

M3 JUNCTION 9 NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECT

Written Summary of Oral Submissions

Issue Specific Hearings 1, 2 and 3

18 August 2023

1. Issue Specific Hearing 1

11 July 2023

- Landscape and Visual Impact
- Design
- Historic Heritage

1.1. Landscape and Visual Impact

1.1.1 Further clarification was sought on the following aspects within the City Council's LIR:

- Confirmation that there were no short-distance views of gantry signage, as only long-distance views had been provided (LIR 5.6.3)
- Reinstatement of the ground used for the temporary haul road (LIR 5.6.4)

The applicant has responded to these points to the satisfaction of the City Council. However, as the haul road is located within the National Park I defer to SDNPA officers on the reinstatement of the haul road.

1.2. Design

1.2.1 The City Council maintains that the development should be supported by a Design Code document which ensures consistency and high quality features across the development. The Design Code should also include details on carbon mitigation during construction.

1.2.2 A concern was raised regarding the wording of the associated DCO requirement where *relevant authority* could exclude WCC or the SDNPA depending on the location of the part of development.

The applicant has amended the DCO accordingly and WCC are now satisfied on this point.

1.3. Historic Heritage

1.3.1 Further information on archaeology was requested within the LIR at paragraph 5.3.7.

The applicant has responded with an updated Outline Mitigation Strategy (REP3-017) and fiEMP (REP3-019).

The revised submissions have addressed the comments within LIR 5.3.7 to the satisfaction of the City Archaeologist.

1.3.2 Turning to archiving and repository storage, WCC has requested a separate legal agreement to secure financial contributions in the event that the primary repository is unable to accommodate any deposits.

The applicant has responded both within Deadline 3 and directly to the City Council.

The applicant has proposed to change the wording of Requirement 6 to –

(6) On completion of the authorised development, suitable resources and provisions for long term storage of the archaeological archive *will be agreed* ~~discussed~~ *with the City Archaeologist.*

The proposed amended Requirement wording provides greater security on what is an unknown quantum at this point and the City Council is satisfied appropriate alternative storage can be secured by the amended Requirement wording.

2. Issue Specific Hearing 2

1 August 2023

- Draft DCO
- Traffic and Transportation
- Public Rights of Way
- NMU Routes

2.1. Draft DCO

2.1.1 The City Council raised concern on whether the supporting information took account of the land subject to permitted deviations within the DCO. The applicant has confirmed that the assessment included the deviation zones and this is now addressed.

2.1.2 WCC are content with the working hours proposed. There are however a number of exceptions which would allow the applicant to construct outside of these hours.

WCC requests clarification on the likelihood of those events and details of what they would entail to be able to confirm that the exceptions are reasonable.

2.2. Traffic and Transportation

2.2.1 In May 2023 HGVs were permitted to be 2m longer in length, allowing them to carry more freight with less vehicles on the road network. Clarification is required on whether this has been taken into account in modelling.

It is understood that the applicant will be replying in writing on this point.

2.2.2 It was noted that accident data and discussions on this point concerned land only within the red line area. However, congestion can occur from Bullington Cross on the A34 to the north and to junction 13 of the M3 to the south – congestion and journey times can be affected by an accident at any point along that route. The City Council asked whether there was any responsibility for the scheme to model this wider area or just the red line area.

2.2.3 Regarding the Cart and Horses junction, it is noted that the current design proposed stops at the end of the red line and does not sufficiently join to the existing network.

The current arrangement of the junction means that there is a brief break in traffic on the A33 due to the traffic lights at the M3 Junction 9 gyratory – this allows traffic crossing from Kings Worthy to Abbots Worthy a brief opportunity to cross the junction. This will be removed due to the removal of the traffic lights.

2.2.4 The City Council notes the points raised by the County Council and applicant during ISH2 which confirmed on-going discussions regarding appropriate diversion signage

(including advanced positioning, instructions not to follow sat-nav). The City Council has raised concern on the effectiveness of the diversion routes and will discuss this matter further with the County Council as Highway Authority.

2.2.5 Concerning the diversion of the Junction 9 northbound on-slip, which is required to travel southbound and then use Junction 11 for 17 months, the City Council concern relates to traffic signalling.

It is presumed that to accommodate the additional traffic using Junction 11, the signals for the M3 southbound off-slip traffic will be prioritised. This would result in increased delays for those held at traffic signals on the B3335 toward Twyford and along the Hockley Link. There is a significant pedestrian crossing on the Hockley Link serving the Itchen Way which will have to navigate the additional congestion.

The applicant confirmed at ISH2 that no traffic light alterations are proposed however this will be subject to monitoring. The City Council request clarification on the process which will be followed in the event that traffic signals are altered.

2.3. Public Rights of Way

2.3.1 No further comments to make following ISH2.

2.4. NMU Routes

2.4.1 No further comments to make following ISH2.

2.5 Issue Specific Hearing 2

2 August 2023

- Biodiversity
- Air Quality
- Noise
- Other Health Impacts

2.5.1. Biodiversity

2.5.1.1 It is confirmed that the matters raised in LIR 5.5.2 regarding bats, badgers, reptiles and landscaping are addressed and WCC has no further comments.

As of 18 August 2023, the Dormice and bird surveys have now been provided by the applicant and are currently being reviewed by the City Council. The Statement of Common Ground will be updated accordingly.

