

# **M3 Junction 9 Improvement**

**Scheme Number: TR010055**

## **8.14 Applicant written summaries of oral case for Issue Specific Hearing 2 (ISH2)**

**APFP Regulations 5(2)(q)**

**Planning Act 2008**

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

**Volume 8**

**18 August 2023**

## Infrastructure Planning

## Planning Act 2008

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

M3 Junction 9 Improvement  
Development Consent Order 202[x]

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**8.14 Applicant written summaries of oral case for Issue  
Specific Hearing 2 (ISH2)**

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## Appendices

Appendix A Traffic and transport post hearing information

## 1.1 Introduction

- 1.1.1 The purpose of this document is to set out the Applicant's written summary of the oral case for Issue Specific Hearing 2 (ISH 2) held on Tuesday 01 August and Wednesday 02 August 2023 in Winchester and virtually via Microsoft Teams.
- 1.1.2 This document does not propose to summarise the oral summaries of parties other than the Applicant. Summaries of oral submissions made by other parties are only included where necessary in order to give context to the Applicant's summary.
- 1.1.3 Where the Examining Authority requested further information from the Applicant on particular matters, or the Applicant undertook to provide further information during the Hearing, the Applicant's response is set out.
- 1.1.4 This document follows the order of the Agenda published by the Examining Authority on Wednesday 21 July 2023.
- 1.1.5 For defined terms and abbreviations, please refer to **Section 12 of the Introduction to the Application (1.3, Rev 4)**.

## 1.2 Item 1 – Welcome and introductions

- 1.2.1 Mrs Cathryn Tracey of Burges Salmon LLP confirmed that she represents the Applicant and would speak for all agenda items as needed and let the following topic specialists introduce themselves to speak as required on the agenda items:
- Mr Tom King, Project agent, VolkerFitzpatrick
  - Mr Malcolm Fillingham, Design lead, Stantec
  - Mr Thomas Beasley, Senior project manager, National Highways
  - Mr Duncan McLaughlin, Ecologist lead, Stantec
  - Ms Prudence Wales, Health impact lead, Stantec
  - Mr Kevin Lumsden, Traffic and transportation lead, Stantec
  - Mr Philip Branchflower, Air quality lead, Stantec
  - Mr Paul Taylor, Noise and vibration lead, Stantec

### 1.3 Item 2 – The draft Development Consent Order

#### Articles

##### Part 1 Preliminary

Agenda reference	Examining Authority Agenda Item	Applicant’s Summary of Oral Submissions
<b>Item 2 Part 1(i) Article 3 – Disapplication of legislative provisions</b>		
Item 2 Part 1(i) – first bullet	The justification for Article 3(1)(c) of the draft DCO (formerly 3(1)(d)) which seeks to disapply section 23 of the Land Drainage Act 1991.	<p>The Applicant confirmed that whilst discussions had been ongoing with Hampshire County Council as to the disapplication of section 23 of the Land Drainage Act 1991, that no agreement had yet been reached and that it is being actively looked at from the Applicant’s side and is hoping to share its position at Deadline 5.</p> <p><b>Applicant’s post hearing note:</b> The Applicant has now agreed with Hampshire County Council that it will no longer seek to disapply section 23 of the Land Drainage Act 1991 and this change will be reflected in the next iteration of the <b>draft Development Consent Order (3.1, Rev 3)</b> to be submitted at Deadline 5.</p>
Item 2 Part 1(i) – second bullet	The progress of discussions between the Applicant and the Hampshire County Council (HCC) as regards Protective Provisions and amendments for the protection of the drainage authority.	The Applicant confirmed that discussions with Hampshire County Council regarding the provision of protective provisions are currently not progressing pending a decision on whether the disapplication of the relevant section will be progressed.

Agenda reference	Examining Authority Agenda Item	Applicant's Summary of Oral Submissions
		<p><b>Applicant's post hearing note:</b> The Applicant has agreed with Hampshire County Council that it will no longer seek to disapply section 23 of the Land Drainage Act 1991 and as such protective provisions for the lead local flood authority are not required.</p>
Item 2 Part 1(i) – third bullet	Whether the Article 3 amendments made in the Revision 2 of the draft DCO overcome the concerns of the Environment Agency (EA).	In the Environment Agency's absence, the Applicant confirmed that it had amended the <b>draft Development Consent Order (3.1, Rev 3)</b> to take account of comments received from the Environment Agency and that it understands that this has satisfied the Environment Agency subject to agreement of protective provisions.

