner’s Written Questions (8.5, REP2-051).</p>	
<p>6.2 Public Rights of Way and Non-motorised routes</p>	<p>6.2.1 – 6.2.4</p>
<p>The Applicant notes that Winchester City Council sees benefits of the alterations to the Public Right of Way to create greater access for more users to the countryside.</p> <p>The Applicant notes that Winchester City Council sees no conflict with policy DM23.</p> <p>The Applicant notes that Winchester City Council are supportive of the proposed ‘Long Road – Easton’ and ‘Kings Worthy – Winnall’ non-motorised routes, and notes that Winchester City Council acknowledge collaboration with host authorities has taken place.</p> <p>The Rights of Way and Access Plans (2.4, Rev 1) have been updated to show widths surface material and shared use status, as part of the Deadline 2 submission on the 15 June 2023.</p>	
<p>6.3 Impact Beyond Application Site</p>	<p>6.3.1 – 6.3.2</p>

Section	Paragraph
<p>The Applicant is uncertain exactly as to the Council's exact points of clarification and would welcome further detail from Winchester City Council. The Work Plans (2.3, Rev 2) and General Arrangement Plans (2.5, APP-009) show the proposed layouts at the northern end of the application boundary towards the junction of the B3407 and A33.</p> <p>The layouts show the termination of the proposed new 3m wide footpath and cycle track for northbound cyclists going from the gyratory to Kings Worthy and the proposed road alignment until the junction. For pedestrians there is an existing uncontrolled crossing across the A33 to allow for north-south pedestrian movements to continue (as the footway currently swaps from the west to the east side at this location). Pedestrians heading towards the Cart and Horses Public House and parts of King's Worthy have an existing footway set off from the corner of the junction, that connects to the B3047. For pedestrian journeys continuing north a footpath remains to allow access to Lovedon Lane and along the A33.</p> <p>Requirement 12 of the draft Development Consent Order (3.1, Rev 3) requires further detailed designs to be approved in consultation with the relevant planning authority which would be Winchester City Council. They will therefore be consulted on further design details.</p>	<p>6.3.1</p>
<p>The Applicant understands the reference at paragraph 6.3.2 is in relation to the B3335. The diversion route referred to will effectively loop traffic under the M3 Junction 11 utilising the existing southbound off slip and the northbound on slip to this junction, and will therefore not go onto the local roads towards Twyford. Therefore, additional traffic from this diversion will not go onto local roads. The southern turning point will not affect the pedestrian crossings leading to the Itchen Way which are signalised and cross the A3090 and B3335.</p>	<p>6.3.2</p>

3 Applicant comments on Hampshire County Council Local Impact Report (LIR)

3.1 Introduction

- 3.1.1 Through this document, National Highways has provided comment on the Local Impact Report produced by Hampshire County Council (**REP2-066**) and has responded to the matters raised where relevant and appropriate.
- 3.1.2 National Highways will continue to engage positively with the Hampshire County Council on all matters that are still subject to discussion throughout the Examination process. This will be reflected in updates to the Statement of Common Ground at future deadlines of the Examination.

Section	Paragraph
1. Introduction	1.1 – 1.3
The Applicant acknowledges Hampshire County Council’s introduction to the Local Impact Report, and their position as the Local Highway Authority. The Applicant further acknowledges the comment regarding the Statement of Common Ground and will continue engagement as part of this process.	
2. Site Description and surroundings	2.1 – 2.3
The Applicant notes Hampshire County Council’s comments.	
3. Details of the proposal	3.1 – 3.3
The Applicant notes the Hampshire County Council’s description of the Scheme and considers this to be consistent with description outlined in Section 3.4 of the Case for the Scheme (7.1, Rev 1) , although it is noted it is not a full description of all works.	
3.4	

Section	Paragraph
As stated in Paragraph 2.8.8 of Chapter 2 (The Scheme and its Surroundings) of the Environmental Statement (ES) (6.1, APP-043) , the construction phase for the Scheme is due to start in late 2024, with operation due to commence in winter 2027.	
4. Relevant planning history and any issues arising	4.1
The Applicant notes that Hampshire County Council is satisfied with the planning history as outlined in the Case for the Scheme (7.1, Rev 1) (referred to as 'Planning Statement' by Hampshire County Council).	
5. Planning Policy	5.1
The Applicant notes that the Hampshire County Council are content with the planning policy context as presented by the Applicant. The Applicant will respond to the Local Impact Reports of Winchester City Council and South Downs National Park Authority separately.	
6. Highways and Transportation	
6.1 Sustainable Transport	6.1.1
The Applicant notes that Hampshire County Council's supports the delivery of an enhanced footway and cycleway connecting Kings Worthy and the land uses at Winnall.	
	6.1.2
Article 14 (3) of the draft Development Consent Order (3.1, Rev 3) sets out that a footpath, cycle track or bridleway must be maintained by and at the expense of the Local Highway Authority from its completion.	
It is noted that the discussions between the Applicant and the Hampshire County Council are ongoing regarding the maintenance of the structural elements to the River Itchen footbridge and the northbound A34 subway.	

Section	Paragraph
	6.1.3
<p>The Applicant notes the Hampshire County Council’s comment regarding the local bus networks and rail network.</p>	
6.2 Traffic flow impacts	6.2.1 – 6.2.12
<p>The Applicant notes that Hampshire County Council is satisfied with the use of the strategic transport model to assess the impacts of the Scheme on regional traffic flows. The <i>Hampshire County Council Local Impact Report (LIR) (REP2-066)</i> indicates that Hampshire County Council takes a more cautious approach to assessing the impact of the Scheme on the local network, and in particular with regard to specific junctions. The Applicant notes that the LIR includes extracts from the operational assessment from Section 7.3 of the Transport Assessment Report (7.13, Rev 1), which was undertaken using the operational model that provides more detailed traffic modelling in the vicinity of the Scheme.</p> <p>The Applicant notes that Hampshire County Council recognises that the Scheme will bring congestion and journey time benefits to the local network with resultant positive impacts for the policy ambitions contained within the Winchester Movement Strategy.</p> <p>The Applicant notes Hampshire County Council’s request further analysis of the new gyratory and refers to the strategic and operational traffic modelling which indicate a reduction in journey times and delay on Easton Lane on approach to M3 Junction 9 with the introduction of the scheme. The Applicant considers that this predicted improvement in traffic conditions as a result of the Scheme confirms that the proposed design is appropriate and that further assessment of the option to introduce traffic signals at the gyratory is not required.</p>	
6.3 Winchester Movement Strategy	
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Section	Paragraph
<p>The Applicant has considered the Winchester Movement Strategy (2019) in Paragraphs 6.4.27 and 6.4.28 of the Case for the Scheme (7.1, Rev 1). The Applicant notes that Hampshire County Council consider that the Winchester Movement Strategy is supportive of strategic highway improvements that deliver benefits to Winchester, and that the Scheme will help achieve this aim.</p>	
	6.3.5
<p>The Applicant notes Hampshire County Council’s comments on predicted impacts in Winchester city centre where Section 7.3 of the Transport Assessment Report (7.13, Rev 1) indicates that traffic flows on several local roads within Winchester City are predicted to decrease.</p> <p>Chapter 5 (Air Quality) of the Environmental Statement (ES) (6.1, Rev 1) states that annual average NO₂ concentrations are predicted to decrease within Winchester City Centre as a result of decreased modelled traffic flows on the B3420 and Bar End Road, as a consequence of the increased capacity at M3 Junction 9 and less through traffic accessing Junctions 10 and 11. The Applicant acknowledges Hampshire County Council’s comment that air quality improves in Winchester City Centre with less traffic diverting through Winchester with the Scheme in place.</p>	
6.4 Highway Safety	6.4.1 – 6.4.2
<p>The Applicant notes Hampshire County Council’s comments on highway safety and its overall observation that the Scheme will provide a safer layout in terms of accident numbers.</p>	
6.5 Impact on A33/B3047 (Cart and Horses) Junction	6.5.1 – 6.5.11
<p>The Applicant has outlined its position with respect to the Cart and Horses junction in response to the and this is contained within Appendix A of the Applicant’s Response to the Examiner’s Written Questions (8.5, REP2-051).</p>	
6.6 Scheme interface with Hampshire Network (including approach to detrunking)	6.6.1 - 6.1.3

Section	Paragraph
<p>The Applicant confirms that discussions are on-going with Hampshire County Council regarding detrunking.</p> <p>The Applicant requests that the County Council confirm which '<i>trunk road in question</i>' they require written confirmation on. The trunk roads that are being de-trunked are set out in Schedule 3, Part 3 of the draft Development Consent Order (3.1, Rev 3) as illustrated by the de-trunking plans. The extent of stopping up is illustrated by the rights of way and access plans.</p> <p>The areas illustrated to be de-trunked in the de-trunking plans illustrate the mainline of the highway being de-trunked. It was not the intention for the de-trunking plans to align with the recognised highway boundary. The pinkwash demonstrates the extent of the mainline carriageway that is being de-trunked in accordance with section 265 Highways Act 1980.</p> <p>The Applicant's intention regarding the stopping up and de-trunking of highways are illustrated in the rights of way and access plans and de-trunking plans as described by Schedule 3, Part 3 and Schedule 4, Part 1 of the draft Development Consent Order (3.1, Rev 3).</p> <p>The Applicant's intention would be that where highways are undergoing both a de-trunking and stopping up process that any such declaration would be done simultaneously. This ensures that the Applicant, as a strategic highway authority, is not left with land or interest not associated with a trunk road which would be outside the authority granted to it by the Secretary of State.</p>	
	6.6.4
National Highways will provide the information relating to the highway boundary to Hampshire County Council.	
	6.6.5

Section	Paragraph
<p>The Applicant notes reference to the ‘<i>Cart and Horses junction</i>’. The Applicant has outlined its position with respect to the Cart and Horses junction in response to the Examining Authority’s Written Questions (ExQ1) issued on 25 May 2023 and this is contained within Appendix A of the Applicant’s Response to the Examiner’s Written Questions (8.5, REP2-051).</p>	
	6.6.6
<p>The Applicant is unclear as to what Hampshire County Council is referring to here and would be grateful for clarification to be provided.</p>	
	6.6.7
<p>The Applicant is reviewing their preferred asset handover and management arrangements and will agree with Hampshire County Council the maintenance and ownership arrangements as soon as possible. The process for agreeing the list of assets and any associated commuted sums for future maintenance will be agreed between the Applicant and Hampshire County Council.</p>	
	6.6.8
<p>The Applicant is still reviewing their preferred asset handover and management arrangements and will agree with Hampshire County Council the maintenance and ownership arrangements as soon as possible.</p>	
	6.6.9
<p>The limits of deviation within the draft Development Consent Order (3.1, Rev 3) allow the design to be amended subject to the limitations set out therein.</p>	

Section	Paragraph
The design will be reviewed during the detail design stage, in light of the comments, and the detailed design will be subject to consultation with Hampshire County Council in accordance with Requirement 12 of the draft Development Consent Order (3.1, Rev 3) .	
	6.6.10
The Applicant can confirm that the boundary treatment to the 3m wide cycle track will be fenced. The request to offset the fencing is subject to a review in detail design and will be subject to consultation with Hampshire County Council in accordance with Requirement 12 of the draft Development Consent Order (3.1, Rev 3) .	
	6.6.11
Lighting is proposed in all cycle track/footpath underpasses.	
	6.6.13
The request to re-surface the Tesco roundabout and the entrance to the site compound of the Spitfire Link is not required as part of the Scheme as no permanent works are to be undertaken in this area.	
	6.6.14
The Applicant notes the request to undertaken condition surveys prior to start of works and it is intended that condition surveys will be included within the legal agreement between Hampshire County Council and the Applicant.	
	6.6.15
The Classification of Road Plans (2.8, Rev 1) have been updated to clarify the classified road extent.	

Section	Paragraph
	6.6.16
<p>The Applicant confirms that discussions are ongoing in relation to authorised works on the local highway network.</p>	
6.7 Construction impacts	6.7.1
<p>Full road closures of the M3 are to be limited to off peak times being night-time working with the exception of the M3 Northbound Onslip and other specific circumstances referred to in paragraphs 3.3.13 – 3.3.18 of the Outline Traffic Management Plan (7.8, Rev 1).</p> <p>The Applicant understands that the reason for the request is due to concerns of increased congestion at Three Maids Hill and on to Andover Road to Winchester. Additional measures at Three Maids Hill, such as forced turns, are being considered by the Applicant.</p> <p>The alternative diversion route suggested by Hampshire County Council onto the A303 will divert traffic from a non-motorway route on to the M3 motorway and is therefore not feasible for non-motorway traffic. If the alternative route proposal is implemented, then a secondary route for non-motorway traffic will also be required. This would be as per the current preferred diversion route.</p> <p>The requested diversion route also has significant increased journey times for diverted traffic as the A303 link to the M3 is a northbound merge only at Junction 8. Therefore, the proposed diversion would send traffic east on the A303 to Junction 8 on the M3 northbound and then traffic exit at Junction 7 and return south at Junction 7 to Junction 9 where the diversion ends. A residual effect of this diversion route would be increased congestion at Jct. 7 where traffic is exiting and returning on to the M3. Due to these constraints the Applicant maintains its position that the proposed diversion route is the most appropriate route for customer road users and minimising congestion.</p> <p>With regards to clarity on pedestrian and cycle links, see Paragraph 2.8.33 of Chapter 2 (The Scheme and its Surroundings) of the Environmental Statement (ES) (6.1, APP-043).</p>	

Section	Paragraph
The proposed diversion route to the South or NCN23 is Easton Lane, Long Walk (South), Fair Lane and then to Alresford Road.	
	6.7.2
See clause 15.5 in the Traffic Management (Hampshire County Council) Permit Scheme Variation Order 2022 stating that fees are payable by Statutory Undertakers, but highway authorities are not charged. This has been confirmed previously with NRSWA Permit Scheme Manager / Traffic Manager.	
	6.7.3 – 6.7.4
<p>Article 20 of the draft Development Consent Order (3.1, Rev 3) applies to roads in respect of which the undertaker is not the traffic authority, which would include Local Highway Authority roads such as the spitfire link A272 and Easton Lane. Article 20 does not apply to the Strategic Road Network (the M3, A34, and A33).</p> <p>Article 20(2) requires the consent of the traffic authority and Article 20(5) sets out the provisions for the notice period required for temporary effects to the road network relevant to this article.</p> <p>The Applicant will continue to engage with Hampshire County Council during the construction period as part of the continued engagement relating to temporary traffic management.</p>	
7. Public Rights of Way	
	7.1 – 7.2
The Applicant notes and agrees that discussions are on-going with reference to a legal agreement between Hampshire County Council and the Applicant with regards to managing the impacts to the Public Rights of Way. Article 12 (3) of the draft Development Consent	

Section	Paragraph
<p>Order (3.1, Rev 3) requires the undertaker to give notice of any works to footpaths and therefore the request from Hampshire County Council is already addressed, regarding notice and approval being required prior to works affecting any Public Rights of Way.</p>	
	7.3 – 7.4
<p>Appendix 12.1 (Schedule of Population and Human Health Effects) of the ES (6.3, APP-141) provides a full assessment of the significant effects during construction on the Public Right of Way network.</p> <p>Table 12.25 of Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053) provides a summary of significant construction effects on walking, cycling and horse-riding routes. It is noted that the impacts to the NCN 23 Route (and the Winchester Bridleway 502, and 520 which follow this route) would be major adverse during construction due to the very high sensitivity of this route and the need to divert it away from the existing gyratory. Discussions are on-going with local cycle groups to establish if any improvements to the diversion routes proposed can be made. During construction the A33 southbound footpath and Easton Lane footpath would experience major adverse effects due to the routes being lost during construction, however new routes along the proposed realignment would be provided once the Scheme is operational. It is anticipated that there would be negligible adverse to no change for all other paths and routes (17 out of 22) that interact with the Application Boundary, including for the South Downs Way and other long-distance footpaths.</p> <p>Article 16 (4 – 6) of the draft Development Consent Order (3.1, Rev 3) requires consent from the street authority to temporarily stop up, alter, divert or restrict the use of any street. Applications submitted pursuant to this article will include information relating to the duration of closures and diversions.</p> <p>If a street authority which receives an application for consent under paragraph (4) fails to notify the undertaker of its decision before the end of the period of 28 days beginning with the date on which the application was made, it is deemed to have granted consent.</p> <p>The Applicant notes the request for a Public Right of Way Management Plan and considers that the Outline Traffic Management Plan (7.8, Rev 1) can be amended to include agreed principles on the information to be provided relating to Public Rights of Way</p>	

Section	Paragraph
diversions. It will seek to discuss this with Hampshire County Council in advance of making any changes to the Outline Traffic Management Plan (7.8, Rev 1) .	
	7.5
<p>Article 28 (1-3) of the draft Development Consent Order (3.1, Rev 3) give details of the extinguishment of stopping up of highways and private means of access and provision of new highways and private means of access. Dedication and permanent diversion are addressed in Article 28 of the draft Development Consent Order (3.1, Rev 3).</p> <p>The principle of commuted sums is under discussion between National Highways and Hampshire County Council.</p> <p>Details of the connection between Itchen Valley 49 and Headbourne Worthy 6 will form part of the discharge of Requirement 12 of the draft Development Consent Order (3.1, Rev 3) prior to commencement of construction.</p>	
8. Lead Local Flood Authority	8.1 – 8.8
<p>The Applicant notes that Hampshire County Council’s is satisfied with the drainage strategy and mitigation measures proposed in relation to the management of surface water runoff, and that the Lead Local Flood Authority (LLFA) considers that the overall strategy is appropriate.</p> <p>As stated by the Lead Local Flood Authority, the LLFA accepts that the design of the infiltration features is ongoing and revisions will be made through the detailed design stage, taking into account the updated results from the additional groundwater monitoring and infiltration testing where appropriate and relevant.</p> <p>Requirement 13 of the draft Development Consent Order (3.1, Rev 3) states that no part of the authorised development is to commence until details of the surface water drainage system, reflecting the mitigation measures set out in Chapter 13 (Road Drainage</p>	

Section	Paragraph
<p>and the Water Environment) of the Environmental Statement (ES) (6.1, APP-054), are approved in consultation with the Lead Local Flood Authority.</p> <p>The Applicant notes that consultation is ongoing with Hampshire County Council with regards to the potential disapplication of the Ordinary Watercourse Consent process. This is currently still noted as being under discussion in the current Statement of Common Ground with Hampshire County Council to be submitted at a later deadline as discussions are continuing.</p>	
<p>9. Public Health</p>	<p>9.1</p>
<p>The Applicant notes Hampshire County Council’s comments that the Scheme will promote health through improved access for pedestrians and cyclists and improved highways environment for drivers and passengers through the reduction of traffic and congestion.</p> <p>With regards to a full Health Impact Assessment (HIA) in support of the Development Consent Order application, the Applicant maintains that it is best practice to consolidate all health considerations in one place, alongside supporting information produced by other Environmental Statement Chapters.</p>	
<p>9.2 Population and Health –</p>	<p>9.2.1 – 9.2.3</p>
<p>The Applicant notes Hampshire County Council’s comments that the Scheme will promote health through improved access for pedestrians and cyclists and improved highways environment for drivers and passengers through the reduction of traffic and congestion.</p> <p>With regards to a full Health Impact Assessment (HIA) in support of the Development Consent Order application, we maintain that it is best practice to consolidate all health considerations in one place, alongside supporting information produced by other Environmental Statement Chapters. The scope of the assessment of impacts is made in direct accordance with guidance from Design Manual for Roads and Bridges (DMRB) LA 112 Population and Health (Highways England, 2020). As such, community land and assets are</p>	

Section	Paragraph
<p>assessed separately from other categories including walking, cycling and horse-riding. Paragraph 12.4.1 of Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053) outlines these categories as follows:</p> <ul style="list-style-type: none"> ▪ The Community land and assets category comprises the following variables: land, buildings and infrastructure providing a service/resource to a community, such as open spaces, village greens, village halls, healthcare and education facilities. ▪ The Walkers, cyclists and horse-riders category comprises routes and paths used by walkers, cyclists and horse-riders. <p>Assessments of community land and assets have not included factors outside of this guidance. As such, Table 12.8 of Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053) details community land and assets within 500m of Application Boundary. Assessments related to Public Rights of Way are included in the walking, cycling, and horse-riding category. Table 12.11 of Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053) demonstrates the existing Public Rights of Way or routes that directly interact with the Scheme.</p>	
9.3 Air Quality, Traffic, Congestion	9.3.1
<p>The Applicant notes Hampshire County Council's comments that Hampshire Public Health support the principle of any highways development which supports a reduction in air pollution in and around Junction 9.</p>	
9.4 Climate	9.4.1
<p>The Applicant notes that Hampshire County Council welcomes and encourages any measures taken to mitigate the impacts of climate change and support the reduction of sizable impact of transport through the Scheme.</p>	
9.5 Noise and Vibration	9.5.1

Section	Paragraph
<p>In accordance with Commitment NV1 in Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3), a Noise and Vibration Management Plan will be prepared during detailed design and will form Appendix L of the second iteration Environmental Management Plan (siEMP). This will outline how construction noise and vibration will be managed, monitored and mitigated throughout the construction of the Scheme. Any specific mitigation measures which will be required would be identified at this stage which may include localised acoustic barriers. No part of the Scheme will start until this has been subject to stakeholder engagement including Winchester City Council. The Noise and Vibration Management Plan will include:</p> <ul style="list-style-type: none"> ▪ Details of any consents to be sought under Section 61 of the Control of Pollution Act 1974; ▪ Details on proposed site working hours; ▪ Requirements for noise and vibration monitoring; ▪ Details on how local residents that may be affected by construction noise and vibration will be notified of activities that have the potential to cause a nuisance; ▪ Details on how complaints will be recorded and responded to. <p>Requirement 3 of the draft Development Consent Order (3.1, Rev 3) requires the siEMP to correspond with and provide additional detail relating to the management of noise, and vibration (amongst other things) expressed in the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3).</p>	
<p>10. Comments on specific Articles of Draft DCO</p>	
	10.1
<p>The Applicant notes the approach of Hampshire County Council.</p>	

Section	Paragraph
Article 3 Disapplication of legislative provisions	10.2
The Applicant is in discussions with Hampshire County Council regarding the disapplication of section 23.	
Article 6 Maintenance of Authorised Development	10.3
The Applicant will seek to agree with the County Council outside of the Development Consent Order the details of access for maintenance of the authorised development. The Development Consent Order makes clear that exercise of the rights under article 6 can be made subject to an agreement.	
Article 11 Street Works	10.4 – 10.7
<p>A permit scheme cannot apply to works executed pursuant to a section 50 licence (Reg 6 Traffic Management Permit Scheme (England) Regulations 2007 (“the Permit Regulations”).</p> <p>The Development Consent Order ensures that the works are not pursuant to a section 50 licence as the Development Consent Order is deemed to grant statutory right to street works making the Applicant an undertaker for the purposes of the street works regime (Article 11(2) Development Consent Order, Section 48 New Roads and Street Works Act 1991).</p> <p>The regulation 38, Permit Regulations disapply the following elements of NRSWA:</p> <ul style="list-style-type: none"> (a) section 53 (the street works register); (b) section 54 (advance notice of certain works); (c) section 55 (notice of starting date of works); (d) section 56 (power to give directions as to timing of street works); 	