2.5.2. Air Quality

2.5.2.1 WCC have raised concerns of impact within the Air Quality Management Area (AQMA) related to diversion routes and the use of sat-navs to avoid congestion on official diversion routes. The response to this point in the applicant's response to Relevant Representations (RR-102e) does not satisfactorily answer concerns as no reference to air quality impacts and diversion assessment is made. WCC request that this is covered as part of on-going discussions rather than secured as part of the DCO.

The applicant indicated this would be the subject of continued discussions. There have been no further updates since ISH2 at this stage however the applicant and City Council will continue to discuss and will use the Statement of Common Ground to confirm updates.

2.5.2.2 Concerning dust impacts, it is acknowledged that the applicant is limited in what can be provided at this stage due to the lack of detailed design. WCC consider the mechanisms for consultation under the DCO are appropriate and provide sufficient securities to ensure this is addressed.

2.5.2.3 The standards set for PM2.5 is 20ug/m³ and the City Council is satisfied this has been satisfactory assessed using DMRB LA 105 Air Quality (Highways England) 2019

There is currently considerable developing research on the impacts of PM2.5 and even Ultrafine Particles (UFP). These are legitimate public health concerns but these have not been fully addressed within the current legislative planning framework and guidance. For example the World Health Organisation (WHO) have recommended a target of 10 µg/m³ annual mean and 25 µg/m³ 24-hour mean.

Further PM2.5 objectives were introduced by The Environmental Targets (Fine Particulate Matter) (England) Regulations 2022. The two targets are set for overall national government compliance but are not prescribed specifically for consideration in local air quality assessments.

Therefore it is important to recognise that acknowledging compliance with current legislation does not mean Winchester City Council considers such compliance to result in no negative health impacts.

2.5.3. Noise

2.5.3.1 WCC raise an issue with the acoustic assessment on the performance of proposed mitigation measures (low-noise tarmac) – it is not unreasonable to request an assessment of the low-noise tarmac to ensure it generates the operational acoustic performance which was presumed.

This is subject of on-going discussions. There have been no further updates since ISH2 at this stage however the applicant and City Council will continue to discuss and will use the Statement of Common Ground to confirm updates.

2.5.3.2 The applicant noted at ISH2 that a supplementary addendum is to be provided to cover a number of the matters raised both in written submissions and ISH2. WCC will review the document when it becomes available.

3. Issue Specific Hearing 3

8 August 2023

- Policy and Need
- Climate Change and Greenhouse Gases

3.1. Policy and Need

3.1.1 During ISH3 the City Council was asked to provide comments on the economic benefits of the scheme.

3.1.2 The City Council has no further comments on the assessment undertaken by the Applicant concerning economic benefits but would like to make the following comments.

3.1.3 One of the key strands of the Council Plan 2020 to 2025 is a 'vibrant local economy'.

Excellent transport links and connectivity are crucial in maintaining this vibrancy, creating high quality employment and inward investment opportunities in the Winchester District.

3.1.4 The City of Winchester Movement Strategy strongly supports enhancing the strategic road network capacity on the M3 to:

- sustaining future growth of the national, regional and local economy
- improving the resilience of the strategic network and
- reducing through traffic in the city leading to improved air quality.

3.1.5 The Enterprise M3 and Solent Local Enterprise Partnership's *A Strategic Economic Plan for the Enterprise M3 Area 2018 – 2030* suggests that:

“The efficient functioning of this strategic transport network is a priority for businesses, communities and visitors to our area, as well as the UK's economy. These vital arteries and transport hubs connect markets, help people access jobs, enable businesses to connect with each other and their customers, drive international trade and help unlock planned development. The network plays a crucial role in supporting wider economic prosperity and competitiveness.”

3.1.6 Regarding economic and tourism growth, on a local level the enhancements will improve the economic vitality and competitiveness of the adjacent Winnall Industrial Estate.

It is estimated that around 0.25 million overnight tourism trips were made to Winchester in 2021. £229.25 million was spent on trips to Winchester in 2021 by overnight and day

visitors. The total value of tourism activity in Winchester in 2021 is estimated to have been around £289.41 million.

Transport links are also crucial to the ongoing vitality of the visitor economy of the Winchester District. It is noted that visitors' choice of destination is strongly influenced by drive time from their homes.

3.1.7 The close proximity of the residential area of Winnall gives local people an opportunity to benefit from jobs created. In May 2021 the St Bartholomew ward of Winchester City Council which includes the Winnall area had an unemployment rate of 4.5% compared to a Winchester District average of 3.3%.

The council follows the Construction Industry Training Board (CITB) client based approach for all large scale planning applications. An Employment and Skills Plan has been proposed by the applicant which is supported to ensure local firms and employment benefit from the scheme.

3.2. Climate and GHG Emissions

3.2.1 As noted within LIR 4.4.1.3, it is acknowledged that the Carbon Neutrality Action Plan excludes motorway emissions as these are national infrastructure which require a national response.

It is important to highlight however that this should not mean the aims of the Action Plan are ignored. The Action Plan sets a strategy for actions within the Council's control, the mitigation required for motorway emissions goes beyond that scope.

This application provides part of the *national response* discussed within the CNAP and the City Council continues to request sufficient mitigation and monitoring.

3.2.2 As discussed at the meeting, the City Council has invited a meeting with the applicant to discuss the matters raised during ISH3, including survey areas and comparable scheme emissions.

The City Council will also discuss potential mitigation options. As of 18 August 2023, a meeting has been scheduled and the City Council and applicant will seek to provide an update at Deadline 5, including recommendations for securing the mitigation within the submitted documents and DCO. Equally, an update will be provided at Deadline 5 if progress has not yet been made.