*Part 2 Principal Powers*

Agenda reference	Examining Authority Agenda Item	Applicant's Summary of Oral Submissions
<b>Item 2 Part 2(i) Article 8 – Limits of deviation</b>		
Item 2 Part 2(i)	The extent of and justification for the limits of deviation (LoD) set out in the draft DCO, including those in respect of the attenuation ponds. In particular, why is it necessary to have the flexibility that is sought for these aspects of the Proposed Development?	The Applicant confirmed that in relation to the limits of deviation for the attenuation ponds that this relates to work numbers 1j and 1m. These will be subject to a general vertical limit of deviation of 0.5m which is necessary to react to the development at detailed design of the adjacent carriageways. These basins are within a natural depression. Where the vertical depth of the basin varies in order to maintain the required gradients the horizontal limits of

		<p>deviation then extend out naturally to an exponential effect. The limits are subject, regardless, to the limits indicated in pink on the work plans which show that the 5m maximum limits is not applied to an even limit around the pond. The Applicant also confirmed that there was no need for a greater vertical limit of deviation.</p> <p>Generally the limits of deviation are tight for the type of works proposed and allow little amendment at detailed design stage.</p>
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*Part 3 Streets*

Agenda reference	Examining Authority agenda item	Applicant's summary of oral submissions
<b>Item 2 Part 3(i) Article 11 – Street Works</b>		
Item 2 Part 3(i) –first bullet	Whether it is necessary for Article 11 to be amended to make it clear that the Hampshire County Permit Scheme would apply to all street works.	The Applicant confirmed, following discussions on the proposed amended wording to <b>Article 11</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b> , that it considered its proposed amendment sufficient to address concerns of Hampshire County Council that the Hampshire County Permit Scheme will be adhered to. In response to comments from Hampshire County Council that the difference between the Applicant and the Council's drafting was essentially that the Council's drafting gave affirmative wording that the Permit Scheme would be adhered to by the Applicant. The Applicant confirmed that given the Permit

Agenda reference	Examining Authority agenda item	Applicant's summary of oral submissions
		<p>Scheme is a statutory scheme it was not necessary to go further than acknowledge the Development Consent Order would be subject to the operation of that scheme as the statutory obligation to perform against the Permit Scheme is contained in that Scheme.</p> <p>The County Council and the Applicant confirmed that they would seek agreement on the wording by Deadline 5.</p>
Item 2 Part 3(i) – second bullet	The progress of discussions between the Applicant and the HCC as regards the amendments sought to Article 11(3) and the proposed addition of new Articles 11(4) and 11(5)	The Applicant confirmed that they had responded to the County Council's proposed amendments at Deadline 3 (see <b>Applicant's responses to Local Impact Reports (8.9, REP3-023)</b> ) and that they would continue to discuss the amendments with the County Council.
<b>Item 2 Part 3(ii) Article 12 – Power to alter layout etc of streets</b>		
Item 2 Part 3(ii) – first bullet	The adequacy of the six weeks period for notification by the street authority on the decision as to whether to consent to proposed street works under Article 12(4) and whether a period of three months would instead allow a reasonable time period for consideration of the requests by the HCC.	In response to the County Council confirming that they are happy to discuss the proposed time periods with the Applicant in more detail outside of the hearing, the Applicant confirmed they would be happy to continue these discussions outside of the hearing.



Agenda reference	Examining Authority agenda item	Applicant's summary of oral submissions
Item 2 Part 3(ii) – second bullet	The amendments proposed by HCC to Articles 12(2) and 12(3)(b).	In response to the County Council confirming that they are happy to discuss the proposed amendments with the Applicant in more detail outside of the hearing, the Applicant confirmed they would be happy to continue these discussions but noted that <b>Article 12</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b> applied only to a limited area of the Scheme being areas of Easton Lane and Spitfire Link.
<b>Item 2 Part 3(iii) Article 14 - Construction and maintenance of new, altered or diverted streets and other structures</b>		
Item 2 Part 3(iii) – first bullet	The progress of discussions between the Applicant and HCC in relation to the completion of a legal agreement and the need for the new requirement proposed by HCC in response to ExQ 9.1.54.	The Applicant agreed with Hampshire County Council that whilst in principle there is a lot of middle ground between the parties, that they would continue to make progress and come to an agreement between the parties.
Item 2 Part 3(iii) – second bullet	The amendments sought by HCC in relation to Articles 14(5)(b), 14(6) and 14(7).	The Applicant did not provide a specific response to this agenda item as Hampshire County Council asked for time to consider the wording proposed by the Applicant at Deadline 3.
<b>Item 2 Part 3(iv) Article 15 - Classification of Roads</b>		
Item 2 Part 3(iv) –	The amendments sought by HCC in relation to Article 15(4) and other HCC	The Applicant committed to provide an update at Deadline 5 as to the ongoing negotiated position between Hampshire