Section	Paragraph
<p>(e) section 57 (notice of emergency works); and (f) section 66 (avoidance of unnecessary delay or obstruction)</p> <p>The Development Consent Order disapplies:</p> <p>(a) section 56 (power to give directions as to timing of street works); (b) section 56A (power to give directions as to placing of apparatus); (c) section 58 (restriction on works following substantial road works); (d) section 58A (restriction on works following substantial street works); (e) section 73A (power to require undertaker to re-surface street) (f) section 73B (power to specify timing etc. of re-surfacing) (g) section 73C (materials, workmanship and standard of re-surfacing) (h) section 78A (contributions to costs of re-surfacing by undertaker); and (i) schedule 3A (restriction on works following substantial street works).</p> <p>The Development Consent Order specifically applies:</p> <p>(a) section 54 (advance notice of certain works), subject to paragraph (6); (b) section 55 (notice of starting date of works), subject to paragraph (6); (c) section 57 (notice of emergency works); (d) section 59 (general duty of street authority to co-ordinate works); (e) section 60 (general duty of undertakers to co-operate); (f) section 68 (facilities to be afforded to street authority); (g) section 69 (works likely to affect other apparatus in the street);</p>	

Section	Paragraph
<p>(h) section 75 (inspection fees); (i) section 76 (liability for cost of temporary traffic regulation); and (j) section 77 (liability for cost of use of alternative route),</p> <p>In the Development Consent Order, sections 54 and 55 of the 1991 Act as applied by article 13(4) have effect as if references in section 57 of that Act to emergency works were a reference to a stopping up, alteration or diversion (as the case may be) required in a case of emergency.</p> <p>The overlap between the sections that the Development Consent Order applies to and the Permit Regulations disapply amounts to sections 54, 55, and 57. These are the notice provisions under the NRSWA regime and given the permit regime would not be necessary to apply. The Permit Scheme also only applies to that part of a street which falls within the local highway authority jurisdiction. It does not apply to the strategic road network.</p> <p>Given that there is no guarantee as to the continued existence of a Permit Scheme, the Applicant considers it prudent that the Development Consent Order applies these sections against the Authorised Development with the proviso that for the permit scheme currently in place there is a specific acknowledgment that this will take priority.</p> <p>As such the Applicant would be content to amend Article 13 of the draft Development Consent Order (3.1, Rev 3). The Applicant would welcome Hampshire County Council’s comments on the proposed wording.</p> <p>‘(8) Nothing in this article affects the operation of the traffic management permit scheme the Traffic Management (Hampshire County Council) Permit Scheme Order 2019 as varied by the Traffic Management (Hampshire County Council) Permit Scheme Variation Order 2022 operated by a local highway authority pursuant to the Traffic Management Permit Scheme (England) Regulations 2007 (SI 2007).’</p>	
Article 12 Power to alter layout etc of street	10.8 – 10.10

Section	Paragraph
<p>The Applicant considers that Hampshire County Council’s request of three months is unreasonable and that 42 days is sufficient.</p> <p>Article 12(2) requires any temporarily altered street to reinstated to the reasonable satisfaction of the street authority. Article 12 also permits the permanent alteration of a street with the consent of the street authority. The consent process ensures that works are carried out appropriately and they will be appropriately carried out by the Applicant as operator of the strategic road network.</p> <p>The DCO does not envisage that the street authority will be inspecting the works undertaken by the Applicant. Consequently, there will be no costs to be recovered</p>	
<p>Article 14 Construction and maintenance of new, altered or diverted streets and other structures</p>	<p>10.11 – 10.17</p>
<p>Regarding the transfer of authorised development being contingent on the works meeting the necessary design and safety standards, it should be noted that in the cases of Article 14(1-3) that the works must be done to the reasonable satisfaction of the local highway authority.</p> <p>As to the operation of article 14(5), in relation to any highway being de-trunked, these works are not subject to the reasonable satisfaction of the local highway authority as those highways would already be built to the standard required of the Applicant as a strategic highways authority.</p> <p>Regarding Article 14(6), given that this article operates to confirm the degree of adoption in relation to the bridge structure and confirms that in the case of a bridge constructed to carry a highway over a special or trunk road that the local highway authority would adopt only the highway surface and waterproofing membrane, then the requirement for that work to be to the reasonable satisfaction of the local highway authority would be caught by article 14(1) in its application to any highway.</p> <p>Regarding Article 14(7), this article operates to confirm that where a bridge carried a highway over another highway and neither of those highways are trunk road or special roads that the local highway authority will maintain the entire structure of the bridge. This subclause is also subject to general requirement of article 14(1), as article 14(1) relates to all highways which the Development Consent</p>	

Section	Paragraph
<p>Order defines by reference to the Highways Act 1980, that Act confirms in its definition of a highway at section 328, that where a highway passes over a bridge that bridge is to be taken to be part of the highway.</p> <p>The Development Consent Order operates to avoid the need for further legal agreements. The Applicant does not consider that any security (including by way of a s106 agreement or Development Consent Order requirement) is required in respect of the authorised development being undertaken on the local highway authority network. The Applicant will be bound by the requirements proposed in relation to detail design which ensures that detailed design is carried out so that it is in accordance with the preliminary scheme design shown on the works plans and the engineering drawings and section, unless otherwise agreement by the Secretary of State following consultation with the relevant planning authority and local highway authority on matters related to their function.</p> <p>However, the Applicant will continue to engage with Hampshire County Council to resolve their concerns where possible.</p>	
<p>Article 15 Classification of Roads</p>	<p>10.18 – 10.19</p>
<p>The Applicant is discussing matters relating to de-trunking with Hampshire County Council.</p>	
<p>Article 16 – Temporary Stopping up and restriction of use of streets</p>	<p>10.20</p>
<p>The Applicant notes that the Hampshire County Council will have been subject to the Southampton to London Pipeline which requires a decision within 42 days. In this case, given there is a limited extent of highway over which the Applicant is not the street authority the Applicant’s position is that 28 days is sufficient time for a highway authority to decide on the temporary stopping.</p>	
<p>Article 17 Permanent stopping up and restriction of use of streets and private means of access</p>	<p>10.21</p>
<p>Please see the Applicant’s response to 6.6.1-6.6.3, however, the Applicant is also discussing this directly with Hampshire County Council.</p>	

Section	Paragraph
Article 19 Clearways	10.22
<p>The Applicant asks the County Council to explain the method of control it wishes to place on the road to ensure restrictions akin to a clearway are put in place and whether exercise of a traffic regulation order restricting use of parking along that highway under article 20 would be sufficient.</p>	
Article 28 Public rights of way	10.23
<p>The Applicant appreciates that whilst article 28 provides that a site notice must be erected on each end of the rights of way to be extinguished 28 days prior to the extinguishments that the local highway authority would benefit from having this notice sent through direct to them and as such propose to amend article 28(2) to read as follows with additions underlined and italicised.</p> <p>(2) Prior to the extinguishment of each of the public rights of way identified in columns (1) to (3) of Parts 1 and 2 of Schedule 4 and shown on the rights of way and access plans, the undertaker must erect a site notice at each end of the rights of way to be extinguished no less than 28 days prior to the extinguishment of that right of way <i>and must ensure a copy of this site notice is provided to the local highway authority for their information at the same time</i>"</p>	
Article 39 Felling or lopping of trees	10.24
<p>The Applicant does not consider that compensation in accordance with a CAVAT valuation is appropriate. The Scheme includes extensive landscape proposals which includes the planting of trees.</p>	
Schedule 2 Paragraph 12 Detailed Design	10.25
<p>The Applicant does not consider that it is necessary or appropriate that the local highway authority approve detailed design of the local highway elements of the Scheme. They will have the opportunity to comment on the detailed design as they are required to be consulted. However, it is well established that the Secretary of State is the most appropriate person for approval of detailed design for</p>	

Section	Paragraph
<p>National Highways Schemes, see M25 Junction 10 Development Consent Order 2023, A417 Missing Link Development Consent Order 2022, and the A303 Sparkford to Ilchester Dualling Development Consent Order 2021. This reflects that detailed design over the highway elements will be based on the preliminary design, DMRB regulations, and the principles in the Design and Access Statement.</p> <p>The local highway authority has a mechanism for control of those elements being dedicated in article 14(1)-(3) which ensures works are done to the reasonable satisfaction of the local highway authority. This ensures that there is no negative impact on the County Council's responsibility as local highway authority.</p>	
<p>Schedule 2 Paragraph 13 Surface water drainage</p>	<p>10.25</p>
<p>The Applicant does not consider that the proposed amendments to Schedule 2 Paragraph 13 sub-paragraph (1) are necessary as the documents referred to form appendices to Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 - 143).</p> <p>The Applicant does not consider that the addition of sub paragraph (2) is necessary. The matters referred in this paragraph will form part of the details for the surface water drainage system.</p> <p>The Applicant agrees to the inclusion of the words '<i>and maintained</i>' in sub paragraph (2) (noting the rejection of Hampshire County Council's sub paragraph (2)).</p>	
<p>Conclusion</p>	<p>11.1 – 11.2</p>
<p>The Applicant notes the comments made by the Hampshire County Council.</p> <p>The Applicant has provided detailed responses to cover these topics in preceding sub-parts.</p> <p>The Applicant looks forward to continued engagement with the Hampshire County Council.</p>	

4 Applicant comments on South Downs National Park Authority Local Impact Report (LIR)

4.1 Introduction

- 4.1.1 Through this document, National Highways has provided comment on the LIR produced by South Downs National Park Authority (**REP2-071**) and has responded to the matters raised where relevant and appropriate.
- 4.1.2 National Highways will continue to engage positively with the South Downs National Park Authority on all matters that are still subject to discussion throughout the Examination process. This will be reflected in updates to the Statement of Common Ground with the South Downs National Park Authority at future deadlines of the Examination.

Section	Paragraph
Executive Summary	-
The Applicant acknowledges South Downs National Park Authority's Executive Summary.	
1. Introduction and Terms of Reference	1.1 – 1.4
The Applicant acknowledges South Downs National Park Authority's introduction to the Local Impact Report, and their position as the Local Planning Authority.	
2. Site Description	2.1 – 2.8
The Applicant notes South Downs National Park Authority's comments and recognises the description of the site is in line with the South Downs National Park Authority Landscape Character Assessment.	
3. The Proposal	3.1 – 3.2

Section	Paragraph
<p>The Applicant acknowledges South Downs National Park Authority’s description of the Proposal and considers this consistent with Chapter 2 (The Scheme and its Surroundings) of the Environmental Statement (ES) (6.1, APP-043).</p> <p>The Applicant acknowledges the South Downs National Park Authority’s statement that approximately 62% of the Application Boundary falls with the South Downs National Park. While this is factually accurate it is however not a fair depiction of the works being undertaken in the National Park. When looked at as a whole the area being used for new highway infrastructure is small with larger areas dedicated to providing environmental mitigation and enhancement.</p> <p>The Applicant acknowledges South Downs National Park Authority’s summary of key points (Paragraph 3.2). The Applicant also acknowledges South Downs National Park Authority’s submission of plans in Appendix A of the LIR.</p>	
<p>4. The South Downs National Park</p>	
<p>Designation of the South Downs National Park (SDNP)</p>	<p>4.1 – 4.5</p>
<p>The Applicant notes the South Downs National Park Authority’s reference to the Inspectors Report for Park Designation (2006) and particularly the reference to the <i>‘exhilarating panoramic views across open downland’</i>. This quote is taken from paragraph 7.6 of the Inspector’s report, which also states, <i>‘While this ribbon [the M3 corridor] is visually intrusive, away from the B3404 and the M3 corridor this lightly settled tract of rolling chalk landscape is largely free of landscaped detractors and is of high scenic attraction’</i>. The Applicant therefore does not consider it accurate to for the South Downs National Park Authority to say that <i>‘the wider M3 corridor is a lightly settled tract of rolling chalk landscape largely free of landscaped detractors and is of high scenic attraction’</i>.</p> <p>Therefore, at the time of designation of the National Park the presence and impact of the M3 on the surrounding downland were known and it was accepted that the M3 corridor itself did not have the same unspoilt quality. It is also worth noting that later in the same paragraph (7.6), the Inspector states that <i>‘opportunities to experience this exposed and elevated landscape are limited’</i>.</p>	
<p>Statutory Purposes and Duty</p>	<p>4.6 – 4.9</p>

Section	Paragraph
The Applicant notes the statutory purposes and duty for National Parks.	
Highest Status of Protection	4.10 – 4.11
The Applicant acknowledges the comments made by South Downs National Park Authority and confirms its position regarding the sensitive design of the Scheme and the actions taken to avoid or moderate any detrimental effects in Paragraphs 12.1.20 and 12.1.21 of the Applicant responses to Written Questions (8.5, REP2-051) .	
English National Parks and the Broads: UK Government Vision and Circular 2010, DEFRA	4.12
The Applicant has no comments on this section.	
Special Qualities	4.13 – 4.14
The Applicant confirms their position regarding the design of the scheme and how they have accounted for the South Downs National Park’s Special Qualities at Paragraph 12.1.21 of the Applicant responses to Written Questions (8.5, REP2-051) .	
Memorandum of Understanding with National Highways and National Parks England	4.15
The Applicant has no comments on this section.	
5. South Downs Local Plan and Other Relevant Local Policy	
South Downs Local Plan	5.1 – 5.2
The Applicant has no comments on this section.	

Section	Paragraph
Relevant Neighbourhood Plan	5.3
The Applicant has no comments on this section.	
Other Relevant Local Policy	5.4-5.20
<i>The South Downs National Park Partnership Management Plan 2020-2025</i>	5.4 – 5.7
The Applicant has no comments on this section.	
<i>South Downs Integrated Landscape Character Assessment</i>	5.8 – 5.12
<p>The Applicant notes that South Downs National Park Authority refers to the East of Winchester Open Downs Landscape Character Area as being highly sensitive to change, as the South Downs National Park Authority acknowledges that the Landscape Character Assessment states the existing M3 causes severance within the area and that the sense of tranquillity and remoteness is diminished due to the proximity of this major transport route.</p> <p>The Applicant agrees with this position and considers the area sensitive to change is related to the proximity of the M3. As a result of the proximity to the M3 corridor this sensitivity is reduced at this location when compared to the wider landscape character area. As the Inspector states in the Inspectors Report for Park Designation (2006), opportunities to experience this exposed and elevated landscape are limited thus making it less sensitive to change.</p>	
<i>The People and Nature Network (PANN)</i>	5.13 – 5.14
The Applicant has no comments on this section.	

Section	Paragraph
<i>East Winchester Landscape Conversation</i>	5.15 – 5.17
The Applicant has no comments on this section.	
<i>Supplementary Planning Documents</i>	5.18 – 5.19
The Applicant has no comments on this section.	
<i>Technical Advice Note: Dark Skies (2021)</i>	5.20
The Applicant has no comments on this section.	
6. Planning Issues and Relevant Policies and Guidance	
<u>Principle</u>	6.1 – 6.7
<p>The Applicant acknowledges the <i>National Policy Statement for National Networks (NPS NN)</i> particularly the Case for the Scheme (7.1, Rev 1) which provides specific responses to paragraphs 5.151, 5.152, and 5.153. The following provides a summary of the Applicant’s position in relation to the South Downs National Park Authority’s comments in its Local Impact Report in the context of the <i>National Policy Statement for National Networks (NPS NN)</i>.</p> <p>Paragraph 5.151</p> <p>With reference to paragraph 5.151 (and Policy SD3 of the South Downs National Park Local Plan), the Applicant maintains that, given the existing context, journey times and reliability, road safety, national considerations and economic benefits, there is a strong need case for the Scheme which is consequently in the public interest.</p>	

Section	Paragraph
	<p>In the case of development within a National Park and consideration of alternatives, the Applicant highlights that the M3 and A34 are within the South Downs National Park, and Junction 9 is within its setting, with the South Downs National Park to the immediate east, 380m to the west, and 750m to the north of Junction 9. The Scheme is heavily constrained, and in order to address the congestion at Junction 9 and the flow of traffic between the M3 and A34 it is necessary to develop the junction improvement in the proposed location. Given that these significant infrastructure elements (the M3 Motorway, M3 Junction 9, and the A34) are already located in this context, there is no realistic alternative location for development that would address the issues identified. The consideration of alternative modal options to meet the need in some other way would have been considered by DfT at an earlier stage but were not deemed suitable to address the issue identified and therefore the scheme was included in the Road Investment Strategy 1 (RIS1) and RIS2.</p> <p>An Environmental Impact Assessment (EIA) has been carried out for the Scheme which is reported in the Environmental Statement (6.1-6.3, APP-042 – APP-153). This identifies the likely effects of the Scheme on the environment and sets out mitigation and enhancement measures proposed within the Scheme to moderate any detrimental effect. The assessment identifies that the majority of significant adverse effects occur on a short-term basis during construction only, with the exception of: geology and soils which cannot be mitigated as the Scheme requires permanent land-take; and landscape and visual effects, which will occur in the short to medium term. By Year 15 of the Scheme’s operation, the significant adverse noise and vibration and landscape and visual effects would be removed entirely. In contrast to this, the majority of the significant beneficial effects occur during the operation of the Scheme, creating permanent benefits. This includes permanent beneficial effects to Public Rights of Way; access to employment land at Winnall Industrial Estate; and the wider labour market.</p> <p>The NPS NN recognises that not all adverse effects are able to be resolved in large scale schemes. Consequently, the above residual impacts will therefore be weighed against the longer term and wider benefits of the Scheme. The following responses detail the measures that have been incorporated into the Scheme in order to minimise impacts within the South Downs National Park as far as possible.</p> <p>Firstly, the Applicant would draw specific attention to the principal objective of landscape mitigation to integrate the Scheme into the local landscape in order to minimise adverse landscape and visual impacts. The Scheme gives particular regard to furthering the</p>

Section	Paragraph
	<p>purposes of the South Downs National Park, notably to conserve and enhance the natural beauty, wildlife and cultural heritage of the South Downs National Park and to promote opportunities for enjoyment of the special qualities of the South Downs National Park.</p> <p>Specific actions taken to actively avoid or moderate any detrimental effects include: removing the need for soil deposition areas; minimising the compound footprint; earthwork design modifications specifically to avoid alien and engineered features within the South Downs National Park; using earthworks to provide screening of the Scheme, whilst minimising disruption of wider views to Winchester and the South Downs National Park.</p> <p>In addition, specific design considerations have been taken into account in the Development Consent Order application which through reduction in impact on the South Downs National Park support its statutory purpose of conserving. These include: minimising the physical footprint of the Scheme, including not taking additional agricultural land permanently; retaining as much vegetation as practicable; avoiding adversely affecting the River Itchen, including placing bridge piers outside the water course; minimising the elevation of the Scheme; reducing the vertical height of overpasses and link roads; and designing and placing lighting columns, overhead gantries and other roadside elements to reduce visual intrusion.</p> <p>Paragraph 5.152</p> <p>The Applicant notes that paragraph 5.152 is in relation to Schemes that are considered to constitute ‘significant road widening’ or ‘new roads’ in National Parks. The Case for the Scheme (7.1, Rev 1) considers paragraph 5.152 and whether the benefits of the Scheme outweigh the costs, but it is considered that while the Scheme does involve small areas of widening and new carriageway within the National Park, it is not undertaking works of the nature anticipated by this policy.</p> <p>With reference to paragraph 5.152 an economic appraisal has been calculated in accordance with Transport Analysis Guidance (TAG) Unit A1 guidance and is detailed within the Combined Modelling and Appraisal Report (7.10, Rev 1). The economic appraisal of the Scheme is an assessment of the benefits to users and the wider population. This is compared against the Scheme capital costs and maintenances and operational costs. The monetised impacts cover the following: accidents; transport user impacts;</p>

Section	Paragraph
<p>environmental impacts e.g. local air quality, greenhouse gases, noise. Other impacts have been qualitatively assessed including journey time reliability and physical activity.</p> <p>The following paragraphs extracted from the Case for the Scheme (7.1, Rev 1) serve to explain the Applicant's response:</p> <ul style="list-style-type: none">9.3.5 The greatest benefit relates to user travel time savings, amounting to £155.5M, which are predominantly due to the provision of the free-flow movement between the A34 and the M3. With consideration of user benefits plus the effects of delays during construction, accident benefits, indirect taxation benefits, and monetised environmental impacts the total present value of benefits is £152.3M. The Scheme is also forecast to generate wider economic benefits of £41.8M.9.3.6 Value for money has been assessed based on the Scheme costs and benefits and the DfT's Value for Money Framework. This included consideration of monetised and non-monetised impacts. The initial Benefit to Cost Ratio (BCR) is 1.35. Inclusion of wider economic impacts gives an adjusted BCR of 1.72, which represents 'Medium' Value for Money. <p>In economic terms, this indicates that the forecast benefits of the scheme would significantly outweigh its costs, taking into consideration both direct and indirect economic benefits.</p> <p>Paragraph 7.4.2 of the Case for the Scheme (7.1, Rev 1) outlines the predicted costs of not developing the Scheme and states that analysis of the operational model in the Do-Minimum ('without-Scheme') in 2047 showed that there are significant predicted delays above free-flow journey time at Junction 9. Two key strategic objectives of the Scheme are to reduce delays at M3 Junction 9 on all links M3, A33, and A34, and smooth the flow of traffic by improving journey time reliability. Paragraph 6.2.2 of the Combined Modelling and Appraisal Report (7.10, Rev 1) summarises how these two objectives have been met: reducing delays at key areas that are presently congested and also reducing journey times from the M3 South to the A34, and the A34 to the M3 South in the AM and PM peak period; and reducing journey times on key approaches to the M3 Junction 9, including reductions in delays on the M3 Southbound off-slip/A34 and the A272 approach in the AM and PM peak periods.</p> <p>The principal issue that the Scheme is seeking to alleviate is the congestion at Junction 9. Given that significant infrastructure elements are already located in the area, there is no realistic alternative location in which to carry out the proposed improvement</p>	

Section	Paragraph
	<p>works. The Scheme’s impacts on journey time reliability and the economic benefits, both direct and indirect, are integral to the overall package of permanent benefits, which also includes improvements to safety, and improvements to the environment as well as walking, cycling and horse-riding provision. The M3 and Junction 9 are either within the South Downs National Park itself or within its setting.</p> <p>Paragraph 5.153</p> <p>With reference to paragraph 5.153, the Applicant recognises that the existing environment is of high quality, value and sensitivity. As well as being partially located in the South Downs National Park, the River Itchen Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) are located partially within the Application Boundary. A number of other designations sites are located within the vicinity of the Application Boundary. The Scheme incorporates a range of design features and environmental mitigation that have been developed to reduce adverse environmental effects, as outlined in Chapters 5 to 14 of the Environmental Statement (ES) (6.1, APP-042 – APP- 077) and defined on Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1) which incorporates sensitive landscape planting and new habitats. A first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) has been developed, which includes all Scheme-specific mitigation measures and commitments identified through the assessment process to control, reduce and minimise environmental effects. The mitigation, measures and commitments are outlined within a Register of Environmental Actions and Commitments (REAC) within the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). Prior to the commencement of construction, the Environmental Management Plan would be refined by the Principal Contractor, in line with Design Manual for Roads and Bridges (DMRB) LA 120 Environmental management plans (Highways England, 2020).</p> <p>The Scheme design has responded to the environmental constraints presented by statutory and non-statutory designations and receptors. Assessment of these is detailed within the Environmental Statement (ES) (6.1-6.3, APP-042 – APP-153), and these have contributed to the design narrative as set out in Chapter 5 of the Design and Access Statement (7.9, APP-162). It is considered that the information above, together with the detailed information contained in other application documents, such as the Environmental Statement (6.1-6.3, APP-042 – APP-153), the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) and the Design and Access Statement (7.9, APP-162), all demonstrate that the Scheme would be carried out to high environmental standards.</p>

