

## M3 Junction 9 Improvement Scheme

### Deadline 4

#### Hampshire County Council comments on the Statement of Common Ground with Cycle Winchester dated 31 July 2023 (Examination document AS-009).

The County Council has reviewed the above Statement of Common Ground at the Examining Authority's request and has the following comments to make:

	Document reference	County Council Comments
1.1 DCO Schedule 3, part 8	Draft Development Consent Order (3.1, Rev 3), Rights of Way and Access Plans (2.4, Rev 1) and Work Plans (2.3, Rev 2)	<p>Confirm the definitive map for Public Rights of Way (PROW) shows Bridleway (BW) 502 to end in the centre of Junction 9 Gyratory. That is therefore its current legal status.</p> <p>The County Council can provide a summary of the history of discussions relating to this prior to the application hereby considered.</p> <p>The County Council seek to maintain the BW to the same point as the existing, albeit via a diverted route.</p> <p>The County Council seek to ensure cycling and pedestrian public access from the west end of BW502 onwards to the public highway to the west of the junction.</p>
1.2 DCO Schedule 3, part 8	Draft Development Consent Order (3.1, Rev 3), Rights of Way and Access Plans (2.4, Rev 1) and Work Plans (2.3, Rev 2)	The proposed route from Winnall to Kings Worthy is not proposed to be a PROW – it will be an adopted shared public footway and cycleway.
3.2 chapter 12	Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053) and Rights of Way and Access Plans (2.4, Rev 1)	It should be noted a number of PROW terminate/meet the A33 in proximity to its junction with the B3047 (Footpath (FP) Kings Worthy 8, FP Kings Worthy 9, FP Kings Worthy 10, and BW Kings Worthy 6b). Please note there is also an outstanding Definitive map modification order in the vicinity of this junction.

3.3 chapter 12	Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053) and Rights of Way and Access Plans (2.4, Rev 1)	For clarity, the County Council understand that the proposal for the east side of the scheme is a diversion to the east end of BW502, ending within the gyratory, and a new bridleway, running north and then east from Easton Lane, near junction 9, to Long Walk.
4.1	General Arrangement Plans (2.4, APP-009) and Structures Plans and Sections (2.7, APP-011)	The County Council can confirm the details of the path are correct.
4.2	General Arrangement Plans (2.4, APP-009) and Structures Plans and Sections (2.7, APP-011)	The County Council is satisfied with the provision of the combined walking and cycling path and the widths and the design standards used.
4.3 - 4.4	General Arrangement Plans (2.4, APP-009) and Structures Plans and Sections (2.7, APP-011)	Please see comments for 4.1 and 4.2
4.5	General Arrangement Plans (2.4, APP-009) and Structures Plans and Sections (2.7, APP-011)	The County Council accept the arrangement for crossing the A33 and the constraints that have been identified.
4.6	Sheet 3 of General Arrangement Plans (2.4, APP-009)	The County Council has stated its position on the Cart and Horses junction.
4.8	Typical Carriageway Sections of Engineering Plans and Sections (2.6, Rev 1)	The County Council consider the new BW will be of the width required in the Hampshire Countryside Service Design Standards (3m for a BW). There will be no fencing enclosing the PROW.
5.1-5.2	Figure 2.6 (Temporary diversion of walking, cycling and horseriding routes) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 3 of 4) of the ES (6.2, APP063) and Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, APP-053)	The County Council view is that any diversion must be suitable, legal for the public to use, safe, and as convenient as possible.