Agenda reference	Examining Authority agenda item	Applicant's summary of oral submissions
first bullet	concerns in relation to Article 15(5).	County Council and the Applicant.
Item 2 Part 3(iv) – second bullet	The progress of discussions between the Applicant and HCC as regards the completion of a legal agreement to support the arrangements for the detrunking of roads	The Applicant committed to provide an update at Deadline 5 as to the ongoing negotiated position between Hampshire County Council and the Applicant.
<b>Item 2 Part 3(v) Article 16 – Temporary Shopping up and restriction of use of streets</b>		
Item 2 Part 3(v)	Whether the period for a decision set out in Article 16(6) of 28 days from the date of the application is unreasonably short.	The Applicant did not provide a specific response to this agenda item as Hampshire County Council asked for time to consider the position expressed by the Applicant at Deadline 3 and reach an agreement outside of the hearing.

*Part 5 Powers of Acquisition*

Agenda reference	Examining Authority agenda item	Applicant's summary of oral submissions
<b>Item 2 Part 5 Article 28 – Public rights of way</b>		
Item 2 Part 5(i)	The proposed new Article 28(4) sought by HCC to require the undertaker to provide notice of any extinguishment of relevant public rights of way.	The Applicant did not provide a specific response to this agenda item as Hampshire County Council asked for opportunity to reach an agreement as to the time period required for notification of closure of public rights of way

		outside of the hearing.
<b>Article 34 - Temporary use of land for carrying out the unauthorised development</b>		
Item 2 - Part 5(ii)	The justification for the inclusion of the powers set out in Article 34(1)(b) (remove and building and vegetation from that land) and (c) construct temporary works (including the provision of means of access) and buildings on that land.	In response to the South Downs National Park Authority's comments that they would seek additional wording in this article to allow for suitable restriction of the operation of that article, the Applicant confirmed that it would be happy to consider wording proposed by the South Downs National Park Authority in their written submissions.

*Part 6 Operations*

<b>Agenda reference</b>	<b>Examining Authority agenda item</b>	<b>Applicant's summary of oral submissions</b>
<b>Item 2 Part 6 Article 39 - Felling and Lopping of trees</b>		
Item 2 Part 6(i) – first bullet	The justification for the inclusion of the powers set out in Article 39.	In response to the South Downs National Park Authority's comments that they would seek additional wording in this article to allow for suitable restriction of the operation of that article, the Applicant confirmed that it would be happy to consider wording proposed by the South Downs National Park Authority in their written submissions.
Item 2 Part 6(i) – second bullet	Whether Article 39 requires any drafting changes to clarify that it only authorises those hedgerows that are set out in Schedule 8 of the draft DCO as	In response to the South Downs National Park Authority's comments that they would seek additional wording in this article to allow for suitable restriction of the operation of that article, the Applicant confirmed that it would be happy to

	confirmed by the Applicant's response to ExQ 9.1.36.	consider wording proposed by the South Downs National Park Authority in their written submissions.
<b>Additional item</b>		
	The ExA asked Hampshire County Council whether the proposed disapplication of section 58 of New Roads and Street Works Act 1991 had been discussed with the Applicant and whether the County Council is happy with the continued disapplication.	The Applicant confirmed after discussions with Hampshire County Council that there is no anticipation to restrict the management of the highway network under section 58, but it is required to be disapplied to allow the Applicant to go back onto the highway during the relevant maintenance period.