Section	Paragraph
<p>Policy SD3 Appendix A of the Case for the Scheme (7.1, Rev 1) Table A.1: National Park Local Policy Review provides an assessment against policy SD3.</p> <p>With reference to the South Downs National Park Authority’s principal issues as to the impacts of changes to landscape character through topographical change, the location and design or drainage features, and the location of the construction compound and haul routes, the Applicant’s responses to these matters are included in Sections 6.14a, 6.14d, and 6.14c below.</p> <p>‘Major Development Test’</p> <p>The Applicant notes the comments from South Downs National Park Authority at paragraph 6.6. It is noted that the South Downs Local Plan policy SD3 refers to NPPF paragraph 116 although this appears incorrect. Notwithstanding that policy SD3 appears to mirror the NPPF with respect to development within a National Park it is understood SD3 is to be referring to paragraphs 176 and 177 of the <i>National Planning Policy Framework (NPPF)</i> in respect of the ‘major development test’ for development within National Parks, which states permission should be refused for major development other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest.</p> <p>The Applicant notes that paragraph 5.151 of the <i>National Policy Statement for National Networks (NPS NN)</i> is effectively mirrored in paragraph 177 of the <i>National Planning Policy Framework (NPPF)</i>.</p> <p>The Applicant also notes that in paragraph 6.6 South Downs National Park Authority acknowledge that there is a need to improve M3 Junction 9 and that the existing highway infrastructure is constrained with the National Park located east and north-west of it, and as such there is ‘limited scope for developing outside of the National Park’.</p>	
	6.8

Section	Paragraph
<p>The Applicant notes the comments from South Downs National Park Authority at paragraph 6.8.</p> <p>Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) considers effects on the South Downs National Park. On the designation the assessment acknowledges significant effects on the special qualities during construction and year 1 of operation, however by year 15 in context of the baseline situation of the existing road infrastructure and its perception from the South Downs National Park, together with the small geographical areas directly affected and limited wider perception of indirect effects together with establishment of proposed mitigation and enhancement measures the assessment concludes a negligible adverse magnitude of change and a non-significant minor significance of effect.</p>	
	6.9
<p>The Applicant notes the comments from South Downs National Park Authority at paragraph 6.9, and the main negative impacts relating to landscape character (specifically changes to topography), the drainage and infiltration features, and the location of the central construction compound and access tracks. Full responses to these matters are set out below. Please see responses to 6.14a for topography, 6.14d for drainage features, and 6.14c for the construction compound.</p>	
<p><u>Landscape</u></p>	6.10 - 6.13
<p>Appendix A of the Case for the Scheme (7.1, Rev 1) provides an assessment against policies Local Plan policies SD1, SD5, and SD42.</p> <p>The Applicant would highlight that Section 5 of the Design and Access Statement (7.9, APP-162) provides the design narrative and design principles that have driven the design of the Scheme.</p> <p>Policies SD1, SD5, and SD42</p> <p>The Scheme is focused on improvement works associated with the existing M3 Junction 9 and is partially located within the South Down National Park. A landscape-led strategy is a key principle of the Scheme, and it accordingly respects the special qualities of</p>	

Section	Paragraph
	<p>the South Downs and ensures that its statutory purposes are not compromised. Reference to the Landscape Character Areas in which the Scheme is located is included with respect to reinforcing and enhancing the key characteristics of those areas. Examples of how this has been achieved and how the design strategy has responded to the special qualities of the designation are also set out. Furthermore, the principle of placemaking recognises the need to create an identity for the Scheme within the designated landscape and principles relating to how the Scheme responds to each Landscape Character Area are set out.</p> <p>The Applicant considers that the Scheme design, whilst building new highway infrastructure partially within the South Downs National Park, seeks to conserve and where possible enhance existing landscape character features which contribute to its distinctive character. The landscape-led approach has been based on a thorough understanding of the environmental baseline and character of all Landscape Character Areas to create a Scheme which responds to local character and is entirely appropriate to its environment.</p> <p>Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) makes further reference to the statutory purpose of the South Downs National Park, with reference to the design, mitigation and enhancement measures. Section 7.8 of Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) states “<i>The principal objective of landscape mitigation is to integrate the Scheme into the local landscape to minimise adverse landscape and visual impacts with particular regard to further the purposes of the South Downs National Park, notably conserve and enhance the natural beauty, wildlife and cultural heritage of the South Downs National Park and promote opportunities for enjoyment of the special qualities of the South Downs National Park.</i>”</p> <p>Policy SD11</p> <p>The Scheme seeks to minimise vegetation loss wherever possible, acknowledging the function of this existing vegetation in the landscape, both for visual screening and biodiversity.</p> <p>As highlighted in the Local Impact Report (para 6.14b), the South Downs National Park Authority acknowledges that most of the proposed vegetation loss is unavoidable as it relates to vegetation within the footprint of the proposed works.</p>

Section	Paragraph
<p>As defined on Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1), the Scheme includes a range of embedded and essential environmental mitigation measures, with substantial areas of proposed woodland, scrub planting and hedgerows. Appendix 7.6 (Outline Landscape and Ecology Management Plan) of the ES (6.3, APP-102) includes suggested planting specifications and anticipated stock sizes for the range of landscape elements proposed which respond to local character.</p>	
<p><i>Earthworks / Changes to Topography</i></p>	<p>6.14 a)</p>
<p><i>Cutting into the chalk Open Downland east of the existing M3 and the deposit of the excess spoil into two existing natural depressions / dry valleys in the Downland leading to significant harmful impacts.</i></p> <p>The M3 and Junction 9 are located either within the South Downs National Park itself or within its setting. The Scheme is seeking to alleviate the congestion at Junction 9 itself. Given that significant infrastructural elements are already located in this area, there is no realistic alternative location in which to carry out the proposed improvement works without extension of the highway into the South Downs National Park and the area defined as Open Downland. The Design Strategy for the Scheme set out in the Design and Access Statement (7.9, APP-162) identifies a series of design principles, including sympathetically designed earthworks to reflect the existing landform wherever possible. The solution supports visual screening and integration of the highway corridor into its landscape context. Reprofilng of the landform both minimises land take and responds to the existing flowing downland topography and distinctive landform.</p> <p>The placement of fill material is demonstrated on Figure 2.7 (Long Sections) of Chapter 2 (The Scheme and its Surroundings – Figures) of the ES (6.2, APP-063). The depth of fill varies but is generally up to a maximum of 3m. The design solution is to place the material over a sufficient area size, so that the volume being deposited is blended into the landforms and is reflective of the existing, variable profiles, with proposed landform profiles varying between 1(v) 12(h) to 1(v) 40(h). The placement of fill provides the basis for creation of chalk grassland. This will help to integrate the Scheme into the existing open rolling chalk downland landscape.</p>	

Section	Paragraph
	<p>In addition, and in specific locations, placement of fill has been increased to maximize opportunities for the introduction of false cuttings, thus maximising screening of the existing M3 and the Scheme. In these locations the depth of fill increases up to 8m above the existing ground level. This was a specific request of the South Downs National Park during consultation and engagement in September 2021 as documented in the Consultation Report (5.1, APP-025).</p> <p>Landform modifications, in areas to be returned to agriculture between Easton Lane and Long Walk to the east of the M3 corridor propose a maximum gradient of 1(v) 15(h). Generally for areas of chalk grassland creation, the maximum gradient is 1(v) 12(h). For areas subject to soft landscape planting located adjacent to the Scheme, the maximum gradient proposed is 1(v) 2(h) but this varies up to 1(v) 5(h). Overall these profiles are reflective of the existing landform found in this location.</p> <p>As defined on Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 2), the Scheme includes substantial areas of proposed woodland and scrub planting. The Applicant has previously provided additional long sections showing the existing and proposed landform to the east of the M3 to the South Downs National Park. Following requests raised during Issues Specific Hearing 1 these have been updated to show proposed spot heights and submitted in Appendix A (Additional long sections to the east of the M3).</p> <p>The Applicant has also prepared a plan to demonstrate a comparison between the baseline and proposed landform scenarios which will be provided at Deadline 3 in Appendix B (Existing and proposed digital surface model).</p> <p>Concerns with the submitted LVIA</p> <p>At Deadline 1 the Applicant provided updates to View Location 14 within Figure 7.14 of Chapter 7 (Landscape and Visual – Figures (Part 3 of 3)) of the ES (6.2, Rev 1) to correct a graphical error which resulted in existing vegetation being shown as retained incorrectly. The Applicant confirms that no changes were made to Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) as the effects of this vegetation loss had already been accounted for in the visual assessment.</p>

Section	Paragraph
<p>Recent communication with the South Downs National Park has highlighted queries in relation to visualisations at view locations 3 and 7. On review a further graphical error was identified, whereby the same area of existing vegetation as at view location 14 has been shown as being retained incorrectly. This work has been reviewed and updates will be submitted at Deadline 3.</p> <p>The Applicant acknowledges this error however would like to confirm that the remaining visualisations provide an accurate representation of the Scheme, its visibility and assumed vegetation loss. The Applicant would also like to confirm that these errors do not affect the judgements and conclusions of the visual assessment. In preparation of the visual assessment consideration was given to Appendix 7.5 (Preliminary Arboricultural Impact Assessment) of the ES (6.3, APP-101) which identifies existing vegetation loss.</p>	
<p><i>Vegetation Clearance</i></p>	<p>6.14 b)</p>
<p>The Scheme seeks to minimise vegetation loss wherever possible, acknowledging the function of this existing vegetation in the landscape, both for visual screening and biodiversity.</p> <p>Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) has considered landscape and visual effects of the Scheme including design responses to vegetation loss. A moderate adverse effect on this receptor in its own right during construction and at year 1 is reported. By year 15 this adverse reduces with the establishment of proposed mitigation planting.</p> <p>The assessment acknowledges that the vegetation loss will result in some increased visibility of the highway network and in some locations views of the urban edge of Winchester. However, these will be restricted to local views and experienced in the short to medium term, before planting grows and develops.</p> <p>The Applicant draws attention to Figure 7.5 in Chapter 7 (Landscape and Visual – Figures (Part 1 of 3)) of the ES (6.2, APP-067). This comparative Zone of Theoretical Visibility (ZTV) analysis compares the worst-case theoretical visibility (without vegetation) of the existing motorway and proposed Scheme. This analysis shows very minimal change in visibility from areas within the South Downs National Park. Consequently, the potential for significant adverse visual harm is considered to be very limited.</p>	

Section	Paragraph
<p>A commitment to the provision of advanced planting is set out in the Record of Environmental Actions and Commitments Table 3.2 in the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). This includes areas of new woodland (LE2.1 and LE2.4) and scrub/shrub planting (LE2.8), for landscape planting plots as indicated on Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1).</p> <p>The Applicant at Deadline 3, see Appendix C (Proposed advanced planting locations and the rationale for each), has provided further information to demonstrate locations and rationale of proposed advance planting in the form of slides.</p>	
<p><i>Main / Central Construction Compound</i></p>	<p>6.14 c)</p>
<p>Chapter 3 (Assessment of Alternatives) of the Environmental Statement (ES) (6.1, APP-044) identifies a range of alternatives considered for the main construction compound, and the reasons for discounting those not taken forward. As outlined orally at Issue Specific Hearing 1, updates to Chapter 3 (Assessment of Alternatives) of the Environmental Statement (ES) (6.1, APP-044) in relation to the alternatives considered for the main construction compound will be provided at Deadline 4 of the Examination.</p> <p>The temporary compound in this location is required as it forms a safe access point from the road network with the access road from Spitfire Link, where all staff, plant and materials would be checked into the site. The access from Spitfire Link is considered a safe access point located close to the Strategic Road Network. The compound provides welfare facilities, of which there is a need for these on both sides of the M3 carriageway. Welfare facilities would include showers as well as toilets and restrooms, as well as provision for some office facilities and training facilities.</p> <p>As outlined orally at Issue Specific Hearing 1 the Applicant will continue to discuss parameters for the construction compound with relevant stakeholders.</p>	
<p><i>Proposed swale and attenuation ponds</i></p>	<p>6.14 d)</p>

Section	Paragraph
	<p>During Project Control Framework (PCF) Stage 3 the Applicant has, through a series of workshops and open engagement, worked with the South Downs National Park Authority in developing proposals to address concerns raised. This has included exploring design solutions for the landform proposals and the attenuation basin located adjacent to Easton Lane, and the infiltration feature and swale located alongside the proposed bridleway to the East of the M3 corridor. The Scheme and position of the highway and modifications to the landform results in the need for drainage feature located to the east of the highway, as they collect the natural flow of water in the surrounding areas. The position of the two drainage basins (Basins 5 and 6), are positioned within the East Winchester Open Downland Landscape Character Area but within areas at lower elevation, when compared to the wider Landscape Character Area. For the locations of the basins, please refer to page 474 of Appendix 13.1 (Drainage Strategy Report (Part 1 of 2) of the ES (6.3, APP-143). Basin 6 has been designed as an infiltration feature, accommodating overland flows from the surrounding landscape. Although it is referred to as ‘basin’, it is a surface feature generated to the rear and sides by local topography and contained by the proposed bridleway forming a dam along the downstream end. The location of the basin is within an existing area of depressed topography, and the proposed modifications to landform look to replicate this depression. The topography of the basin has been designed to be sympathetic to the surrounding existing flowing downland topography, with steepened earthworks limited to the area adjacent to the proposed Bridleway. Please see Appendix D (Additional cross sections through Basins 5 and 6). The feature will be congruous with the surrounding chalk grassland landscape which is being created at this location.</p> <p>The basin is designed to provide infiltration of water to ground and predominantly take overland flows. Infiltration testing at the location of the basins helped to provide input into the drainage models and confirmed that the basins will only be wet during storm events and potentially several days thereafter, although this is subject to time of year and weather events.</p> <p>Basin 5 accommodates both overland surface water drainage and some highway drainage. The landform has been designed to ensure that the basin has sufficient volume to accommodate the 1 in 100 year + 40% climate change events whilst minimising land take with sympathetic landforms being a secondary consideration in context of the basin being surrounded by proposed planting. Please see Appendix D (Additional cross sections through Basins 5 and 6). The introduction of proposed planting around the attenuation feature provides visual screening and integration of the basin and highway infrastructure at this location. The proposed planting is located in the area defined by the South Downs National Park as being part of the East Winchester Open Downland Landscape Character Area. However, the same geographical area is also defined as being located within Hampshire County</p>

Section	Paragraph
	<p>Council's Itchen Valley Landscape Character Area. This therefore suggests that this area is one of transition. It is noted the specific location is depressed (~50m Above Ordnance Datum (AOD)) when compared to the wider Landscape Character Area (rising to ~100m AOD in the immediate locality). At this lower elevation it occupies a similar elevation to the Itchen Valley Sides and Valley Floodplain as defined by the South Downs National Park which are more typically vegetated.</p> <p>Whilst the landform is part of a gentle rolling landform the continuation of the agricultural landscape as a particular land use is the unifying feature. This land use will cease following implementation of the Scheme, and therefore an alternative land use has been proposed. It is considered that the introduction of the planting at this location as landscape mitigation supports the integration of the Scheme, supporting conservation of the wider South Downs National Park.</p> <p>Furthermore, it is considered that from the location the perception of views and relationship to the wider East Winchester Open Downland landscape is limited by the presence on existing linear planting along Easton Lane and to the periphery of residential properties to the north of the location.</p> <p>At Deadline 3 the Applicant has provided Appendix D (Additional cross sections through Basins 5 and 6) to provide the level of water in relation to the different flood return periods.</p> <p>With reference to the swales these are required to capture and convey the overland flows associated with the fields within the Application Boundary and beyond to Basins 5 and 6. Without these, the overland flows would simply flow over the bridleway towards and onto the M3 mainline (the existing overland ditches which currently reside adjacent to the M3 mainline performing this role are removed by the proposed highway alignment). Once vegetation has been established, it is anticipated that the swales will be imperceptible within the landscape particularly by users on the bridleway. The Applicant has provided cross sections through the proposed swale in Sheet 2 of 2 (Carriageway Sections) in Engineering Plans and Sections (2.6, APP-010).</p> <p>In addition, the South Downs National Park Authority have raised concerns that the proposed swales and attenuation ponds would have a negative impact on the setting of the Abbots Worthy Conservation Area. The significance of the conservation area, including the contribution made by its setting is set out in Appendix 6.1 Detailed Cultural Heritage Baseline of the ES (6.3, APP-089). The</p>

Section	Paragraph
<p>setting of the conservation area is defined by its location in the valley of the River Itchen and particularly the adjacent water meadows. The immediate setting is also defined by trees and woodland, open farmland and pasture. This rural setting is not immediately apparent in views from the conservation area due to the changes in gradient and the alignments of roads, trees and hedges which largely screen views. The attenuation ponds are not likely to be visible or experienced from the conservation area and the area of downland within which they are to be located would largely retain this character and maintain the green buffer between the conservation area and modern infrastructure. Overall it is assessed that the Scheme would make minor changes (negligible effect) to the setting of the conservation area which results in a slight adverse effect to the conservation area which is not significant. The Winchester City Council Conservation Officer has confirmed in the LIR (paragraph 5.3.3) that the conclusions with regards to built heritage in the Cultural Heritage Chapter are sound. Also, South Downs National Park Authority have confirmed in the Draft Statement of Common Ground, to be submitted at a later deadline, that they are in agreement with the assessment of effects within the Environmental Statement (ES) (6.1-6.3, APP-042 – APP-153).</p> <p>The preparation of the detail landscape design (including soft landscape proposals for the basins) would be secured by Requirement 5 of the draft Development Consent Order (3.1, Rev 3) which states that that <i>‘no part of the authorised development is to commence until a written landscaping scheme for that part has been submitted to and approved in writing by the Secretary of State following consultation with the relevant planning authority and the local highway authority’</i>.</p> <p>South Downs National Park Authority have raised a concern regarding 5m of deviation within Section 8 Part 2 of the draft Development Consent Order (3.1, Rev 3). It should be noted that the 5m deviation relates only to the drainage basins 1 and 2. The extent of deviation stated is to allow for changes to the drainage during detail design where they may be a need to increase the size of the basins.</p>	
<p><i>Chalk Grassland and farmland interface</i></p>	<p>6.14 e)</p>

Section	Paragraph
	<p>The Applicant welcomes the view that the chalk grassland creation is a positive attribute of the Scheme. Figure 2.3 of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1) identifies the area of proposed chalk grassland creation and the delineation of this within the East Winchester Open Downland Landscape Character Area.</p> <p>The design proposals reflect requirements between balancing land take within the South Downs National Park and impacts on the Best and Most Versatile agricultural land and providing proportionate mitigation.</p> <p>The proposals for chalk grassland provide substantial areas of new semi-natural habitats within the South Downs National Park and will deliver over 9ha of chalk grassland to the east of the M3. Chalk grassland is a Habitat of Principal Importance for Biodiversity in England, a Hampshire Biodiversity Action Plan habitat, a qualifying feature of nearby designated areas (such as St Catherine’s Hill Site of Special Scientific Interest), and its introduction responds to the South Downs National Park Authority’s Landscape Character Assessment development considerations namely, <i>LCA A5: Seek to link areas of chalk downland through the creation of headlands and arable reversion.</i></p> <p>The protection and enhancement of this habitat is a key theme within the <i>South Downs Local Plan 2014-2033</i> (South Downs National Park Authority, 2019). The provision of chalk grassland within the Open Downland Landscape Character Area is considered to be a landscape enhancement which responding positively in the promotion of opportunities for the public’s understanding and enjoyment of the special qualities of the South Downs National Park, specifically its rich variety of wildlife and habitats.</p> <p>For clarification, the chalk grassland creation is ~100m wide and is focused in the area subject to landform reprofiling. The proposed bridleway from Easton Lane to Long Walk is typically positioned centrally within this ~100m wide chalk grassland landscape. The eastern edge of this chalk grassland area does not reflect existing or historic landscape pattern. With regard to sub-division, and a new pattern not reflective of existing or historic field pattern, the area in question has been subject to continual change over the past 100 years. Prior to being in its current form as a large open field (as a result of recent agricultural practices) it was subdivided into a number of small and medium sized land parcels. This pattern was however oriented in an east-west direction with few boundaries running in a north-south orientation. It was therefore not possible to reflect this former pattern.</p>

Section	Paragraph
<p>Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102) includes outline requirements for proposed landscape elements, as well as their specification, management and maintenance. Appendix E (Position Paper – Soft Landscaping Specification) outlines the rationale for the selected planting stock sizes specified in Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102). Requirement 5 of the draft Development Consent Order (3.1, Rev 3) sets out the requirement to produce a Landscape and Ecological Management Plan prior to implementation of the Scheme. During detailed design further information will be provided in relation to the design and management requirements for the interaction between the proposed areas of chalk grassland creation and other land use. This will include measures to minimise risks from nutrient leaching from the adjacent agricultural practices and leaf fall from adjacent areas of proposed landscape planting.</p> <p>Whilst National Highways have discussed the use of Designated Funds to provide further chalk grassland enhancement within the National Park with the South Downs National Park Authority this does not form part of the Scheme submitted. In summary the Applicant considers the chalk grassland provides ecological mitigation contributing to an overall biodiversity net gain for the Scheme. In its current form it provides significant benefits with landscape scale enhancements. Consequently, the Applicant considers that the extension of chalk grassland further east a part of the Development Consent Order for further enhancement measures would not be a justifiable use of powers of compulsory acquisition and to date the Applicant has not been able to agree terms for the use and/or acquisition of this land on a voluntary basis.</p>	
<p><i>Chalk Grassland as mitigation</i></p>	<p>6.14 f)</p>
<p>The Applicant welcomes the view that the chalk grassland creation is a positive attribute of the Scheme. On review the Applicant noted that the landform proposals (on which chalk grassland creation will occur) should be identified as embedded mitigation, and the chalk and species rich grassland creation should be defined under essential mitigation. The Applicant reviewed and made updates to Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) to reflect this.</p> <p>However, to confirm, Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) did not double count the effects of this mitigation, and it is considered that the updates made do not affect the conclusions of the landscape and visual impact assessment.</p>	

Section	Paragraph
<p>The Applicant’s position is that further landscape mitigation or enhancement secured by way of an agreement entered into under section 106 of the Town and Country Planning Act 1990 is not necessary, and that the mitigation proposed as part of the Scheme is appropriate.</p>	
<p><i>Proposed Vegetation</i></p>	<p>6.14 g)</p>
<p>As indicated on Figure 2.3 of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1), the proposed planting width varies between 18m and 60m on the eastern edge of the M3. Proposed planting in this location occurs over a 1km length, including areas of scrub and woodland planting containing a variety of tree species.</p> <p>A small length (~260m) of planting will be less than 25m wide. This is as a result of the topography at this location, with planting located on the edge of the defined Open Downland landscape where topography profiles steepen.</p> <p>Overall, it is considered the approach to planting in this location responds positively to the recommendations set out in the South Downs National Park Authority Landscape Character Assessment, namely:</p> <ul style="list-style-type: none"> ▪ LCA G5: Seek to conserve/reinstate grassland and woodland on the valley sides to stabilise soils. ▪ LCA A5: Seek to link areas of chalk downland through the creation of headlands and arable reversion. ▪ LCA A5: Maintain the open and undeveloped scarps and skyline. <p>The placement of planting on the steepened slopes in this location helps to define the transition between the East Winchester Open Downland and Itchen Valley Sides Landscape Character Areas. At the lower elevations, planting adjacent to the highway has been maximised when considering offset planting distance standards, as well as visibility splay, below ground services and utilities, signage and maintenance access requirements.</p>	