*Schedule 2 – Requirements*

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
<b>Item 2 Requirement 3 – Environmental Management Plan</b>		
Item 2 Schedule 2(i)	Whether the hours of operation set out in Requirement 3(2)(b) are reasonable and necessary.	<p>The Applicant made no contribution to the discussion on hours of operation as Winchester City Council and South Downs National Park Authority both confirmed they were content with the hours proposed.</p> <p>In response the South Downs National Park Authority's comments regarding definitions in <b>Schedule 2</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b>, and whether there should be a requirement for South Downs National Park Authority to be included in the list of consultees on a</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		number of requirements, the Applicant confirmed that it will consider any amendments once provided from South Downs National Park.
<b>Item 2 Requirement 4 – Details of consultation</b>		
Item 2 - Schedule 2(ii)	The amendment sought by the South Downs National Park Authority (SDNPA) in relation to Requirement 4(3) namely that the words 'taking into account considerations including, but not limited to, cost and engineering practicality' should be deleted.	The Applicant confirmed that it had nothing further to add to its Deadline 3 submissions.
<b>Item 2 Requirement 5 - Landscaping</b>		
Item 2 Schedule 2(iii)	Whether any further drafting changes to this requirement should be made in order to secure the necessary mitigation.	<p>The South Downs National Park Authority made a number of comments against this agenda item which the Applicant confirmed it would have to respond to in writing. The Applicant understands that these points were that:</p> <ul style="list-style-type: none"> <li>▪ <b>Requirement 5(3)(a)</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b> should include "timing" to ensure that advance planting is considered.</li> <li>▪ The '<i>landscaping scheme</i>' should refer to fencing.</li> <li>▪ <b>Requirement 6(3)</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b> should extend the 5-year replacement period to any vegetations other than just</li> </ul>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>trees and shrubs.</p> <ul style="list-style-type: none"> <li>▪ That there should be a longer replacement period than 5 years.</li> </ul> <p>The Applicant confirmed that it would consider these points further and respond in writing by Deadline 5.</p>
<b>Item 2 Requirement 9 - Archaeology</b>		
Item 2 Schedule 2(iv)	Whether any further drafting changes should be made to this requirement and/ or the Archaeology and Heritage Outline Mitigation Strategy to ensure that they are precise and enforceable and would deliver the necessary mitigation.	<p>The Applicant confirmed that their position on this requirement is as stated at Deadline 3.</p> <p>In response to Winchester City Council's comments that they were going to be provided with examples of other schemes and how they were in operation in other circumstances, the Applicant confirmed that they would discuss this in further detail with the City Council.</p> <p><b>Applicant's post hearing note:</b> the Applicant has discussed amended wording to requirement 9(6) and both Winchester City Council and South Downs National Park Authority have agreed to this wording. The <b>draft Development Consent Order (3.1, Rev 3)</b> will be updated accordingly at Deadline 5.</p>
<b>Item 2 Requirement 12 – Detailed design</b>		
Item 2 Schedule 2(v)	Whether Requirement 12, as drafted,	The Applicant considers that Requirement 12 does provide

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
– first bullet	provides sufficient safeguards and control in respect of design?	sufficient safeguards. However, the Applicant confirmed that they are preparing a draft code of design principles which would be secured as part of <b>Requirement 12</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b> and that this would be submitted at Deadline 5. The Applicant will look to share the document before then with local authorities but that failing this a form of the document would be submitted at Deadline 5.
Item 2 Schedule 2(v) – second bullet	Whether there is a need for a 'design code' which would establish the approach to delivering the detailed design specifications such as bridges and fencing and choice of materials to be secured by a draft DCO requirement.	The Applicant confirmed that they are preparing a draft code of design principles which would be secured as part of <b>Requirement 12</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b> and that this would be submitted at Deadline 5. The Applicant will look to share the document before then with local authorities but that failing this a form of the document would be submitted at Deadline 5.
Item 2 Schedule 2(v) – third bullet	The amendment proposed by HCC by way of the inclusion of an additional sub-paragraph to Requirement 12 in relation to the approval of the detailed design of any part of the authorised development that is intended to be the maintenance responsibility of the local highway authority.	In response to Hampshire County Council's proposals, the Applicant confirmed that its position was as per its Deadline 3 comments, but to clarify it remained their position that it was for the Secretary of State to approve and sign off the detailed design subject to a meaningful consultation process with Hampshire County Council.
<b>Item 2 Requirement 13 – Surface water drainage</b>		

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
Item 2 Schedule 2(vi)	Whether it is necessary and reasonable to make the amendments to Requirement 13 proposed by HCC including the addition of a new 13(2).	In response to Hampshire County Council confirming that it needed to review the Applicant's Deadline 3 responses to confirm whether this is still an active concern, the Applicant confirmed it had nothing further to add.
<b>Item 2 Whether any additional Requirements are necessary</b>		
Item 2 Schedule 2(vii) – first bullet	The draft requirement proposed by HCC to secure the provision of a Local Highway Legal Agreement to govern the performance and transfer of maintenance responsibility of the Local Highway Works.	The Applicant confirmed that they were still in discussion with Hampshire County Council as to the prospect and need of a separate legal agreement.
Item 2 Schedule 2(vii) – second bullet	The draft requirement proposed by SDNPA to control the phasing of different stages of the Proposed Development?	<p>In response to the South Downs National Park Authority's comments about proposed phasing requirements, the Applicant confirmed their response at Deadline 3 that it is not needed or necessary for this development which is not a phased development.</p> <p>The Applicant confirmed that all the information required by South Downs National Park Authority as to the timing and stages of development is included in the <b>Environmental Statement (6.1 - 6.3, APP-042 - APP-152)</b>, <b>Outline Traffic Management Plan (7.8, Rev 1)</b> and the <b>first iteration Environmental Management Plan (7.3, Rev 4)</b>. The Applicant confirmed whilst there are phases of construction noted in the various documentation provided, these are</p>



Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>simply to demarcate the construction processes and there will be a continual process of construction.</p> <p><b>Applicant's post hearing note:</b> Further information pertaining to construction phasing can be found in <b>Paragraphs 2.8.8 to 2.8.10</b> in <b>Chapter 2 (The Scheme and its Surroundings)</b> of the <b>Environmental Statement (ES) (6.1, APP-043)</b>.</p>
Item 2 Schedule 2(vii) – third bullet	The draft requirements and amendments proposed by SDNPA in relation to public rights of way, and temporary routes?	<p>In response to the South Downs National Park Authority and Cycle Winchester commenting that they would benefit from a single clear document setting out widths, surfaces and status of public rights of way, the Applicant said that they had nothing further to add on this point.</p> <p>The Applicant confirmed that a construction worker travel plan would be included in the Traffic Management Plan.</p>

*Schedule 10 – Protective Provisions*

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
Item 2 Schedule 10(i) – both bullets	<p>The progress of any negotiations relating to the agreement of Protective Provisions including:</p> <ul style="list-style-type: none"> <li>▪ The progress of discussions</li> </ul>	The Applicant confirmed that protective provisions are being progressed and that the Applicant is in contact with the legal representatives of Southern Gas Networks plc, Environment Agency and Southern Water.

	<p>between the Applicant, the EA and HCC as regards Protective Provisions and amendments for the protection of drainage authorities.</p> <ul style="list-style-type: none"> <li>▪ Update on any current negotiations and agreements with individual Statutory Undertakers including Southern Gas Networks plc, and Southern Water.</li> </ul>	
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*Section 106 Planning obligations and any other agreements*

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
Item 2 S106 Obligations(i)	Whether any planning obligations or other agreements to secure mitigation, enhancement or other matters are required and intended to be completed prior to the close of the Examination.	<p>The Applicant confirmed that it considers that no section 106 is required for any payment for archiving and that it had responded to this point in relation to <b>Requirement 9</b> of the <b>draft Development Consent Order (3.1, Rev 3)</b>.</p> <p>The Applicant confirmed that no section 106 is required to secure payment for further contribution measures proposed by the South Downs National Park Authority it doesn't consider there is further harm which requires mitigation.</p> <p>The Applicant confirmed that no section 106 is required to secure payment for commuted sums for Hampshire County Council taking possession of highway as this can be</p>

		<p>discussed in more detail in relevant side agreements.</p> <p>The Applicant confirmed that there were no intentions to provide high speed broadband to residents as part of the Scheme.</p>
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#### 1.4 Item 3 – Traffic and Transportation