Section	Paragraph
<p>Placement of additional woodland as requested (at elevated locations of the cut slopes would result in further planting within the East Winchester Open Downland Landscape Character Area, and such features can be regarded as being uncharacteristic with the prevailing character of that area.</p> <p>Visibility analysis has been undertaken to demonstrate the effectiveness of screening of the proposed landform, and soft landscape planting restricts visibility to the east. It is therefore considered that increasing the width to a nominal 25m will not result in further screening benefits as suggested. Furthermore, planting at these more elevated locations will reduce intervisibility across the landscape and consequently reduce the appreciation of the Open Downland character.</p> <p>The preparation of the written landscape scheme would be secured by Requirement 5 of the draft Development Consent Order (3.1, Rev 3) which states that that <i>'no part of the authorised development is to commence until a written landscaping scheme for that part has been submitted to and approved in writing by the Secretary of State following consultation with the relevant planning authority and the local highway authority'</i>. This requires details of the location, number, species, size and planting density of any proposed planting, and the implementation timetable for all landscape works. This would include details for all advanced planting. The Applicant does not consider further amendments are required to Requirement 5 of the draft Development Consent Order (3.1, Rev 3) to facilitate the South Downs National Park Authority's request.</p>	
<p><i>Chalk Grassland on embankments and areas of fill material</i></p>	<p>6.14 h)</p>
<p>Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1) identifies areas of proposed chalk grassland and areas of species rich grassland creation. Chalk grassland is located to the east of the M3 corridor, namely within the East Winchester Open Downland Landscape Character Area, and species rich grassland to the west, predominately within the Itchen Valley and Itchen Floodplain Landscape Character Area-C.</p> <p>Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102) includes outline requirements for proposed landscape elements, as well as their specification, management and maintenance. A commitment to a 5 year establishment period undertaken by the Principal Contractor, followed by a further 20-year maintenance and management period undertaken by National Highways or relevant highway authority, is included as well as prescriptions against which to measure the</p>	

Section	Paragraph
<p>successful establishment of the habitat. Further detail will be provided as part of the detailed design proposals to be delivered as part of Requirement 5 of the draft Development Consent Order (3.1, Rev 3).</p>	
<p><i>Proposed Public Rights of Way</i></p>	<p>6.14 i)</p>
<p>The Applicant welcomes the view that the provision of new public rights of way is positive. Figure 2.3 of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1) identifies the proposed walking, cycling, and horse-riding routes, and the relationship of these routes to adjacent mitigation measures including landform modifications and soft landscape planting.</p> <p>A key objective of the Scheme is to provide improvements for walkers, cyclists and horse riders, which represent different forms of active travel. Section 12.8 of Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053) sets out the walking, cycling and horse-riding opportunities that have been identified and embedded into the design of the Scheme.</p> <p>At present the villages north of Winchester, including Kings Worthy, Abbots Worthy and Headbourne Worthy are not well connected by walking and cycling provision to Winchester. A Public Right of Way provides a route through the South Downs National Park which is narrow at points and uneven, and a footway adjacent to the A34 southbound carriageway is narrow with a grass verge and overgrown vegetation.</p> <p>Walking, cycling and horse-riding would include improvements to the current footway along the A34 southbound carriageway. A new 3m wide combined footway, footpath and cycle track for the western side of the Scheme is proposed to link the A33 / B3047 Junction to Tesco's situated on Easton Lane. The route runs parallel to the west of the A33 with the route to be constructed within the existing verge. A signalised (unlit) Toucan crossing is proposed adjacent to the proposed National Highways depot roundabout, to provide a link to this route through the north-western side of the gyratory roundabout. The route then transitions to utilise the existing A34 northbound and A33 carriageways which are to be abandoned as part of the Scheme. The existing informal link to the existing Public</p>	

Section	Paragraph
<p>Right of Way would also be upgraded from its connection to the A33. For the first River Itchen crossing (i.e. most northern), the route follows the existing A33 and is accommodated on the existing bridge deck abandoned carriageway.</p> <p>For the second river crossing (i.e. most southern), the Scheme includes a new cycle/footbridge to be constructed across the River Itchen, with the route extending south along the east of the new A34 alignment, crossing under the A34 in a new 4m wide subway which would then traverse around new attenuation basins, then progressing to the existing depot junction and towards National Cycle Network (NCN) 23 via a new subway under the northern arm of the gyratory roundabout. The new cycle/footbridge would be approximately 3.5m wide.</p> <p>This would also be an improvement to the current provision along the A34 southbound carriageway due to part of the walking, cycling and horse-riding route being away from traffic, and the section further north adjacent to the road would be wider than the current provision and separated from traffic. These improvements are likely to make people feel safer and therefore more confident using the walking, cycling and horse-riding route.</p> <p>The provision takes into consideration the objectives of the <i>National Policy Statement for National Networks (NPS NN)</i> in that it caters to ‘helping pedestrians and cyclists’ (Paragraph 3.17) by introducing walking, cycling and horse-riding routes. In relation to operational safety of the walking, cycling and horse-riding routes, it is considered that they will keep walking, cycling and horse-riding users away from high-speed traffic and provide them with a user-friendly accessible solution.</p> <p>Where achievable with design constraints considered (utilities, services, visibility, access and maintenance requirements) a range of landscape elements have been introduced along this route to further improve the attractiveness, as identified on Figure 2.3 of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1). This includes specimen tree planting, proposed species rich hedgerows and areas of species rich grassland.</p>	
<p>Tranquillity, including Noise</p>	<p>6.15 – 6.20</p>

Section	Paragraph
<p>Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) acknowledges that within the immediate environs of the Scheme an adverse effect on tranquillity will be experienced during construction and at Year 1 following its opening. At Year 1 it is acknowledged there will only be negligible change for the South Downs National Park, and that within localised areas some locations would experience a reduction in traffic noise from the baseline condition as a result of proposed landform modifications. Following establishment of landscape planting which will be delivered as part of the mitigation package, no adverse effects on tranquillity are predicted to remain by Year 15.</p> <p>As stated within Paragraph 11.9.49 of Chapter 11 (Noise and Vibration) of the Environmental Statement (ES) (6.1, APP-052), based on the noise modelling exercise, average daytime LAeq,16h noise levels along existing public rights of way (including within the National Park) are expected to increase by less than 1 dB in the Opening Year (year of Scheme opening) and the Future Year (15 years after the Scheme opening) as a result of the Scheme. This is considered to be a negligible impact and is not a significant effect. It is also concluded that such minimal noise increases will not lead to any adverse effects on tranquillity.</p> <p>It should be noted that effects on tranquillity at this location are in context of the existing M3 corridor. The South Downs National Park Authority Landscape Character Assessment, acknowledges that within Landscape Character Area A5 East Winchester Open Downs, <i>‘The sense of tranquillity and remoteness of this character area is diminished in the vicinity of these major transport routes’</i>.</p> <p>During Project Control Framework Stage 3 and subsequently, the Applicant has, through a series of workshops and open engagement, worked with the South Downs National Park Authority in developing proposals to address concerns raised. This included exploring the design solution for the landform proposals east of the M3 corridor to support visual screening and noise attenuation, which would serve to reduce effects on tranquillity following completion of construction activities. Further measures include:</p> <ul style="list-style-type: none">▪ The elevation of the Scheme being set as low as possible to minimise visibility and audibility of the Scheme.▪ Introduction of low noise road surfaces as part of the Scheme where new road surfaces are to be laid.	

Section	Paragraph
<ul style="list-style-type: none"> ▪ The design of the landform proposals on the eastern side of the Scheme adjacent to and within the South Downs National Park in combination with proposed soft landscape planting serves to provide screening of the highway to further minimise effects on tranquillity. ▪ Lighting will also be sensitively sited and designed to minimise intrusion where the surroundings are relatively unspoiled. ▪ Maximising retention of trees and vegetation along the Itchen Valley (where tranquillity is most apparent within the Application Boundary) will ensure that the effects on the perception of this characteristic are minimised. <p>The existing baseline comprises where the M3 corridor, which is a visible and audible feature on the western edge of the South Downs National Park. The Applicant considers that, following establishment of the proposed landscape mitigation planting (both woodland as screening feature, and chalk grassland as a natural feature supporting biodiversity), as well as the modifications to landforms, the eastern part of the South Downs National Park will experience beneficial effects through reduced visibility of man-made features, some reduction in audibility, and the enhanced experience of new natural features provided within the South Downs National Park.</p>	
Dark Night Skies	6.21 – 6.23
<p>The Applicant notes that the South Downs National Park Authority is satisfied with the Applicant’s approach to avoiding and minimising potential impacts of lighting.</p>	
Biodiversity	
	6.24 a)
<p>South Downs National Park Authority’s concerns in relation to double-counting of proposed mitigation were addressed during updates to Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1), submitted at Deadline 2. On review it was noted that the landform proposals (on which chalk grassland creation will occur) should be identified as embedded</p>	

Section	Paragraph
<p>mitigation, and the chalk and species-rich grassland creation should be defined under essential mitigation. The Applicant reviewed and made updates to Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) to reflect this. However, to confirm, Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) did not double count the effects of this mitigation and it is considered that the updates made do not affect the conclusions of the landscape and visual impact assessment.</p> <p>No double-counting of mitigation has been undertaken within Chapter 8 (Biodiversity) of the Environmental Statement (ES) (6.1, APP-049).</p>	
6.24 b)	6.24 b)
<p>Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1) identifies areas of proposed chalk grassland and areas of species-rich grassland creation. Chalk grassland is located to the east of the M3 corridor. Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102) includes outline requirements for proposed habitats, as well as their specification, management and maintenance. The intention with maintenance of the chalk grassland would be for mechanical vegetation cuts to enable establishment of this habitat type. No grazing is proposed. Further detail including suitable access for maintenance will be provided as part of the detailed landscape proposals to be delivered as part of Requirement 5 of the draft Development Consent Order (3.1, Rev 3).</p>	
6.24 c)	6.24 c)
<p>Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102) includes the appropriate establishment and management of new landscape planting and features in accordance with relevant best practice and standards. Suitable management of the proposed landscaping would help to enable the long-term success of the planting. The duration of management and monitoring for each landscape/ecology element created or enhanced is 25 years from completion of the authorised</p>	

Section	Paragraph
<p>development. Following this timeframe, ongoing management and maintenance will be undertaken by National Highways or the relevant highway authority as part of ongoing management of the wider highway network.</p> <p>Requirement 3 of the draft Development Consent Order (3.1, Rev 3) secures the Landscape and Ecology Management Plan (LEMP) as part of the second iteration Environmental Management Plan (siEMP), which being part of the Written Landscaping Scheme must be substantially in accordance with the OLEMP secured under Requirement 5.</p>	
6.24 d)	6.24 d)
<p>The purpose of the River Itchen Restoration Designated Funds project is to support National Highways' corporate targets in relation to biodiversity enhancements, rather than mitigate for, or be attributed to, any specific project or development. The exact scope and scale of the Designated Funds project is still being discussed.</p> <p>At this stage though, there is still no certainty that the River Itchen Restoration Designated Funds project will go ahead. For this reason, the Designated Funds project cannot be included within the draft Development Consent Order (3.1, Rev 3), and has not formed part of the assessment set out in Chapter 8 (Biodiversity) of the Environmental Statement (ES) (6.1, APP-049). Furthermore, the draft Development Consent Order (3.1, Rev 3) is not reliant on the Designated Funds project to mitigate for its impacts, and even without its inclusion it adequately addresses opportunities for biodiversity enhancements within the Application Boundary.</p> <p>Whilst separate to the River Itchen Restoration Designated Funds project, the M3 Junction 9 Improvement Scheme does include enhancements to the River Itchen. These are shown on Figure 2.3 in Chapter 2 (The Scheme and its Surroundings - Figures (Part 2 of 4)) of the ES (6.2, Rev 1) which identifies areas of the River Itchen where enhancement measures will be provided. Measures will align with the Environment Agency's River Itchen Restoration Strategy. These areas are likely to include riparian planting and/or channel narrowing by marginal planting. A commitment to delivering this is set out in Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3).</p>	
6.24 e)	6.24 e)

Section	Paragraph
<p>Requirement 10 of the draft Development Consent Order (3.1, Rev 3) includes provisions related to protected species.</p> <p>The Applicant requests a clarification from South Downs National Park Authority as to what compensation and mitigation strategies in relation to small animals and amphibians is sought.</p> <p>Baseline data on protected species used to inform the assessment is set out in Chapter 8 (Biodiversity) of the Environmental Statement (ES) (6.1, APP-049) and Appendices 8.1-8.3 of the ES (6.3, APP-104 – APP-132). Baseline surveys have continued to be updated to ensure that data remains current and is sufficient to inform the ongoing design development, mitigation strategies, and licencing (where required). The results of these surveys show that there have been no substantive changes to the baseline presented in the Environmental Statement (ES) (6.1-6.3, APP-042-APP-153).</p>	
6.24 f)	6.24 f)
<p>As set out in Chapter 8 (Biodiversity) of the Environmental Statement (ES) (6.1, APP-049) surveys found no evidence of water voles within the Application Boundary, although presence of water vole has been confirmed in habitats to the west of the Application Boundary.</p> <p>Section 1.1.11 of Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102) states that the subsequent Landscape and Ecological Management Plan would be reviewed periodically (at least annually) to determine whether the management activities are meeting the objectives. As such should water voles to become established with the Application Boundary there is a mechanism to update management activities accordingly.</p>	
Cultural Heritage, including Archaeology	
	6.25 – 6.26

Section	Paragraph
<p>The Applicant notes the South Downs National Park Authority agrees with the conclusions of Chapter 6 (Cultural Heritage) of the Environmental Statement (ES) (6.1, APP-047) with respect to cultural heritage and archaeology.</p>	
	6.27 a)
<p>The Applicant notes the request from South Downs National Park Authority and will update Requirement 9 of the draft Development Consent Order (3.1, Rev 3) to include reference to the South Downs National Park Authority as a consultee where relevant.</p>	
	6.27 b)
<p>Areas to be used for fill/ deposition, where existing overburden is not to be removed, will be subject to archaeological mitigation (strip, map and excavate) where overburden is not thick enough to avoid compaction impacts. Detailed designs will be cross referenced with areas of archaeological potential and managed in accordance with the Soil Management Plan. Appropriate mitigation will be determined in consultation with stakeholders, principally the Winchester City Council Archaeologist and South Downs National Park Authority. The Archaeology and Heritage Outline Mitigation Strategy has been amended to reflect this and submitted at Deadline 3.</p>	
	6.27 c)
<p>The Winchester City Archaeologist has requested that the Detailed Archaeology and Heritage Mitigation Strategy and WSIs are prepared in light of the final Soil Management Plan rather than within the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) (and later iterations). It is the Applicants understanding that this is to ensure the condition of the topsoil and subsoil is maintained, as far as possible, following any archaeological investigations. Reference will be made within the Soil Management Plan that archaeological investigations will need to take into account any requirements set out in the Soil Management Plan and this will be reflected in the relevant documents that set out the methodology for archaeological investigations. The fieldwork will then be carried out in accordance with these management plans and agreed methodologies. The Archaeology and Heritage Outline Mitigation Strategy has been amended to reflect this and submitted at Deadline 3.</p>	

Section	Paragraph
	6.27 d)
<p>As set out in Q11.1.6 of Applicant responses to Written Questions (8.5, REP2-051) submitted at Deadline 2 the Applicant is committed to exploring these further during detailed design. These opportunities are noted in Section 6.8 of Chapter 6 (Cultural Heritage) of the Environmental Statement (ES) (6.1, APP-047), Section 4 of the Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, Rev 1), and Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). The second iteration environmental Management Plan (siEMP) will contain the mechanism in which the Detailed Archaeology and Heritage Mitigation Strategy will be implemented. For clarity this has been made more explicit within the updated Archaeology and Heritage Outline Mitigation Strategy submitted at Deadline 3.</p>	
	6.27 e)
<p>The Applicant will work collaboratively with all relevant parties (South Downs National Park Authority, Winchester City Council and where relevant Historic England) to discuss and agree all on-site interpretation and digital interpretation.</p>	
	6.27 f)
<p>As set out in Q11.1.2 of Applicant responses to Written Questions (8.5, REP2-051) submitted at Deadline 2, It is not possible to determine costs and capacity required at this stage, but options for long term storage and funding will be included within the Detailed Archaeology and Heritage Mitigation Strategy prepared during the detailed design of the Scheme. The Applicant will seek to include this agreement within Statement of Common Ground with South Downs National Park Authority to be submitted at a later deadline.</p>	
<p><u>Water Environment including Drainage and Flood Risk</u></p>	6.28 – 6.29

Section	Paragraph
<p>The Applicant notes the South Downs National Park Authority’s comments in relation to Chapter 13 (Road Drainage and the Water Environment) of the Environmental Statement (ES) (6.1, APP-054) and note that the principle of the drainage strategy and measures proposed to deal with flood risk and water quality are appropriate.</p> <p>With regard to your concerns about the proposed drainage features and their sensitive location, it should be noted that Basins 5 and 6 cannot be relocated elsewhere without significant engineering work. They are also positioned strategically to collect the natural flow of water in the surrounding areas. Although they are referred to as ‘basins’, these are not basins in the typical sense of having been excavated into the ground, instead these are at surface features generated to the rear and sides by local topography and essentially formed by the proposed bridleway forming a dam along the downstream end.</p> <p>The basins are designed to infiltrate to ground and predominantly take overland flows, although Basin 5 does take a small proportion of highway drainage. Infiltration testing at the location of the basins to input into the drainage models and this confirms that the basins will only be wet during storm events and potentially and over a period of several days, although this is subject to time of year.</p> <p>The swales are required to capture and convey the overland flows associated with the fields within the Application Boundary and beyond to Basins 5 and 6. Without these, the overland flows would simply flow over the bridleway towards and onto the M3 mainline (the existing overland ditches which currently reside adjacent to the M3 mainline performing this role are removed by the proposed highway alignment). Once vegetation has been established, it is anticipated that the swales will be imperceptible within the landscape and / or by users on the bridleway.</p> <p>The surface water attenuation features will be refined further during the detailed design process.</p> <p>Further information can be found in Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 – APP-143).</p>	
<p><u>Highways, including Public Rights of Way</u></p>	
	<p>6.30</p>

Section	Paragraph
The Applicant notes the comments in relation to Hampshire County Council as Local Highway Authority.	
	6.31
Section 3.5 of the Case for the Scheme (7.2, Rev 1) sets out the Scheme’s five strategic objectives and how the Scheme would meet those objectives. Chapter 7 (Landscape and Visual) of the Environmental Statement (ES) (6.1, Rev 1) provides an assessment and conclusion on the likely significant effects on Landscape matters.	
	6.32
The Applicant notes reference to the ‘Cart and Horses’ junction. The Applicant has outlined its position with respect to the ‘Cart and Horses’ junction in response to the Examining Authority’s written questions (ExQ1) issued on the 25 May 2023 and this is contained within Appendix A of the Applicant responses to Written Questions (8.5, REP2-051) .	
	6.33
The Applicant acknowledges SDNPA consider the improvements to existing walking and cycling routes and the creation of a new bridleway generally has a positive impact.	
	6.34 a)
<p>The Rights of Way and Access Plans (2.4, Rev 1) have been updated to show widths, surface material and shared use status, as part of the Deadline 2 submission on the 15 June 2023. Cycle tracks, and subways are not proposed to be segregated.</p> <p>Article 15(8) of the draft Development Consent Order (3.1, Rev 3) determines the legal status of the public rights of way as set out in Part 8 of Schedule 3.</p>	

Section	Paragraph
<p>The Applicant has designed all cycle tracks and bridleways to the Design Manual for Roads and Bridges, however we note South Downs National Park Authority’s reference to LTN1/20 and comment below:</p> <p>LTN 1/20 5.3 - Headroom - states that “cyclists ideally require a minimum of 2.4m of headroom at underbridges and subways. This should be increased to at least 2.7m where an underbridge is longer than 23m”. At all subways the Applicant is proposing that the headroom is 2.7m high.</p> <p>LTN 1/20 5.5 Cycle Lane and track widths sets out sets out the recommended absolute and desirable minimum widths for different types of provision. These are set out in Table 5.2 which provides that where the track is a 2 way direction and peak hour cycle flow is less than 300, the desirable minimum width is 3.0m (with an absolute minimum of 2.0m). The table also states the 3.0m width is suitable for a peak hour cycle flow between 300 and 1000.</p> <p>Based on the guidance in table 5.2 and anticipated usage, the Applicant proposes 3m wide cycle tracks and bridleways. Where the route passes in subways the width is increased to 4m in line with table 5.3. Where fencing is proposed along the cycle track where possible it will be offset from the edge of the cycle track.</p>	
	6.34 b)
<p>The Applicant is in dialogue with access groups including Cycle Winchester and Sustrans in relation to the proposed diversion for the NCN 23 route, and consider that there are no other alternative routes available.</p> <p>Article 16 of the draft Development Consent Order (3.1, Rev 3) addresses where consent is required and is relevant to the street authority Hampshire County Council.</p>	
	6.34 c)

Section	Paragraph
<p>The Applicant requests SDNPA to provide more specific details of where the additional planting including the type of planting is to be proposed.</p> <p>The Scheme includes a range of environmental measures as identified on the Figure 2.3 of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4) of the ES (6.2, Rev 1). Along the proposed Footway and Cycling Route between Kings Worthy and Winnall which connects to the Itchen Way, a range of measures are proposed. including a range of measures such as These include:</p> <ul style="list-style-type: none"> ▪ native scrub planting, linear shrub and tree planting, and broadleaved woodland planting to replace lost vegetation and integrate the Scheme into the environment; ▪ native species hedgerows to provide visual screening and separate the highway and Winnall Industrial Estate from the new WCH route whilst providing a visual amenity; ▪ individual tree planting for visual screening and visual amenity; and ▪ appropriate native seeding and planting mixes which will be specified as part of the detailed design of the Scheme including in the vicinity of the Footway and Cycling Route which will enhance visual attractiveness and biodiversity. <p>Measures have been included with consideration to operational requirements of the highway, below ground utilities and services, and management and maintenance requirements.</p> <p>The Applicant notes reference to the ‘Cart and Horses’ junction. The Applicant has outlined its position with respect to the ‘Cart and Horses’ junction in response to the Examining Authority’s Written Questions (ExQ1) issued on 25 May 2023 and this is contained within Appendix A of the Applicant responses to the Examiner’s Written Questions (8.5, REP2-051). The Cart and Horses junction forms part of the local highway network and is situated outside the Application Boundary. Any potential improvements to the junction fall outside of the Scheme objectives and are not included in the Development Consent Order application.</p>	
	6.34 d)

Section	Paragraph
<p>The Applicant notes the comments in relation to the construction worker travel plan and the size of the central compound. Following the matters discussed at the Issue Specific Hearing 1 on the 11 July 2023 the Applicant is considering this further.</p>	
	6.34 e)
<p>The Applicant position is set out in response to paragraph 6.14 f).</p>	
	6.35
<p>The applicant notes the request for the Local Planning Authority to be the determining authority, the Applicant's position is that it is appropriate for Requirement 11 of the draft Development Consent Order (3.1, Rev 3) to be submitted and approved in writing by the Secretary of State following consultation with the Local Highway Authority.</p>	
	6.36
<p>The Applicant notes that South Downs National Park Authority consider that there are some positive impacts to the Public Right of Way (PRoW) network.</p> <p>Table A.9 of the Case for the Scheme (7.2, Rev 1) provides an assessment against policies SD19 and SD20 and states. It states that the Scheme results in increased accessibility via the new walking, cycling and horse-riding routes. The provision of new routes increases opportunities for recreational experiences with access from Winchester to the South Downs National Park, whilst the design of these routes provides for an improved user experience. The likely effects of the Scheme on walking, cycling and horse-riding routes in relation to Policy SD20 are considered in Section 12.9 of Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1).</p>	
<p><u>Air Quality</u></p>	6.37

Section	Paragraph
<p>The Applicant notes the South Downs National Park Authority comment on the conclusions of the Air Quality assessment that significant impacts are not predicted during operational phase. However, it is unclear what ‘<i>short-term impacts to residential properties</i>’ to which the South Downs National Park Authority is referring to during the construction phase, as no significant impacts resulting from either construction dust (with appropriate mitigation measures controlled through the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) or construction related traffic have been identified during the construction phase.</p>	
<p><u>Residential Amenity</u></p>	<p>6.38 – 6.39</p>
<p>As noted in South Downs National Park Authority’s Local Impact Report, during construction the works associated with the Scheme will give rise to adverse impacts at White Hill Cottage due to its proximity to the Scheme.</p> <p>South Downs National Park Authority notes that insufficient mitigation is proposed to address the negative impacts to the occupiers of White Hill Cottage. However, in accordance with Commitment NV1 in Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3), a Noise and Vibration Management Plan will be prepared during detailed design. This will outline how construction noise and vibration will be managed, monitored and mitigated throughout the construction of the Scheme, more generally and specifically at White Hill Cottage. Any specific mitigation measures which will be required would be identified at this stage which may include localised acoustic barriers. In addition to this, Paragraph 15.7.6 of Chapter 15 (Cumulative Effects) of the Environmental Statement (ES) (6.1, APP-056), states: ‘<i>As a result of the assessment for combined effects, further mitigation specifies that engagement must be undertaken with the occupant/owner of White Hill Cottage to ensure that they are provided with contact details for a site representative, are kept up to date on the construction works programme and the relevant mitigation being implemented.</i>’ The Applicant will comply with this commitment.</p> <p>For landscape and visual effects on White Hill Cottage, a commitment to the provision of advanced planting is set out in Table 3.2 of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) and at this location, this includes areas of Woodland (Broadleaf) (LE2.1) and Native Scrub Planting (LE2.8), for plots as indicated on Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1).</p>	

Section	Paragraph
<p>South Downs National Park Authority also notes that “<i>insufficient consideration has been given to mitigating the negative impacts to White Hill Cottage during the operational phase</i>”. It should first be noted that significant noise effects are only anticipated at White Hill Cottage during construction. Using the significance matrices Table 11.24 and Table 11.26 in Chapter 11 (Noise and Vibration) of the Environmental Statement (ES) (6.1, APP-052), during operation of the Scheme, it is demonstrated that White Hill Cottage will experience minor adverse effects during the day in the short term (operation year 1) and negligible effects during the night (operation year 1), as well as during the day and night in the long term (operation year 15).</p> <p>Whilst Landscape and Visual effects would remain Moderate Adverse (significant) at Easton Lane, where White Hill Cottage is located, by summer 15 years after opening, the maximum achievable area of soft landscape mitigation planting has already been included, given the requirements for the drainage feature and highway alignment. The proposals for landscape mitigation planting in this area also include advanced planting, to maximise the opportunity to establish it in advance of the operation of the Scheme. It is considered that even in winter months this proposed landscape mitigation will provide sufficient filtering of views towards the Scheme. There is proposed to be a false cutting rising to 2m above the proposed carriageway level adjacent to the M3 off bound slip and this feature will be planted to help integrate it, which over time will provide further screening benefit. It would not be possible to increase the height of this feature or the proposed soft landscape planting to screen the Variable Message Sign 009 (see Figure 2.3 (Sheet 7) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1)), and further reduce the reported adverse effect.</p> <p>It is considered that from this location the view will change from an open view beyond the intervening hedgerows across an agricultural landscape to a contained view with a range of proposed landscape mitigation planting and a drainage feature in the foreground. Whilst the highway will not be visible at year 15, Variable Message Sign 009 (see Figure 2.3 (Sheet 7) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1)), will remain a visible feature. As the planting reaches maturity (30+ years), visibility of this gantry will further reduce, which could lead to further reduction in adverse effects.</p>	
<p><u>Open Access Land and Public Open Space</u></p>	<p>6.40 – 6.41</p>

Section	Paragraph
<p>The Applicant notes South Downs National Park Authority’s comment that there is no effect on access to open land and no loss of public open space.</p>	
<p><u>Geology and Soils, including Contaminated Land</u></p>	6.42
<p>The Applicant welcomes South Downs National Park Authority’s general agreement with the conclusions of the assessment set out in Chapter 9 (Geology and Soils) of the Environmental Statement (ES) (6.1, APP-050), and its satisfaction with the requirements addressed in the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3). The Applicant will ensure that archaeology is considered within the Soil Management Plan as it is developed during detailed design.</p>	
<p><u>Material Assets and Waste</u></p>	6.43
<p>Any landscape impacts on terms of earthworks / changes to topography as a result of the deposit of excess spoil from the Site is covered within the landscape response above (<i>Earthworks / Changes to Topography, 6.14 a</i>).</p>	
<p><u>Socio-economic</u></p>	6.44
<p>The Applicant notes South Downs National Park Authority’s acknowledgement that there is neutral or minimal impact with regard to socio-economics and consequently it does not wish to make comment on this matter at this stage.</p>	
<p><u>Other Comments (DCO)</u></p>	6.45
<p>Part 4 Supplementary Powers, Article 34</p>	
<p>These powers are required in connection with the carrying out of the authorised development and confirm that these works can occur on land that is been temporarily acquired. Where it is not necessary to carry out these works the Applicant would not have power to do so. The Applicant must before giving up possession of land that has been temporarily acquired remove temporary works</p>	

Section	Paragraph
<p>and restore the land to the reasonable satisfaction of the owners of the land. This article has precedence being included in M25 Junction 10 Development Consent Order 2023, A417 Missing Link Development Consent Order 2022, and the A303 Sparkford to Ilchester Dualling Development Consent Order 2021 and being, at its core, a model provision (The Infrastructure Planning (Model Provisions) (England and Wales) Order 2009, schedule 1, paragraph 28)</p>	
<p>Part 6 Operations, Articles 39 and 40</p>	
<p>Articles 39 and 40 does not give a blanket power to remove any hedgerows from the Order limits. This is limited to those hedgerows described in Schedule 8. Under Article 39, there is a wider power to lop or fell any tree or shrub within or overhanging land within the Order limits where that tree is not subject to a tree preservation order or that shrub is not a hedgerow within the meaning of the Hedgerow Regulations 1997. The undertaker may only do this if it is necessary to prevent obstruction or interference with the authorised development or where it would constitute a danger to persons using the authorised development. The nature of the power is to permit felling and lopping for the ongoing maintenance and operation of the highway and authorised development as well as for its construction. The Applicant has assessed the impact of felling in its Landscape and Visual Impact Assessment. The authorised development will also be subject to a written landscaping scheme that will be based on the outline Landscape and Ecological Plan, environmental masterplan and the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) and will include a tree protection plan and arboricultural method statement. Requirement 5 of the draft Development Consent Order (3.1, Rev 3).</p>	
<p>Part 7 Miscellaneous and General, Article 44</p>	
<p>A broad defence against civil or criminal proceedings for nuisance is already contained in section 158 of the Planning Act 2008 which confirms that the Order grants statutory authority for the works. This article specifically provides a defence to proceedings brought in a magistrates' court under section 82(1) of the Environmental Protection Act 1990 in relation to limited list of nuisances set out in the Article as they relate to section 79(1) of that Act. Therefore, it extends the defence only to the relatively rare situation by which if somebody considers that the local authority ought to be tackling a nuisance using its statutory nuisance power, but it is not, that person may apply to the magistrates' court under section 82 of the Environmental Protection Act 1990. The article therefore seeks</p>	

Section	Paragraph
to fill a legislative lacuna. It is a model provision and has been included in the M25 Junction 10 Development Consent Order 2023, A417 Missing Link Development Consent Order 2022, and the A303 Sparkford to Ilchester Dualling Development Consent Order 2021.	
Schedule 2, Requirements, Article 4	
This wording has precedence, for example, in the A30 Chiverton to Carland Cross Development Consent Order 2020, A303 Sparkford to Ilchester Dualling Development Consent Order 2021, A417 Missing Link Development Consent Order 2022. This wording serves as clarification that where any suggestions made by consultees are unreasonable or not feasible the Applicant can consider cost and engineering practicality in those considerations. It is considered a necessary clarification to the flexibility included in this requirement.	
Schedule 2 The suggested Requirement is not currently included within Schedule 2	
The requirement that has been suggested is not appropriate for this Scheme. This requirement is used in circumstances where the authorised development is being built out in defined phases and stages. It is used where requirements may be discharged against a defined stage rather than against the authorised development as a whole. There is no intention to discharge requirements against defined stages as the project is being built out in a single continuous phase of development. Therefore, there is not requirement for a phasing plan or this requirement.	

5 Applicant comments on Eastleigh Borough Council Local Impact Report

5.1 Introduction

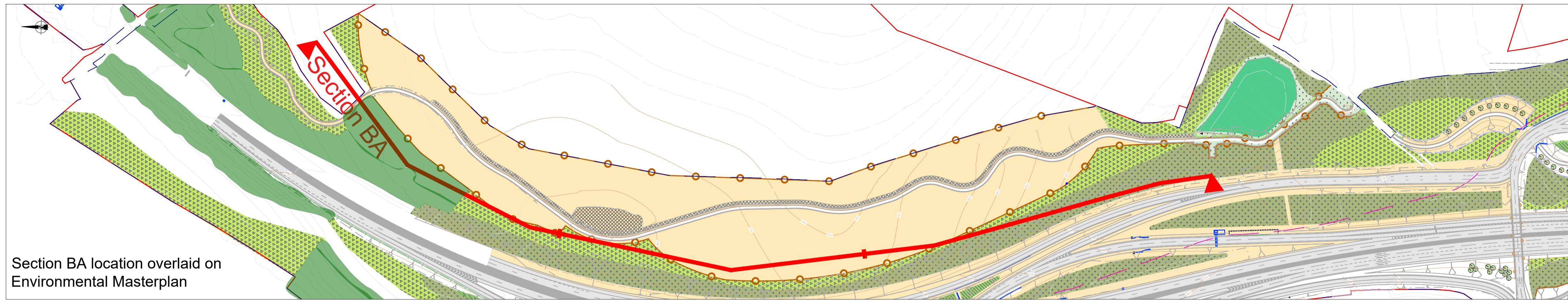
5.1.1 National Highways (the Applicant) has provided comments on the Local Impact Report produced by Eastleigh Borough Council (**REP2-064**) and has responded to the matters raised where relevant and appropriate.

Section	Paragraph
1. Introduction	1.1 – 1.2
The Applicant acknowledges Eastleigh Borough Council’s introduction to the Local Impact Report.	
2. Relationship of Application with Eastleigh Borough	2.1
The Applicant acknowledges where the Eastleigh Borough Council’s boundary is and its proximity to the Scheme.	
3. Statutory Development Plan	3.1 - 3.2
The Applicant notes that Eastleigh Borough Council considers that the adopted Eastleigh Borough Local Plan 2016-2036 as not relevant given that no works are proposed within its administrative area.	
The Applicant notes the comments in relation to the Hampshire Minerals and Waste Plan (2013).	
4. Local Impacts to be Considered	
<u>Principle of Development</u>	4.1

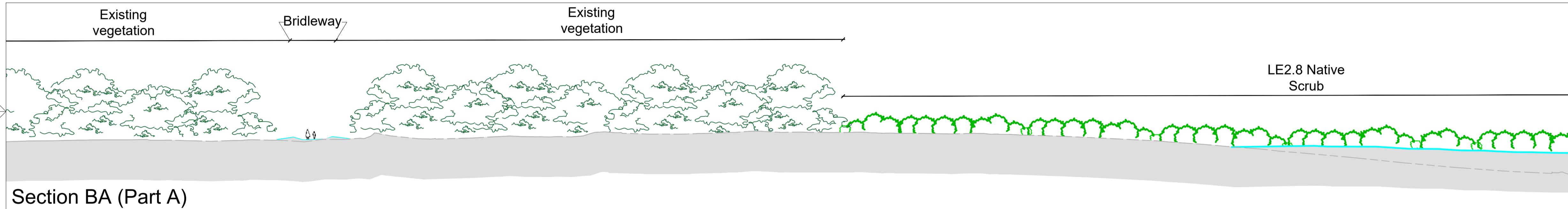
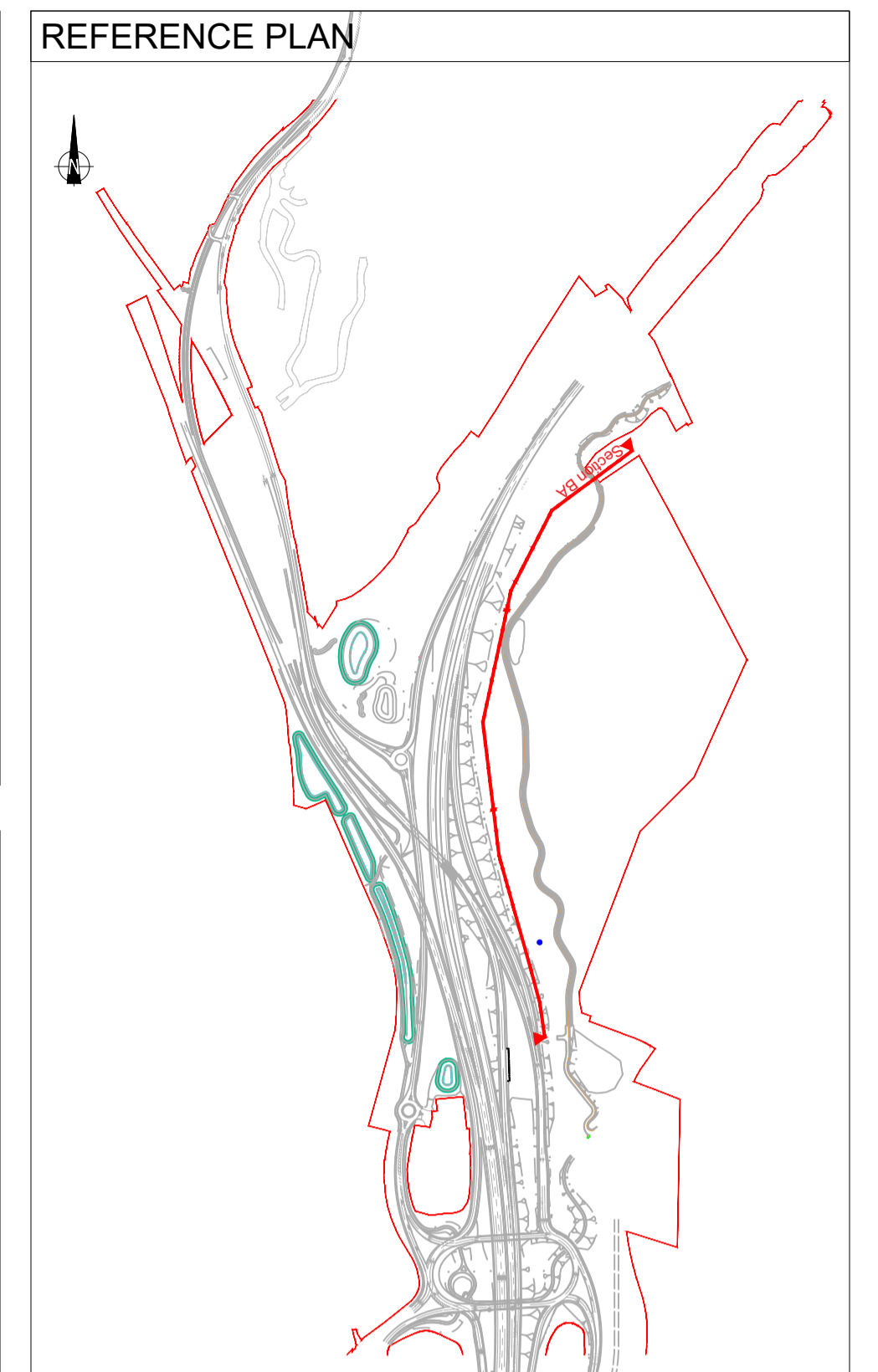
Section	Paragraph
The Applicant notes that Eastleigh Borough Council raises no objection to the principle of the Scheme.	
<u>Residential Amenities from Construction Traffic</u>	4.2 – 4.4
The Applicant notes the comment that Eastleigh Borough Council considers that it is unlikely that construction traffic would need to use minor roads running through the Borough. It also notes that it is content with Hampshire County Council, as the local highway authority, reviewing and approving the Traffic Management Plan as secured by Requirement 11 of the draft Development Consent Order (3.1, Rev 3) . This will include details relating to Delivery and Haulage Routes.	
<u>Impacts on Biodiversity</u>	4.5 – 4.6
<p>The Applicant notes that Eastleigh Borough Council’s principal issue relating to biodiversity is a concern with the indirect nature of potential impacts on the River Itchen Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) as it flows south from the Application Boundary through the Borough. The Applicant notes that Eastleigh Borough Council agrees with the conclusions of the Environmental Statement (6.1-6.3, APP-042 – APP-153) and the Habitats Regulation Assessment (7.5, APP-158) that there would be no adverse impacts on the River Itchen SAC/SSSI during construction and operation.</p> <p>In respect of management and maintenance for biodiversity measures, these can be found in the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 3) which will be updated as part of the second iteration Environmental Management Plan following detailed design. The Environmental Management Plan will ensure that monitoring procedures are put in place during construction and are ongoing in the operational phase.</p>	
<u>Other considerations</u>	4.7
The Applicant notes that Eastleigh Borough Council does not consider that the Scheme would result in any significant adverse impacts arising from noise and air quality.	

Section	Paragraph
5. Conclusion	5.1
<p>The Applicant notes that Eastleigh Borough Council considers that there are sufficient protections, secured within the Traffic Management Plan and second iteration Environmental Management Plan (siEMP) secured under Requirement 11 and 3 respectively of the draft Development Consent Order (3.1, Rev 3), with regard to both the potential impacts from construction traffic and the potential impacts to the River Itchen SAC/SSSI.</p>	

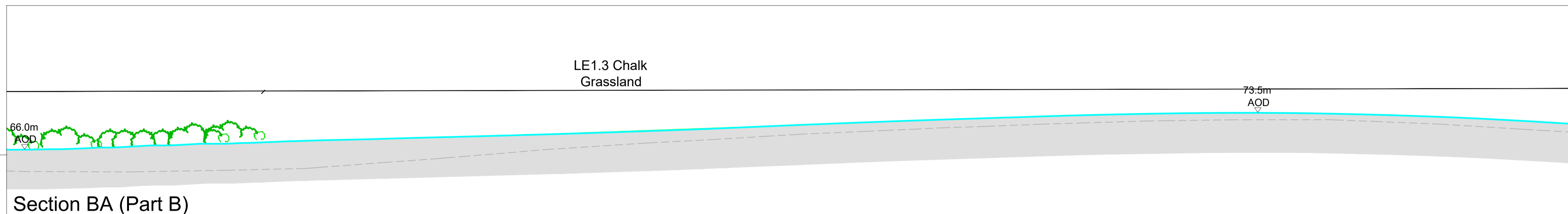
Appendix A Additional long sections to east of the M3



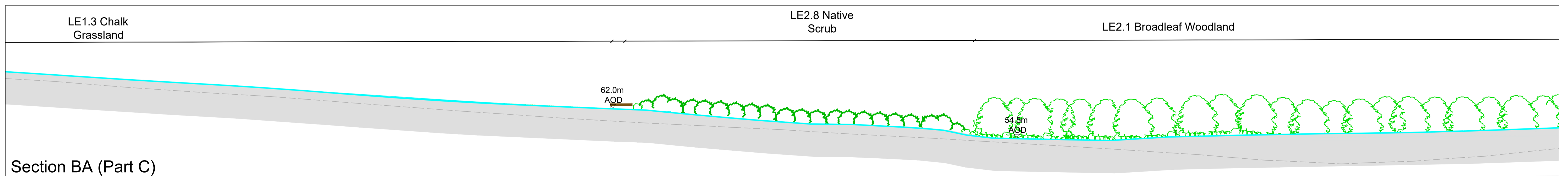
Section BA location overlaid on Environmental Masterplan



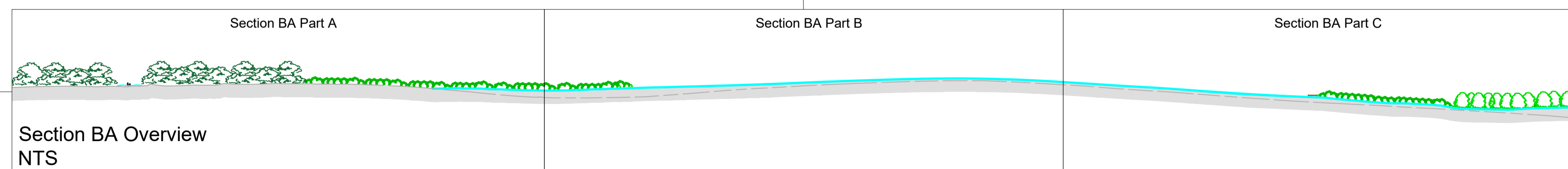
Section BA (Part A)



Section BA (Part B)



Section BA (Part C)



Section BA Overview NTS

LEGEND

- Existing landform
- Proposed landform

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Rev.	Date	Description	Drawn	Chk'd	App'd
P04	12.07.23	Addition of spot heights to sections requested by SDNPA	AC	ED	SW
P03	22.06.23	Updates to address comments from the SDNPA	AC	ED	SW
P02	19.05.23	Updates to address comments from the SDNPA	AC	ED	SW
P01	-	-	-	-	-

Drawing Status
S0- DRAFT FOR COMMENT

Project Title
M3 JUNCTION 9 IMPROVEMENTS

Drawing Title
NORTH SOUTH SCHEME LONG SECTIONS SECTION BA

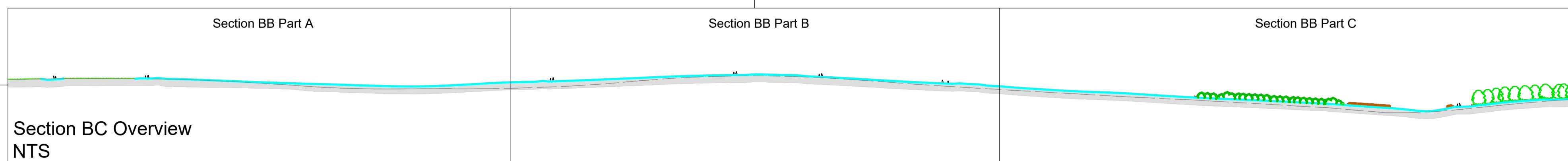
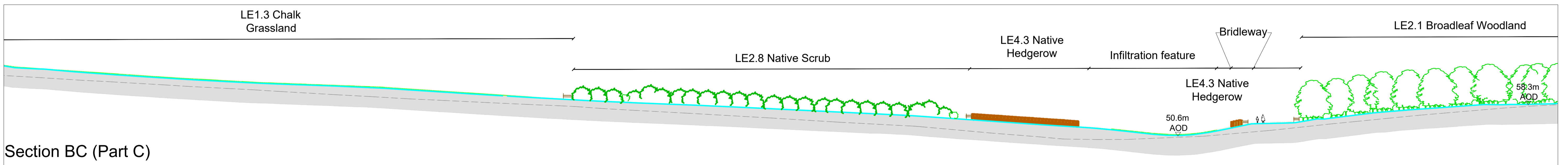
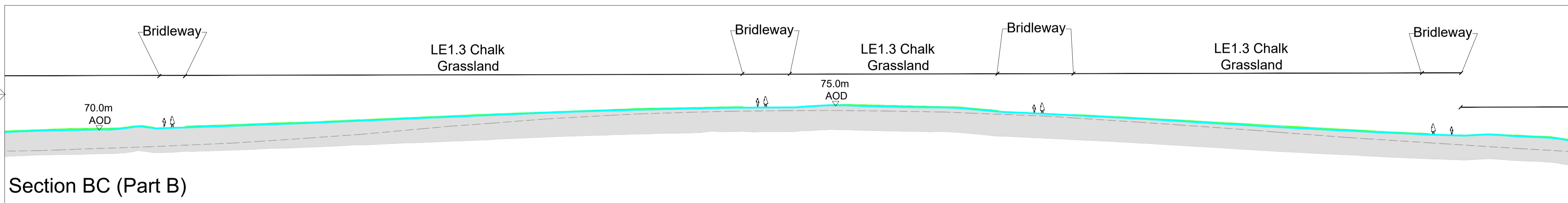
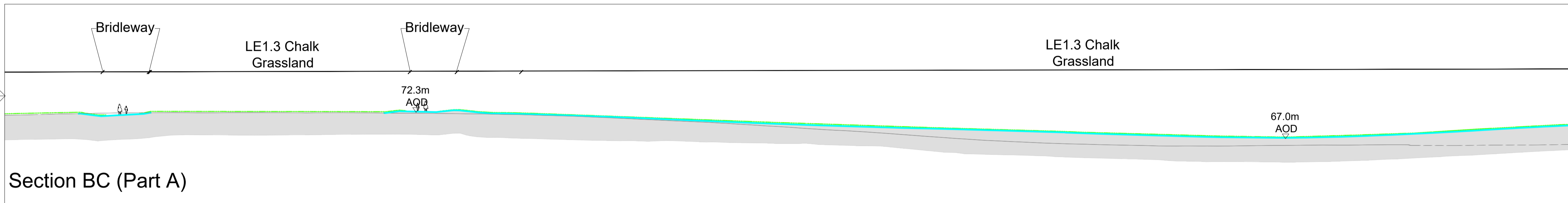
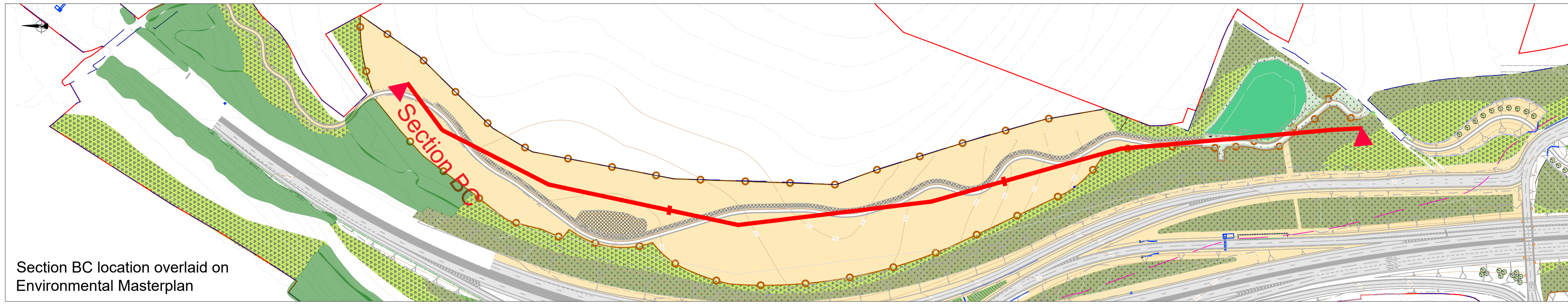
SHEET 1 OF 3

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Original Size	Date	Date	Date	Date
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Drawing Number
HE 551511_VFK_EGN_XXXX_XX_DR_LE_53126

Project Ref. No.
33061070

Revision
P04



LEGEND

- Existing landform
- Proposed landform

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Rev.	Date	Description	Drawn	Chk'd	App'd
P04	12.07.23	Addition of spot heights to sections requested by SDNPA	AC	ED	SW
P03	22.06.23	Updates to address comments from the SDNPA	AC	ED	SW
P02	19.05.23	Updates to address comments from the SDNPA	AC	ED	SW
P01	-	-	-	-	-

Drawing Status
S0- DRAFT FOR COMMENT

Project Title
M3 JUNCTION 9 IMPROVEMENTS

Drawing Title
NORTH SOUTH SCHEME LONG SECTIONS SECTION BC

SHEET 3 OF 3

Scale	Designed	Drawn	Checked	Approved
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Original Size	Date	Date	Date	Date
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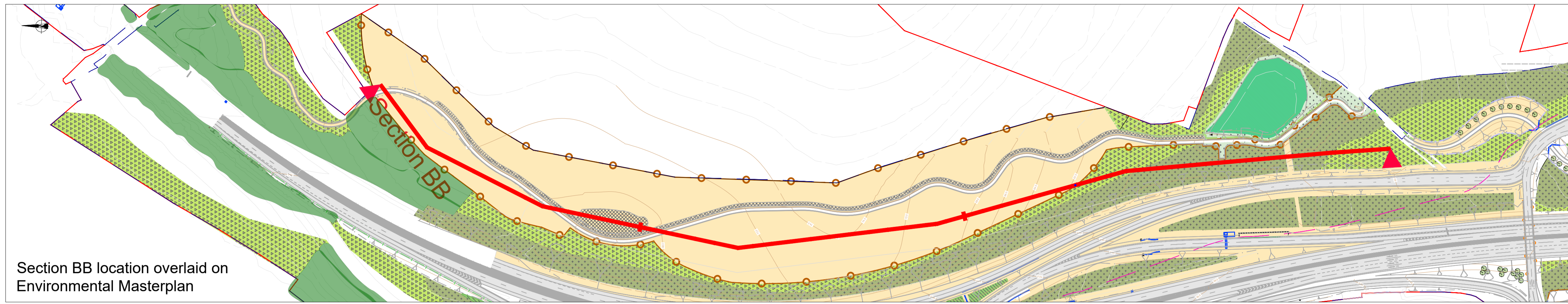
Drawing Number
HE PIN

Originator | Volume

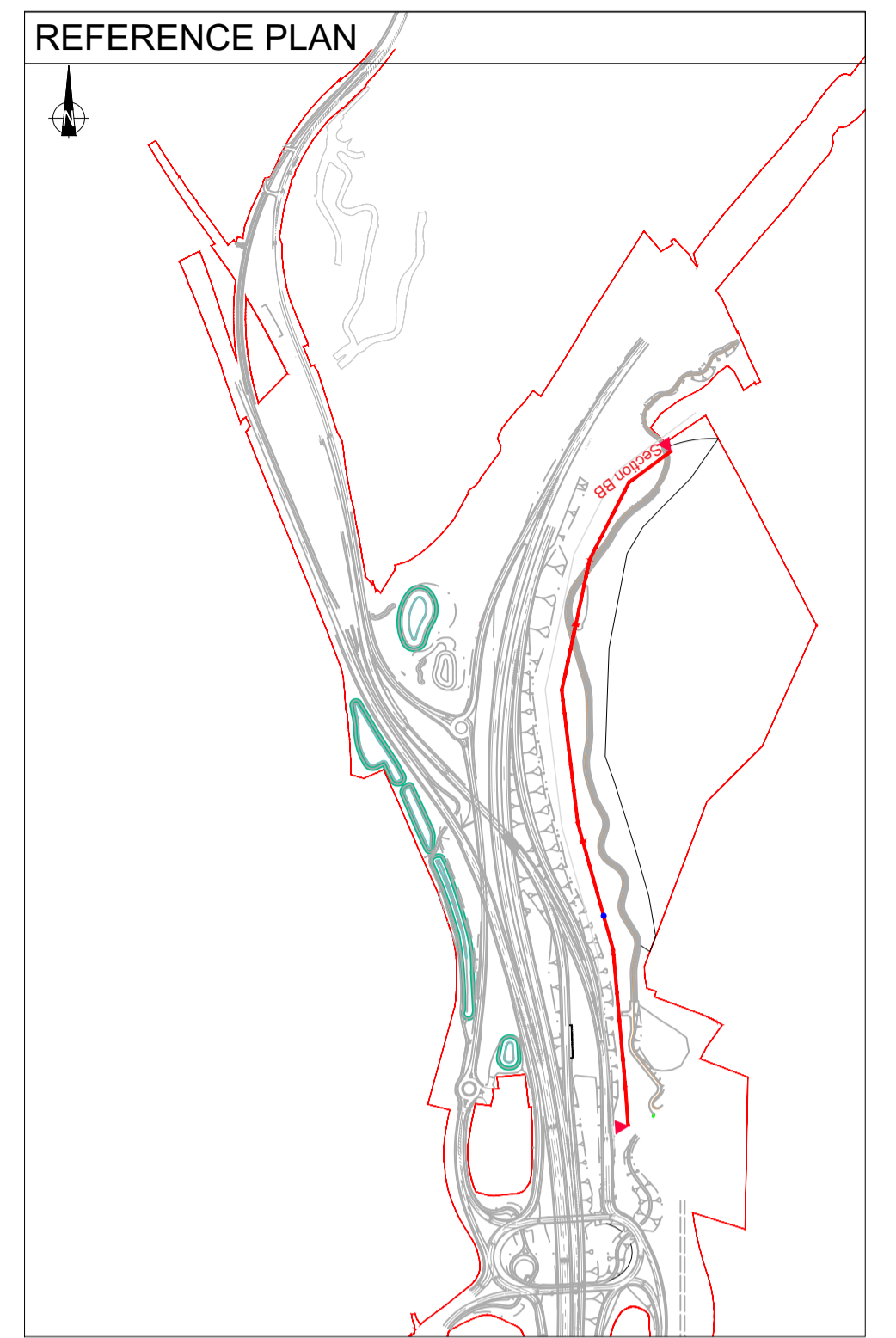
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Project Ref. No.
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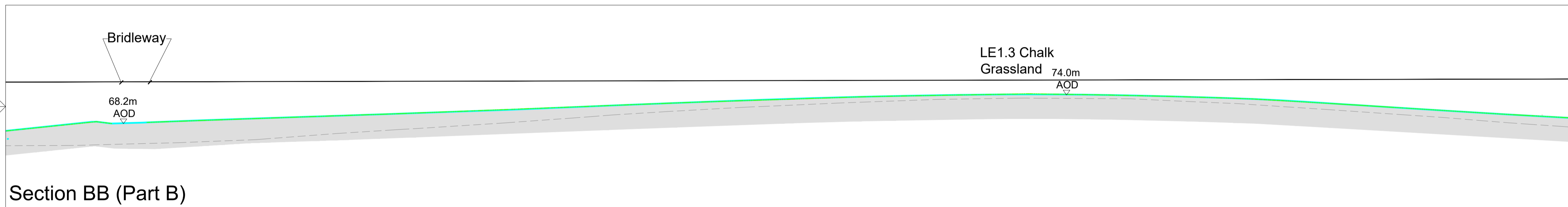
Revision
P04



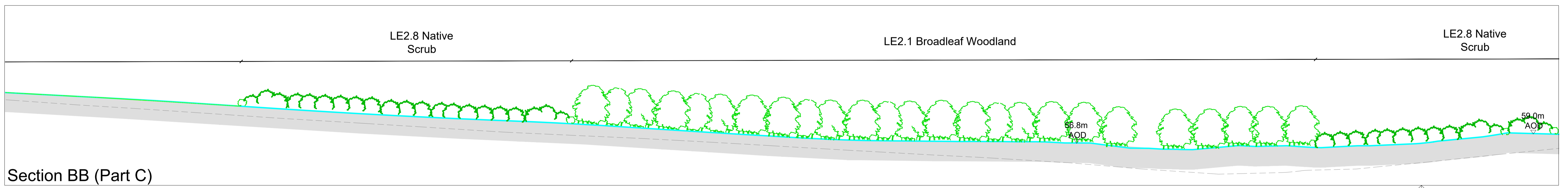
Section BB location overlaid on Environmental Masterplan



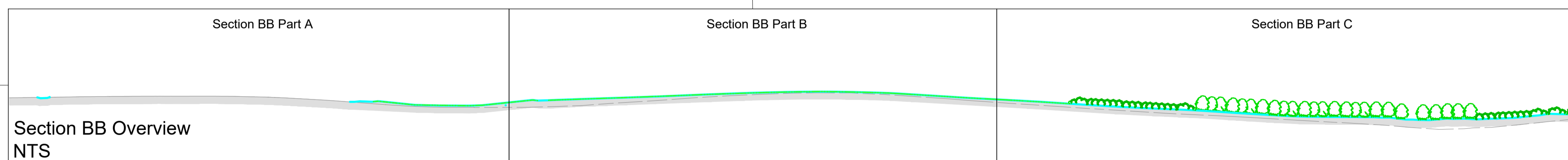
Section BB (Part A)



Section BB (Part B)



Section BB (Part C)



Section BB Overview NTS

LEGEND
 Existing landform
 Proposed landform

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Rev.	Date	Description	Drawn	Chk'd	App'd
P04	12.07.23	Addition of spot heights to sections requested by SDNPA	AC	ED	SW
P03	22.06.23	Updates to address comments from the SDNPA	AC	ED	SW
P02	19.05.23	Updates to address comments from the SDNPA	AC	ED	SW
P01	-	-	-	-	-

Drawing Status
S0- DRAFT FOR COMMENT

Client

Project Title
M3 JUNCTION 9 IMPROVEMENTS

Drawing Title
NORTH SOUTH SCHEME LONG SECTIONS SECTION BB

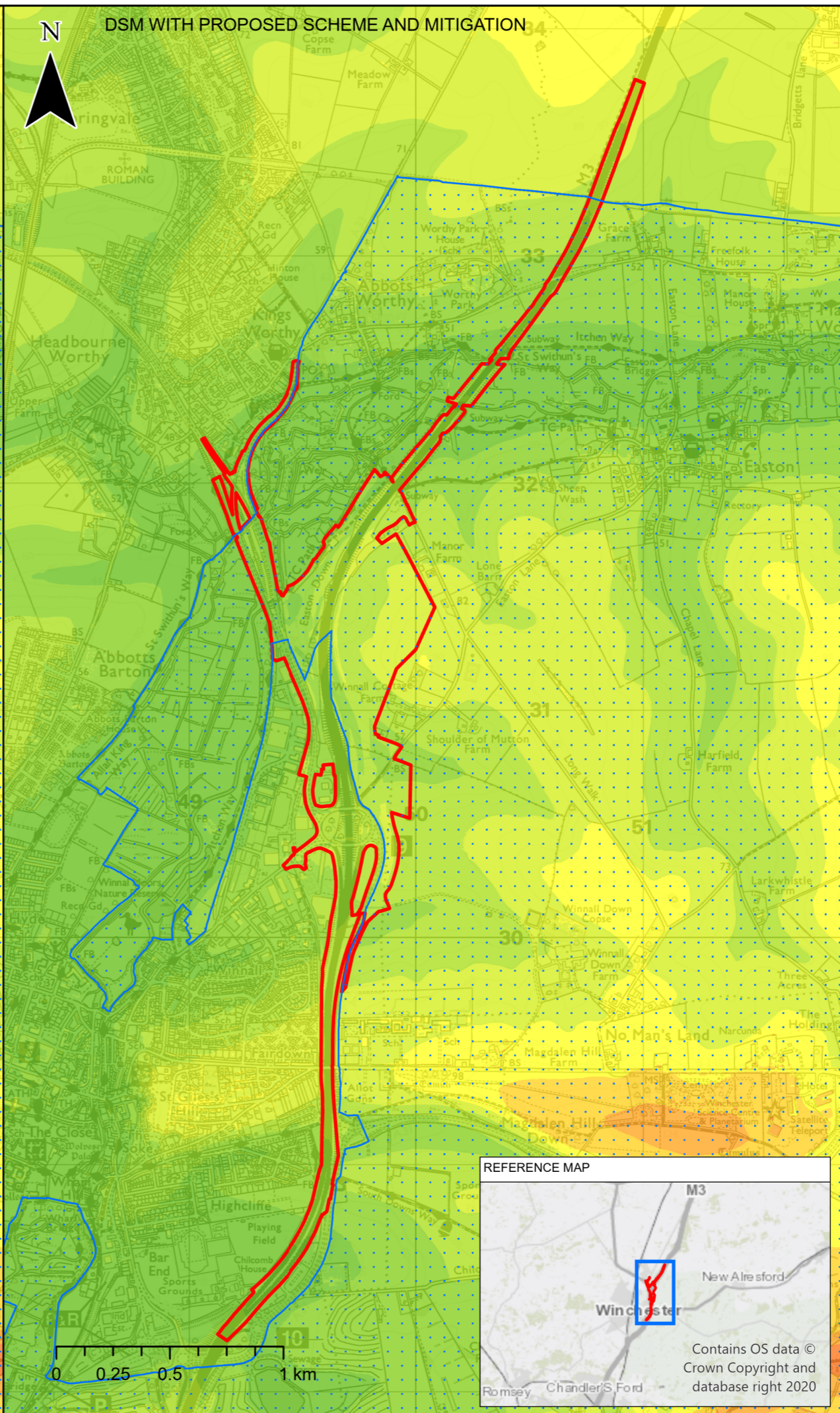
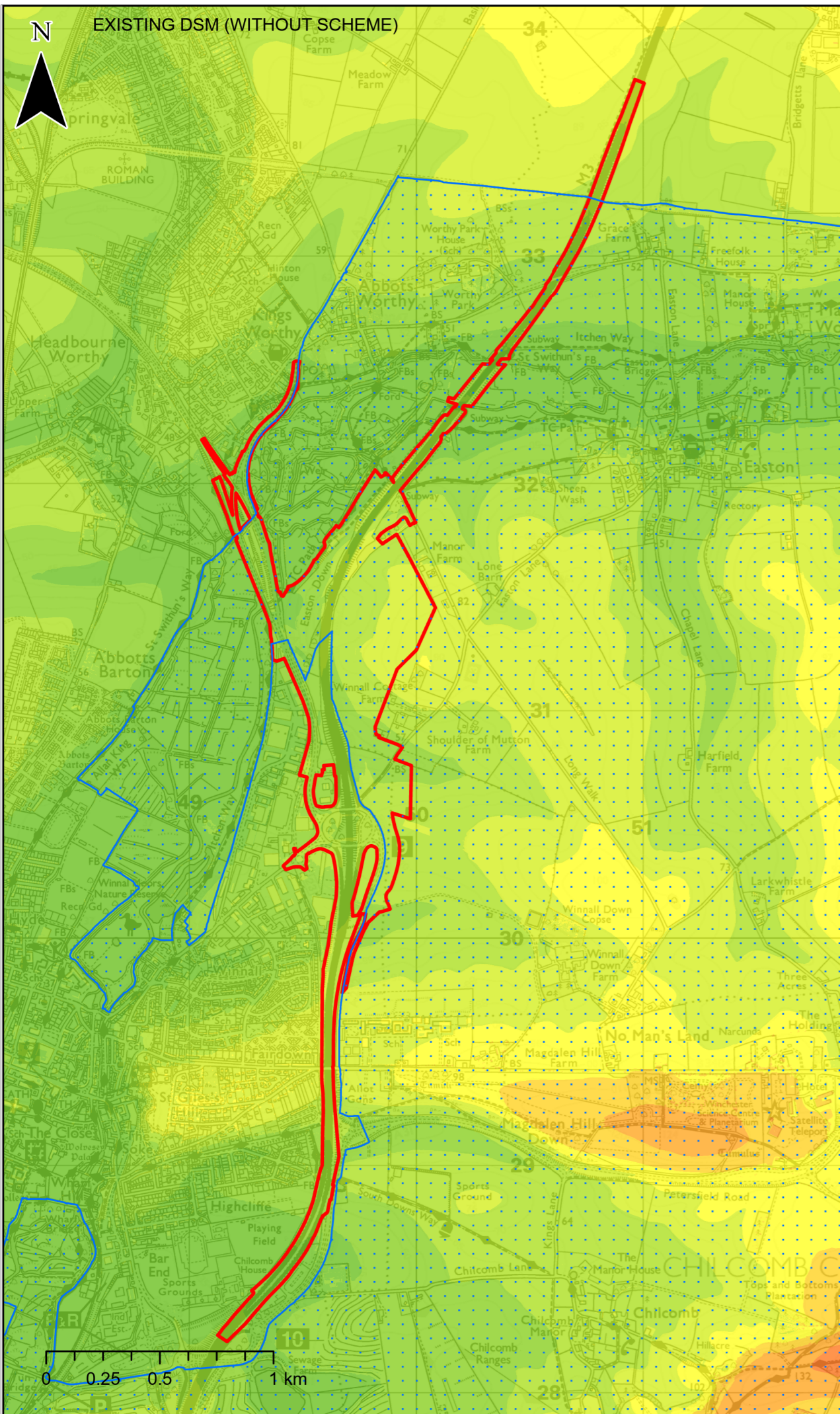
SHEET 2 OF 3

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Original Size	A1	Date	21.03.23	Date	21.03.23	Date	05.04.23	Date	05.04.23

Drawing Number
 HE PIN | Originator | Volume | Project Ref. No.
 HE551511_VFK_EGN_XXXX_XX_DR_LE_53127 | | | 330610705

Revision
 P04

Appendix B Existing and proposed digital surface model



NOTES
1. This drawing has been produced using GIS software, therefore all dimensions are shown in meters unless shown otherwise.

- Application Boundary
- South Downs National Park
- Elevation**
- 20.0 - 30.0m Above Ordnance Datum (AOD)
- 30.0 - 45.0m AOD
- 45.0 - 60.0m AOD
- 60.0 - 75.0m AOD
- 75.0m - 90.0m AOD
- 90.0m - 105.0m AOD
- 105.0m - 120.0m AOD
- 120.0m - 135.0m AOD
- 135.0m - 150.0m AOD
- 150.0m - 165.0m AOD
- 165.0m - 180.0m AOD

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Source: USGS, NGA, NASA, CGIAR, GEBCO, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen and the GIS User Community

REV	DATE	REVISION NOTE	ORIG	CHK'D	APP'D
0	July 2023	FIRST ISSUE	TW	AC	AC

DESIGNER



CONTRACTOR



CLIENT



PROJECT TITLE
M3 JUNCTION 9 IMPROVEMENT SCHEME

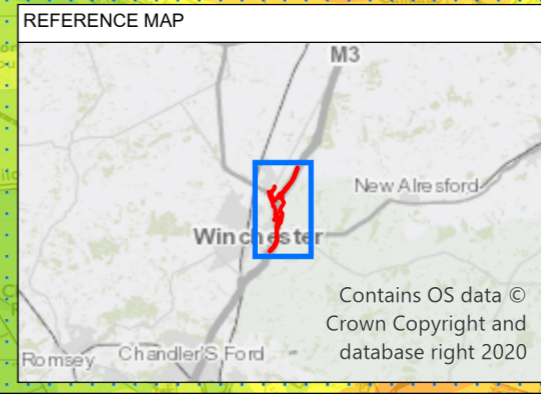
PROJECT STAGE
PCF STAGE 3

DRAWING TITLE
EXISTING DIGITAL SURFACE MODEL (DSM) VS PROPOSED SCHEME DIGITAL SURFACE MODEL

SUITABILITY
FOR INFORMATION

SHEET SIZE: A3 SCALE: 1:22,000 STATUS: REV 0

DRAWING NUMBER
HE5515511-VFK-EGN-XXXX_XX_DR-LE-43101



Appendix C **Proposed advanced planting locations and the rationale for each**

M3 Junction 9 Improvement

Advanced Planting Proposals

17 July 2023



Advanced Planting

This information has been prepared in relation to a request from the South Downs National Park Authority contained within its review of **Chapter 7 (Landscape and Visual)** of the **Environmental Statement (ES) (6.1, REP1-003)**. Comments were received from Michelle Bolger Expert Landscape Consultancy '1261 R01 M3 Junction 9 Review' on behalf of the South Downs National Park Authority on 13 April 2023.

Comments made related to 'Issue 2: Vegetation Clearance', as shown below:

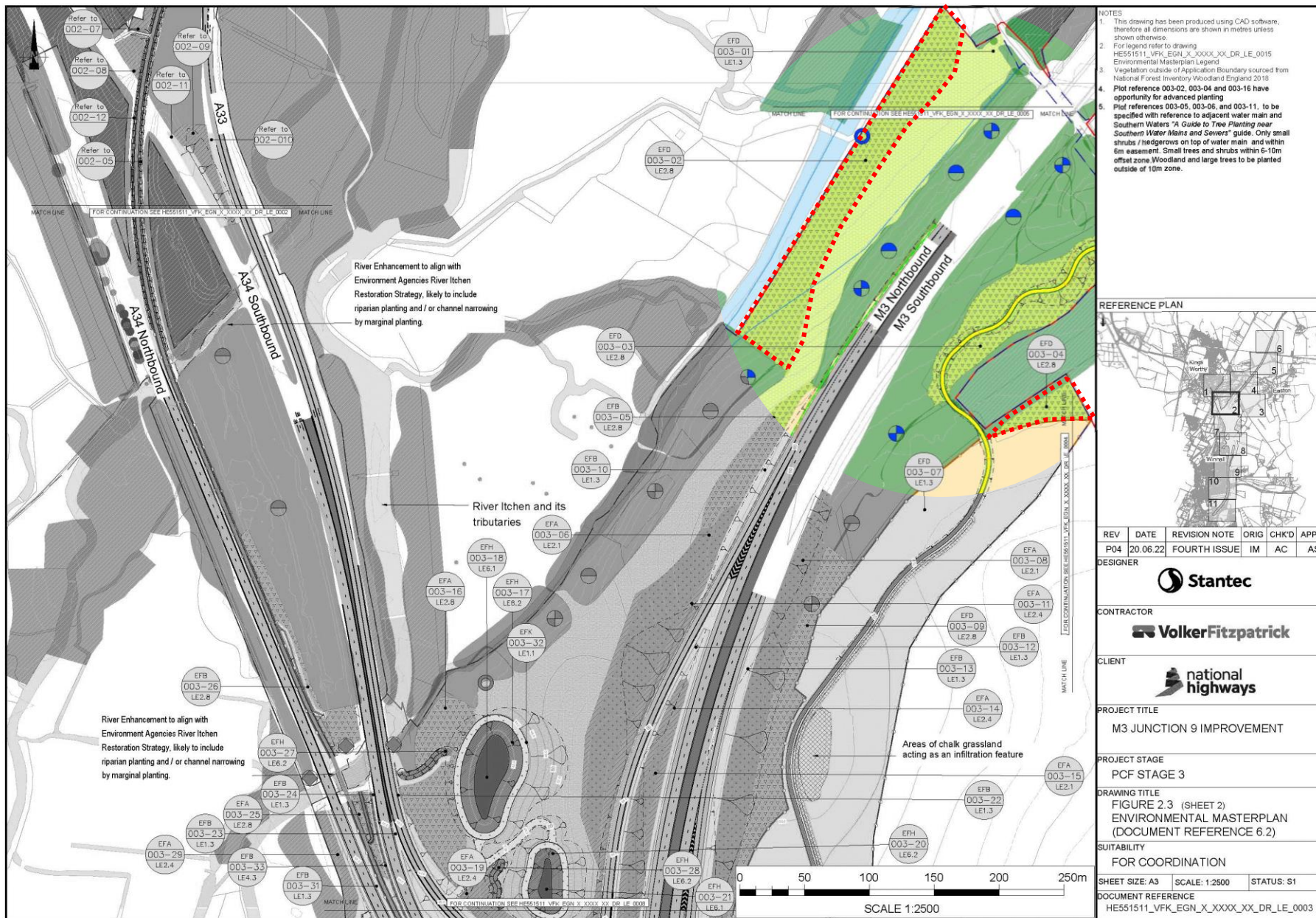
- Approximately nine hectares of vegetation is proposed to be removed. Loss of trees along the eastern side of the M3 will open up views of the motorway corridor, the new infrastructure and increased activity within it. It will also open up views from within SDNP across the valley towards built up parts of Winchester.
- Recommendation: Advanced planting is undertaken to minimise the opening up of views as much as possible.
- **A Further Information Request was made for a plan showing the locations of advanced planting accompanied by a rationale for them.**

Advanced Planting

The M3 Junction 9 Improvement Scheme includes a commitment to undertake advanced planting for landscape and visual mitigation purposes in a range of locations. The areas are identified on the **Figure 2.3 in Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4))** of the **Environmental Statement (ES) (6.2, REP2-029)** and referenced in **Appendix 7.6 (Outline Landscape and Ecology Management Plan)** of the **ES (6.3, APP-102)**. A commitment to advanced planting is set out in the **Record of Environmental Action and Commitments (REAC) Ref LV16** within the **first iteration Environmental Management Plan (7.3, Rev 3)**.

The definition of advanced planting is a commitment for the planting of proposed soft landscape elements to be undertaken at an early phase of the construction programme, with the aim of increasing the establishment phase for certain planting plots where there is an identified environmental benefit and / or to minimise environmental impact and opportunity for this within the proposed construction phasing.

Proposed advance planting locations are shown on the following slides.



Advanced Planting

Plot: 003-02

Element: LE2.8 Native Scrub Planting

Function: Nature Conservation and Biodiversity

Early planting to facilitate habitat creation with secondary benefit of habitat connectivity adjacent to River Itchen floodplain.

Plot: 003-04

Element: LE2.8 Native Scrub Planting

Function: Nature Conservation and Biodiversity

Early planting to facilitate habitat creation.

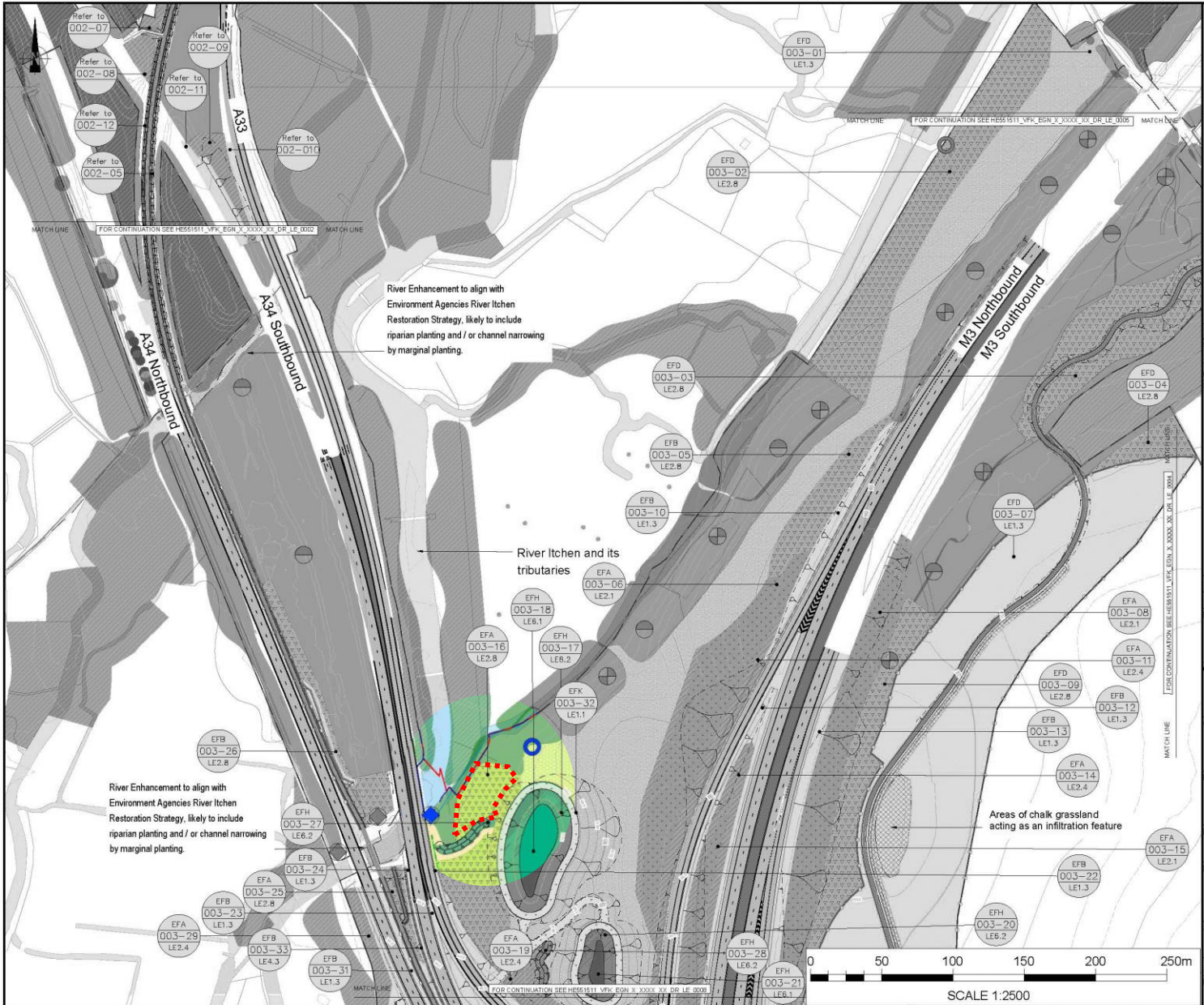
Advanced Planting

Plot: 003-16

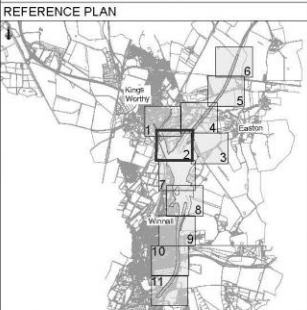
Element: LE2.8 Native Scrub Planting

Function: Visual Screening

Early planting to aid establishment and support visual screening from the Itchen Way, with secondary benefit of habitat connectivity adjacent to River Itchen floodplain.



- NOTES
- This drawing has been produced using CAD software, therefore all dimensions are shown in metres unless shown otherwise.
 - For legend refer to drawing HE551511_VFK_EGN_X_XXXX_XX_DR_LE_0015 Environmental Masterplan Legend
 - Vegetation outside of Application Boundary sourced from National Forest Inventory Woodland England 2018
 - Plot reference 003-02, 003-04 and 003-16 have opportunity for advanced planting
 - Plot references 003-05, 003-06, and 003-11, to be specified with reference to adjacent water main and Southern Water's 'A Guide to Tree Planting near Southern Water Mains and Sewers' guide. Only small shrubs / hedgerows on top of water main and within 6m easement. Small trees and shrubs within 6-10m offset zone Woodland and large trees to be planted outside of 10m zone.



REV	DATE	REVISION NOTE	ORIG	CHK'D	APPD
P04	20.06.22	FOURTH ISSUE	IM	AC	AS

DESIGNER
Stantec

CONTRACTOR
VolkerFitzpatrick

CLIENT
national highways

PROJECT TITLE
M3 JUNCTION 9 IMPROVEMENT

PROJECT STAGE
PCF STAGE 3

DRAWING TITLE
FIGURE 2.3 (SHEET 2)
ENVIRONMENTAL MASTERPLAN
(DOCUMENT REFERENCE 6.2)

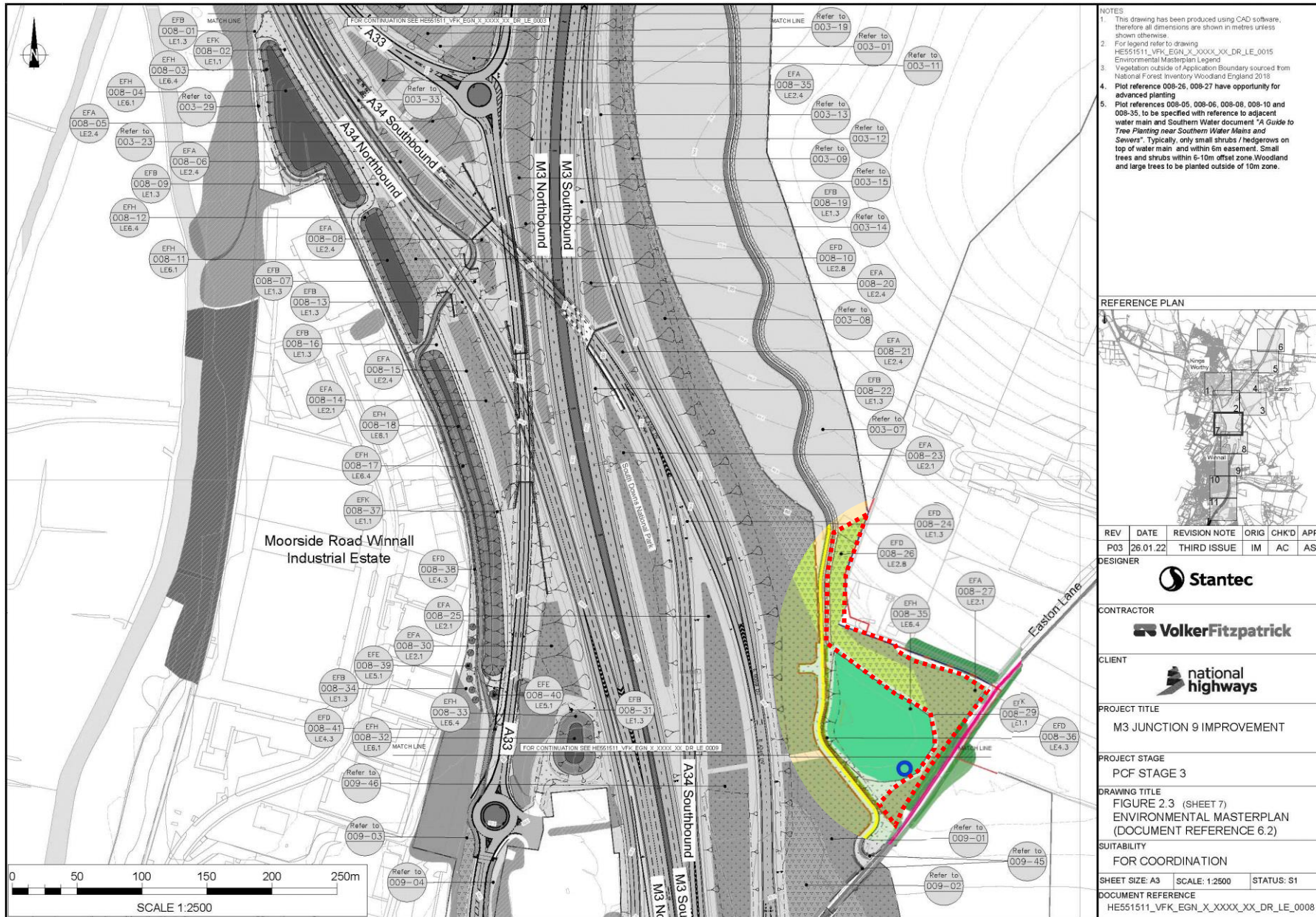
SUITABILITY
FOR COORDINATION

SHEET SIZE: A3 SCALE: 1:2500 STATUS: S1

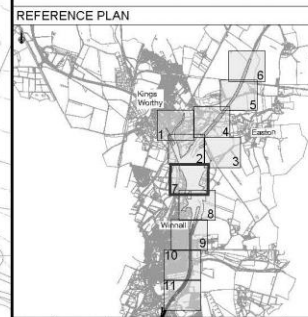
DOCUMENT REFERENCE
HE551511_VFK_EGN_X_XXXX_XX_DR_LE_0003

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- NOTES**
- This drawing has been produced using CAD software, therefore all dimensions are shown in metres unless shown otherwise.
 - For legend refer to drawing HE551511_VFK_EGN_X_XXXX_XX_DR_LE_0015 Environmental Masterplan Legend
 - Vegetation outside of Application Boundary sourced from National Forest Inventory Woodland England 2019.
 - Plot reference 008-26, 008-27 have opportunity for advanced planting
 - Plot references 008-05, 008-06, 008-08, 008-10 and 008-35, to be specified with reference to adjacent water main and Southern Water document 'A Guide to Tree Planting near Southern Water Mains and Sewers'. Typically only small shrubs / hedgerows on top of water main, and within 5m easement. Small trees and shrubs within 6-10m offset zone. Woodland and large trees to be planted outside of 10m zone.



REV	DATE	REVISION NOTE	ORIG	CHK'D	APP'D
P03	26.01.22	THIRD ISSUE	IM	AC	AS

DESIGNER: **Stantec**

CONTRACTOR: **VolkerFitzpatrick**

CLIENT: **national highways**

PROJECT TITLE: M3 JUNCTION 9 IMPROVEMENT

PROJECT STAGE: PCF STAGE 3

DRAWING TITLE: FIGURE 2.3 (SHEET 7) ENVIRONMENTAL MASTERPLAN (DOCUMENT REFERENCE 6.2)

SUITABILITY: FOR COORDINATION

SHEET SIZE: A3 SCALE: 1:2500 STATUS: S1

DOCUMENT REFERENCE: HE551511_VFK_EGN_X_XXXX_XX_DR_LE_0008

Advanced Planting

Plot: 008-27

Element: LE2.1 Woodland (Broadleaf)

Function: Visual Screening

Early planting to aid establishment and support visual screening from neighbouring properties on Easton Lane (Winnall cottage...), and South Downs National Park

Plot: 008-28

Element: LE2.8 Native Scrub Planting

Function: Nature Conservation and Biodiversity

Early planting to facilitate habitat creation with secondary benefit of visual screening from neighbouring properties on Easton Lane (Winnall cottage...).



Advanced Planting

Plot: 009-25

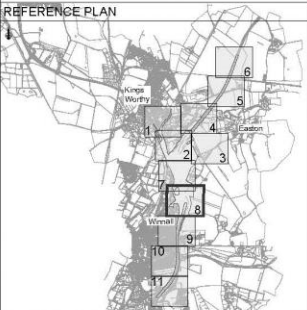
Element: LE2.1 Woodland (Broadleaf)

Function: Visual Screening

Early planting of part of plot 009-25 to partially replace features lost along the A272 Spitfire Link. Early planting to aid establishment and support visual screening from South Downs National Park and construction access during construction phase.



- NOTES
1. This drawing has been produced using CAD software, therefore all dimensions are shown in metres unless shown otherwise.
 2. For legend refer to drawing HE551511_VFK_EGN_X_XXXX_XX_DR_LE_0015 Environmental Masterplan Legend
 3. Vegetation outside of Application Boundary sourced from National Forest Inventory Woodland England 2018
 4. Plot reference 009-25 and 009-41 have opportunity for advanced planting



REV	DATE	REVISION NOTE	ORIG	CHK'D	APP'D
P04	31.05.22	UPDATED TO SLIT OMISSION OF MANAGED MOTORWAY SCHEME	IM	AC	AS

DESIGNER
Stantec

CONTRACTOR
VolkerFitzpatrick

CLIENT
national highways

PROJECT TITLE
M3 JUNCTION 9 IMPROVEMENT

PROJECT STAGE
PCF STAGE 3

DRAWING TITLE
FIGURE 2.3 (SHEET 8)
ENVIRONMENTAL MASTERPLAN
(DOCUMENT REFERENCE 6.2)

SUITABILITY
FOR COORDINATION

SHEET SIZE: A3 SCALE: 1:2500 STATUS: S1

DOCUMENT REFERENCE
HE551511_VFK_EGN_X_XXXX_XX_DR_LE_0009

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NOTES

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- For legend refer to drawing HE551511_VFK_EGN_X_XXXX_XX_DR_LE_0015 Environmental Masterplan Legend
- Vegetation outside of Application Boundary sourced from National Forest Inventory Woodland England 2018
- Plot reference 009-41 has opportunity for advanced planting

REFERENCE PLAN

REV	DATE	REVISION NOTE	ORIG	CHK'D	APPD
P04	11.07.22	UPDATED TO SLIT OMISSION OF MANAGED MOTORWAY SCHEME	IM	AC	AS

DESIGNER
 Stantec

CONTRACTOR
 VolkerFitzpatrick

CLIENT
 national highways

PROJECT TITLE
M3 JUNCTION 9 IMPROVEMENT

PROJECT STAGE
PCF STAGE 3

DRAWING TITLE
FIGURE 2.3 (SHEET 9)
ENVIRONMENTAL MASTERPLAN
(DOCUMENT REFERENCE 6.2)

SUITABILITY
FOR COORDINATION

SHEET SIZE: A3 **SCALE:** 1:2500 **STATUS:** S1

DOCUMENT REFERENCE
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Advanced Planting

Plot: 009-41

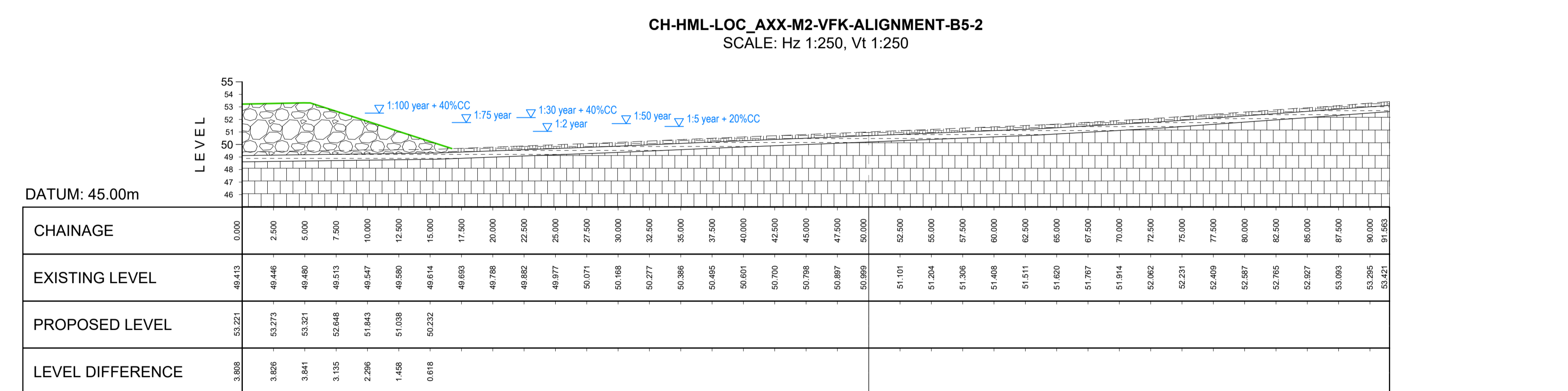
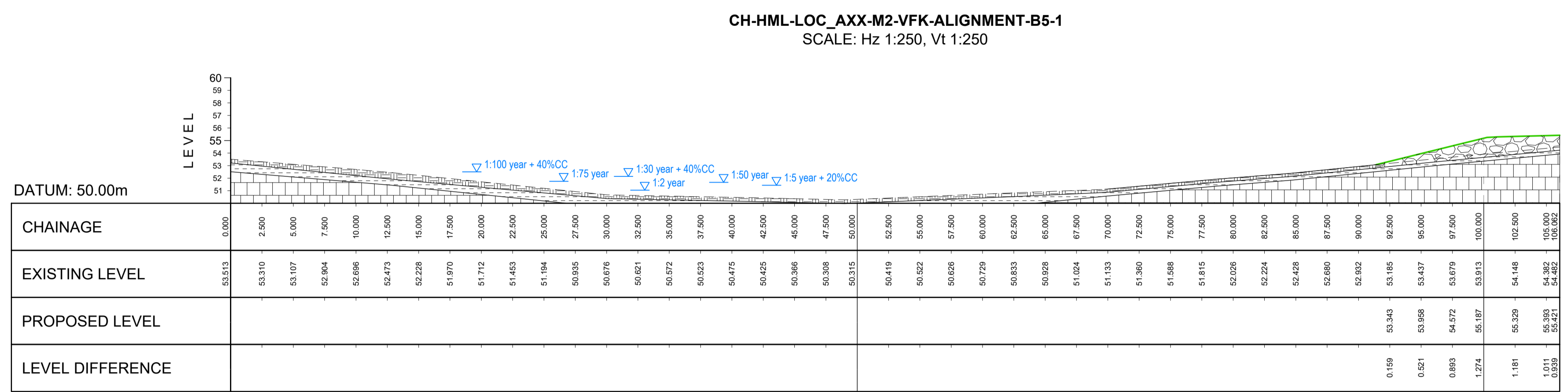
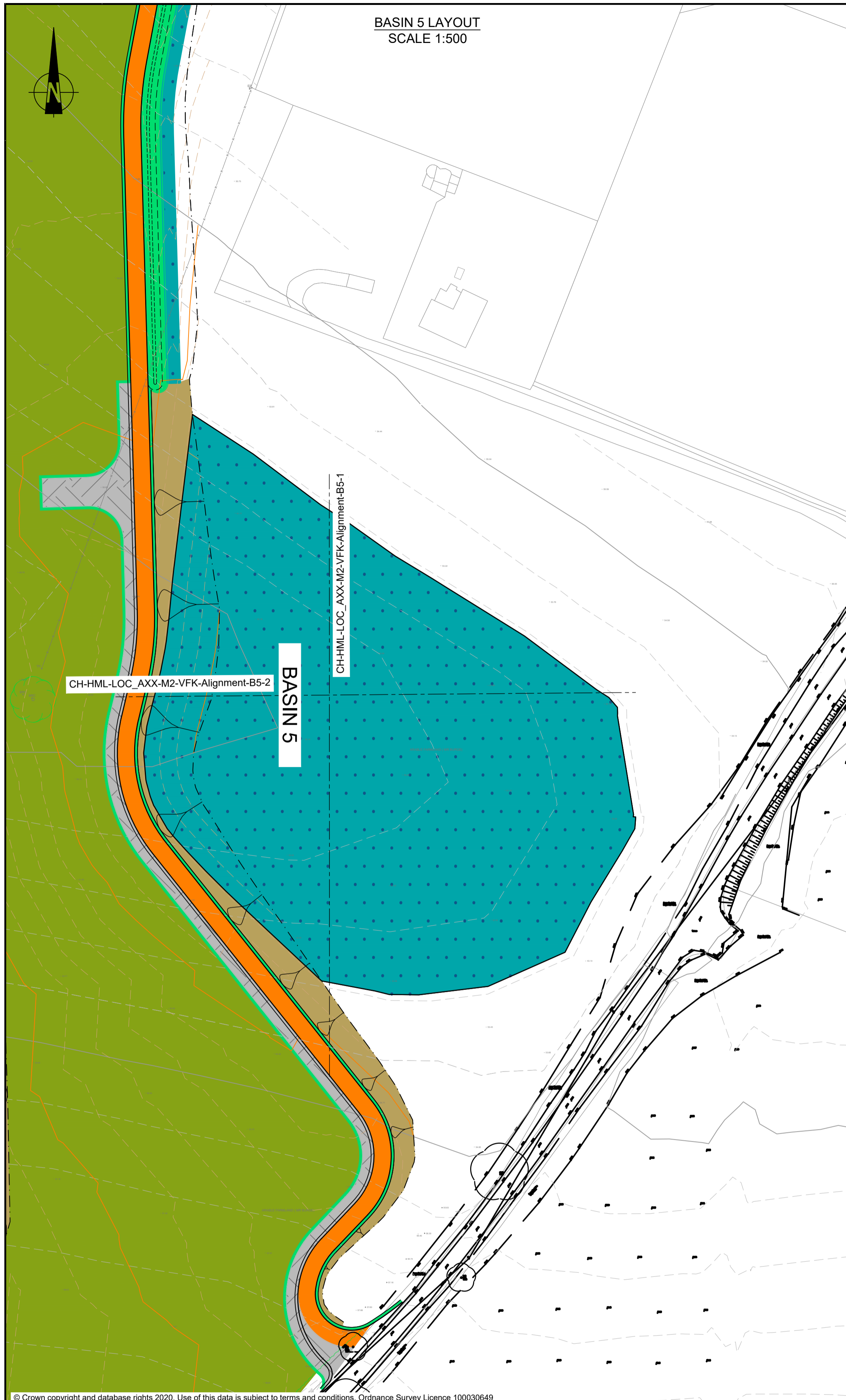
Element: LE2.1 Woodland (Broadleaf)

Function: Visual Screening

Early planting to aid establishment and support visual screening from South Downs National Park and construction access during construction phase. Inclusion here supports reinforcement of woodland features along the A272 Spitfire Link.



Appendix D Additional cross sections through Basins 5 and 6



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- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - DRAWING TO BE PRINTED IN COLOUR.
 - LAYOUT SHOWN IS BASED UPON STAGE 3 PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE VIA STAGE 5 DETAILED DESIGN. REFER TO DRAINAGE STRATEGY REPORT HE551511-VFK-HDG-X_XXXX_XX-RP-CD-0001-CD1 & HE551511-VFK-HDG-X_XXXX_XX-DR-CD-0512-P04 FOR DETAILS.
 - UNDERLYING GEOLOGY SHOWN IS BASED UPON INFILTRATION TESTING TRIAL PIT LOGS BY STRATA GEOTECHNICS REFERENCE HE551511-VFK-VGT-X_XXXX_XX-RP-GE-00001 & HE551511-VFK-VDS-XXXX_XX-SU-VT-50002. AS TRIAL PIT LOG INFORMATION PROVIDES A WINDOW INTO THE UNDERLYING GEOLOGY, THE EXTRAPOLATED GEOLOGY BEYOND THE LOCATION OF THE TRIAL PITS IS INDICATIVE.

LEGEND

- CHALK
- CLAY
- MADE GROUND
- SILT
- WATER LEVEL DURING 1:XXX STORM EVENT

Rev.	Date	Description	Drawn	Chk'd	App'd
P01	07/07/23	FOR INFORMATION	JH	LC	LC

Drawing Status: S2 For Information

VolkerFitzpatrick

Stantec

Client: **national highways**

Project Title: M3 JUNCTION 9 IMPROVEMENTS Stage 3

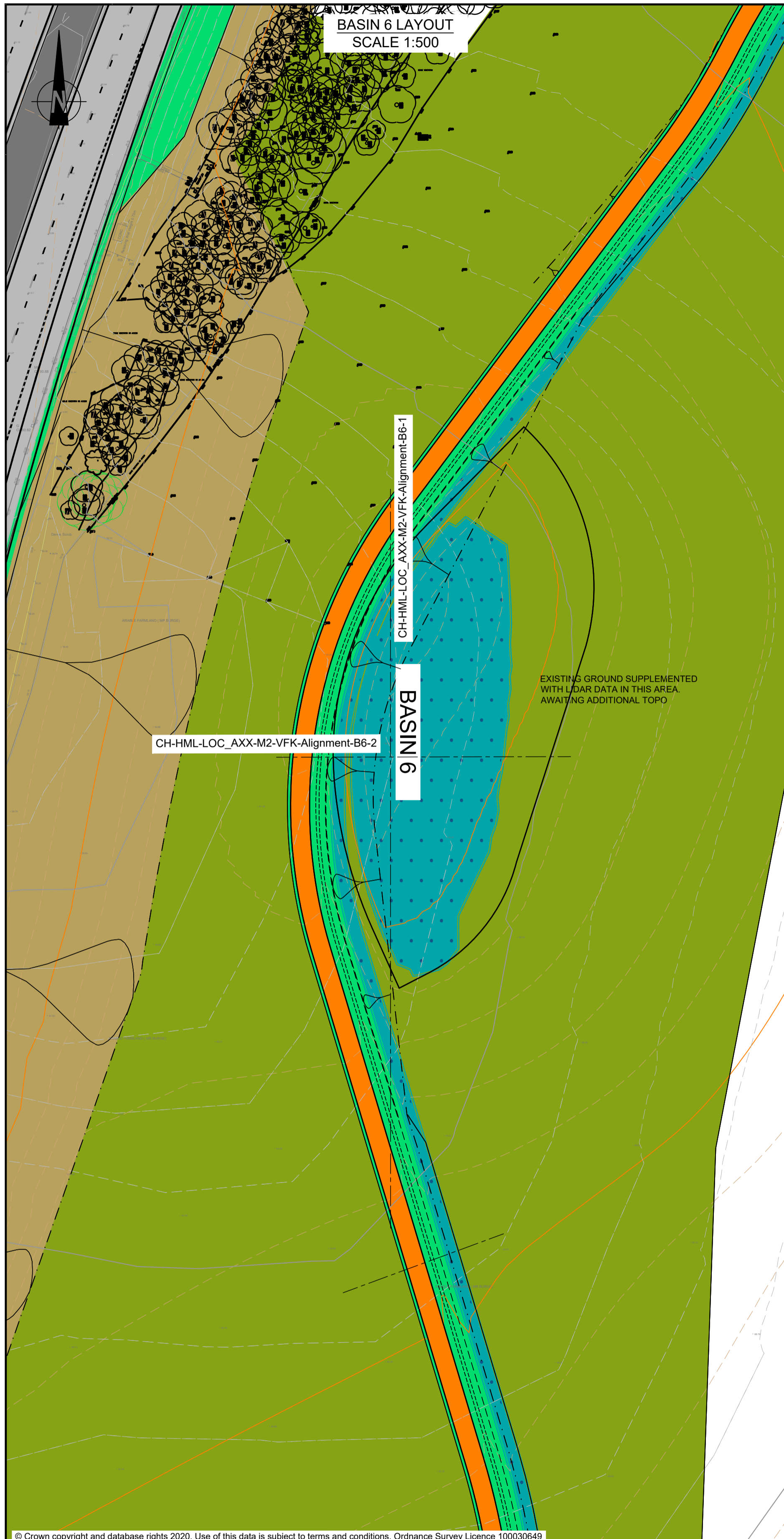
Drawing Title: Stage 3 - Basin 5 Cross Sections with Underlying Geology & Predicted Retained Water Levels Overlaid

Scale: AS SHOWN	Designed: J.Harvey	Drawn: J.Harvey	Checked: L.Cuddington	Approved: L.Cuddington
Original Size: A1	Date: 29.06.23	Date: 06/07/23	Date: 07/07/23	Date: 07/07/23

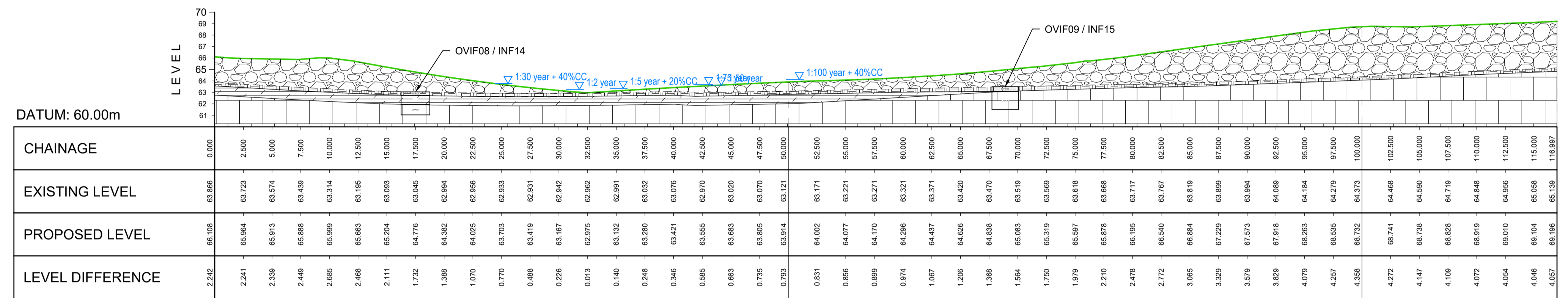
Drawing Number: HE551511-VFK-HDG-LOC_AXX-SK-CD-50501

Project Ref. No. 330610705

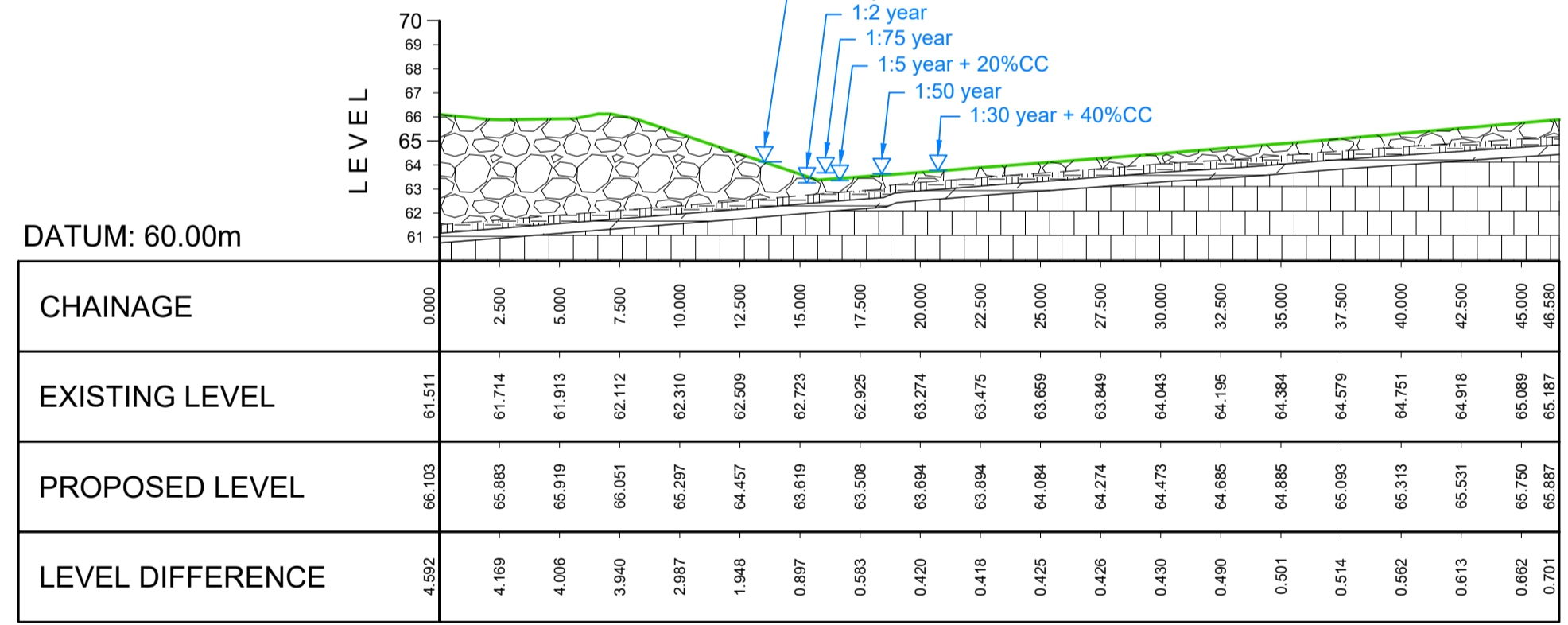
Revision: P01



CH-HML-LOC_AXX-M2-VFK-ALIGNMENT-B6-1
SCALE: Hz 1:250, Vt 1:250



CH-HML-LOC_AXX-M2-VFK-ALIGNMENT-B6-2
SCALE: Hz 1:250, Vt 1:250



- NOTES**
- DO NOT SCALE FROM THIS DRAWING.
 - DRAWING TO BE PRINTED IN COLOUR.
 - LAYOUT SHOWN IS BASED UPON STAGE 3 PRELIMINARY DESIGN AND IS SUBJECT TO CHANGE VIA STAGE 5 DETAILED DESIGN. REFER TO DRAINAGE STRATEGY REPORT HE551511-VFK-HDG-X_XXXX_XX-RP-CD-0001-CD1 & HE551511-VFK-HDG-X_XXXX_XX-DR-CD-0512-P04 FOR DETAILS.
 - UNDERLYING GEOLOGY SHOWN IS BASED UPON INFILTRATION TESTING TRIAL PIT LOGS BY STRATA GEOTECHNICS REFERENCE HE551511-VFK-VGT-X_XXXX_XX-RP-GE-00001 & HE551511-VFK-VDS-XXXX_XX-SU-VT-50002. AS TRIAL PIT LOG INFORMATION PROVIDES A WINDOW INTO THE UNDERLYING GEOLOGY, THE EXTRAPOLATED GEOLOGY BEYOND THE LOCATION OF THE TRIAL PITS IS INDICATIVE.

LEGEND

- CHALK
- CLAY
- MADE GROUND
- TOPSOIL
- WATER LEVEL DURING 1:XXX STORM EVENT

Rev.	Date	Description	Drawn	Chk'd	App'd
P01	07/07/23	FOR INFORMATION	JH	LC	LC

Drawing Status S2 For Information	Project Title M3 JUNCTION 9 IMPROVEMENTS Stage 3
 	Drawing Title Stage 3 - Basin 6 Cross Sections with Underlying Geology & Predicted Retained Water Levels Overlaid
Client 	Scale AS SHOWN
	Designed J.Harvey
	Drawn J.Harvey
	Checked L.Cuddington
	Approved L.Cuddington
	Original Size A1
	Date 29.06.2023
	Date 06/07/23
	Date 07/07/23
	Date 07/07/23
	Project Ref. No. 330610705
	Revision P01
HE551511-VFK-HDG-LOC_AXX-SK-CD-50502	
HE PIN Originator Volume Location Type Role Number	

Appendix E Position Paper – Soft Landscaping Specification

Position Paper

Subject: Soft Landscaping Specification

BIM Document Reference: HE551511-VFK-HGN-XXXX_XX-TN-LE-40001

Revision: P03

Date: 17 July 2023

Author: M3 Junction 9 Improvement Team, National Highways

1.1 Purpose of this document

- 1.1.1 As part of the Environmental Impact Assessment completed for the Scheme, an Outline Landscape and Ecological Management Plan (OLEMP) was produced (**Appendix 7.6 of the Environmental Statement (ES) (Document Reference 6.3)**).
- 1.1.2 The purpose of this document is to outline the rationale for the selected planting stock sizes specified in the OLEMP.

1.2 Proposed stock sizes

- 1.2.1 The OLEMP describes the proposed management and monitoring of the landscape and ecological mitigation and compensation features. The OLEMP is based on the preliminary design carried out to date and forms part of the application documents.
- 1.2.2 All details are subject to further work and stakeholder engagement. A final version of the LEMP would be created by the Principal Contractor for implementation during the establishment period. The LEMP would be substantially in accordance with this OLEMP, including the habitat management objectives, targets and prescriptions set out.
- 1.2.3 The preparation of a LEMP would be secured by Requirement 3 of the M3 Junction 9 Improvement Scheme (the Scheme) Development Consent Order (DCO) and submitted to the Secretary of State (SoS) for their approval in writing, following consultation with the relevant planning authority. The LEMP would be attached as an appendix to the second iteration Environmental Management Plan (siEMP).
- 1.2.4 The OLEMP sets out the objectives for creation and management of new landscape and ecology elements within the Scheme and targets for the desired long-term condition of new features to implement the mitigation and compensation measures as set out in **Chapter 7 (Landscape and Visual)** and **Chapter 8 (Biodiversity)** of the **ES (Document Reference 6.1)**. It includes suggested planting specifications and anticipated stock sizes for the range of landscape elements proposed. This includes the following for areas of proposed planting (not including specimen trees or hedgerows):

- Woodland (Broadleaf) (LE2.1); Nursery stock to be used: Trees (60% of total area), typically - 3% Heavy Standard, 5% Standard, 12% Feathered and 80% transplants (typically Bare Root (BRT) stock 40-60cm height). Shrubs (40% of total area), 100% transplants typically BRT stock 40-60cm height.
- Linear Belts of Trees and Shrubs (LE 2.4); Nursery stock to be used: Trees (40% of total area), typically - 10% Heavy Standard, 10% Standard, 10% Feathered and 70% Transplants (typically BRT stock 40-60cm height). Shrubs (60% of total area), 100% Transplants typically BRT stock 40-60cm height.
- Native Scrub Planting (LE2.8); Nursery stock to be used: Shrubs only, 100% transplants typically BRT stock 40-60cm height.

1.2.5 The OLEMP sets out indicative species for each of the planting typologies. These are extracted for ease of reference below.

Table 1: (LE2.1) Woodland illustrative species

Latin name	Common name
<i>Quercus pubescens</i>	Downy Oak
<i>Quercus petraea</i>	Sessile Oak
<i>Tilia cordata</i>	Common Lime
<i>Salix caprea</i>	Goat Willow
<i>Taxus bacatta</i>	Yew
<i>Pinus sylvestris</i>	Scots Pine
<i>Carpinus betulus</i>	Hornbeam
<i>Castanea sativa</i>	Sweet Chestnut
Woodland Understorey (shrubs)	
<i>Corylus avellana</i>	Hazel
<i>Ilex aquifolium</i>	Holly
<i>Prunus spinosa</i>	Blackthorn
<i>Rosa canina</i>	Dog Rose
<i>Lonicera periclymenum</i>	Honeysuckle

Table 2: (LE2.4) Linear belts of trees and shrubs, illustrative species

Latin name	Common name
<i>Acer campestre</i>	Field Maple
<i>Crataegus monogyna</i>	Hawthorn
<i>Corylus avellana</i>	Hazel
<i>Ilex aquifolium</i>	Holly
<i>Rosa canina</i>	Dog Rose
<i>Lonicera periclymenum</i>	Honeysuckle
<i>Sorbus aucuparia</i>	Rowan
<i>Tilia tomentosa</i>	Silver Lime
<i>Betula nigra</i>	Black Birch
<i>Viburnum opulus</i>	Guelder Rose
<i>Amelanchier arborea</i>	Downy Serviceberry
<i>Euonymus europaeus</i>	Spindle
<i>Prunus cerasifera</i>	Cherry Plum

Table 3: (LE 2.8) Native scrub illustrative species

Latin name	Common name
<i>Acer campestre</i>	Field Maple
<i>Crataegus monogyna</i>	Hawthorn
<i>Corylus avellana</i>	Hazel
<i>Viburnum opulus</i>	Guelder Rose
<i>Prunus spinosa</i>	Blackthorn
<i>Rosa canina</i>	Dog Rose
<i>Lonicera periclymenum</i>	Honeysuckle

<i>Malus sylvestris</i>	Crab Apple
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1.2.6 During the consultation prior to submission of the Application, queries were received in relation to the suggested proposed planting stock sizes. The comments suggested a higher proportion of larger specimens should be included to that identified, which focuses on small stock and transplant planting, with some larger specimens also included.

1.2.7 The current approach is considered appropriate due to the following reasons:

- The areas set aside for new and replacement planting will include cleared land and ground conditions such as engineered earthworks with typically 1(v) 3(h) gradients. Although preparation for tree and shrub planting will be incorporated into engineered designs, an appropriate choice of plant stock with the best chance of establishment under these circumstances has been made.
- It is considered in the period following implementation proposed landscape elements will experience an increased level of stress, primarily due to adjusting to their new soil, and the amount of sunlight and wind they are exposed to in their new location.
- Although larger-sized specimen trees and shrubs can, under ideal conditions, be appropriate where instant screening benefit is a priority, they are naturally more prone to poor establishment. This is because the root system is typically undersized compared to the amount of top growth. The combination of larger stock and stress from implementation in combination with conditions and characteristics of the planting area is likely to place a greater aftercare requirement on planting than smaller plants.
- Attention should be drawn to watering; larger specimens will require a greater volume of water to achieve saturation to field capacity than smaller stock, and with climate change extremes, drought conditions are more likely to occur resulting in watering being required with increased volumes required during the establishment period. This requirement is in an area prone to drought with limited water resources available. The use of a greater percentage of larger specimens will exacerbate this issue.
- Whilst species selection and conditions on the ground have a part to play, research has identified that using smaller stock sizes, tends to reduce plant losses as a large proportion of the root system is lifted with the plant, thus maximising root to shoot ratio and retention of intact root tips leading to less moisture stress, and rapid growth after planting.
- Whilst failures are likely to occur (and the Scheme will have to rectify these in the establishment period, or immediately following) a more sustainable strategy would be to utilise a specification which reduces the risk for failure and one which still delivers the mitigation requirements in the medium to

long term. Prioritising larger stock size use in the short term may result in no gain in the medium to long term, and replacement of larger failed stock with similar stock size at the end of the establishment period is likely to have limited difference in overall form / height when compared to successfully established smaller stock planting by the end of the establishment period.

- 1.2.8 Overall, it is considered that the use of smaller stock sizes is likely to result in more successful establishment and delivery of the environmental mitigation measures in the medium to long term.