Agenda reference	Examining Authority agenda item	Applicant’s Summary of oral submissions
<b>Item 3(i) Traffic modelling</b>		
Item 3(i) – first bullet	Whether non-strategic modelling is sufficient and if junction movements assessments have been undertaken with sufficient detail.	<p>The Applicant noted that there were two models used in the assessment of The Scheme – a strategic model considering wider impacts and routeing that could be associated with The Scheme and a detailed operational model that simulates individual vehicle movements, queues, delays and lane changing in and around Junction 9.</p> <p>The Applicant made no response to Hampshire County Council’s confirmation that they were satisfied with the strategic model employed by the Applicant.</p> <p>In response to Hampshire County Council’s concerns over the operational model, the Applicant confirmed that it would provide flow and queue data from the operational model to the County Council relating to the A272.</p> <p>In response to Winchester Action on Climate Crisis</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>comments that there was no analysis of baseline, the Applicant confirmed that both the strategic and operational models go through a base year calibration and validation process, and it is from those base years that forecasts are derived.</p> <p>The Winchester Friends of the Earth queried the deviation limits included in the model was surprising, and not statistically significant, the Applicant confirmed that deviation limits were due to observed variations in traffic flows and journey times which were obtained over a period of time, from typical weekdays and in neutral months.</p> <p>The Applicant confirmed it would provide additional clarification as to the observed and modelled flows from the calibration and validation of the base model in Winchester. The Applicant noted confirmed that it would also confirm in post hearing submissions how the models had considered post-COVID-19 travelling patterns.</p> <p><b>Applicant's post hearing note:</b> The Applicant has provided further information in relation to the A272 in <b>Section 1.4 of Appendix A</b> of this document.</p> <p>Information relating to the observed traffic flow and journey time data and equivalent modelled data used in the calibration and validation of the M3 Junction 9 Strategic model can be found in <b>Section 3.5 (Calibration and</b></p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions																																				
		<p><b>Validation</b>) of the <b>Combined Modelling and Appraisal Report (7.10, Rev 1)</b>. Screenlines used within Winchester can be found in Tables 3.1, 3.2 and 3.3 for the AM, Inter and PM Peak respectively.</p> <p>The strategic modelling and operational modelling have not explicitly considered post COVID-19 travel patterns. A series of three sensitivity tests were undertaken in addition to the core scenario which are described in <b>Section 4.3.2</b> of the <b>Combined Modelling and Appraisal Report (7.10, Rev 1)</b>. This included a 'low growth' scenario that was used in the preparation of economic appraisal.</p> <p>A small sample of observed data has been extracted from National Highway's WebTRIS online traffic flow data which presents the following pre and post COVID-19 traffic flows:</p> <table border="1" data-bbox="1189 922 2058 1114"> <thead> <tr> <th colspan="6">24 Hour Annual Average Daily Traffic Flows Pre and post COVID-19</th> </tr> <tr> <th>Location</th> <th>Direction</th> <th>May 2019</th> <th>May 2023</th> <th>Difference</th> <th>% Difference</th> </tr> </thead> <tbody> <tr> <td>M3 Mainline North of Junction 9</td> <td>Northbound</td> <td>31169</td> <td>27666</td> <td>-3503</td> <td>-11%</td> </tr> <tr> <td>M3 Mainline North of Junction 9</td> <td>Southbound</td> <td>30678</td> <td>27199</td> <td>-3479</td> <td>-11%</td> </tr> <tr> <td>M3 Diverge North of Junction 9</td> <td>Southbound</td> <td>3379</td> <td>3494</td> <td>115</td> <td>3%</td> </tr> <tr> <td>M3 Merge North of Junction 9</td> <td>Northbound</td> <td>3128</td> <td>2930</td> <td>-198</td> <td>-6%</td> </tr> </tbody> </table> <p>Source: National Highways webtris traffic flow data</p>	24 Hour Annual Average Daily Traffic Flows Pre and post COVID-19						Location	Direction	May 2019	May 2023	Difference	% Difference	M3 Mainline North of Junction 9	Northbound	31169	27666	-3503	-11%	M3 Mainline North of Junction 9	Southbound	30678	27199	-3479	-11%	M3 Diverge North of Junction 9	Southbound	3379	3494	115	3%	M3 Merge North of Junction 9	Northbound	3128	2930	-198	-6%
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Item 3(i) – second bullet	How the assessment of rail freight modal shift has been considered within the modelling.	The Applicant confirmed that there had not been explicit modelling of rail freight and modal shift for freight between road and rail. The strategic model makes use of the Department for Transport regional Road Traffic Forecasts for goods transport. The Applicant is unable to comment on																																				

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>the specifics that go into the Department for Transport's model and resultant road freight predictions. The Applicant also noted that there are additional road freight travel demand factors within the strategic model that increase the amount of freight travelling to and from the Solent port area.</p> <p>The Applicant confirmed that it can provide additional information regarding the percentage of HGV traffic that is a direct result of the Solent ports. The Applicant confirmed this would be supplied by Deadline 5. The Applicant also confirmed it would make reference to the joint study between National Highways and Network Rail about the approach to rail freight.</p> <p><b>Applicant's post hearing note:</b> The Applicant has provided a response on HGVs from the Solent ports and includes reference to the joint study between National Highways and Network Rail in <b>Section 1.2 of Appendix A</b> of this document. The Applicant has provided further insight to the factoring of freight traffic to and from the Solent area.</p>
Item 3(i) – third bullet	Whether modelling of traffic increase sufficiently takes account of future growth and how this has been factored.	The Applicant noted that the scheme is to provide free-flowing links and reduce bottlenecks rather than being a road widening scheme, that the benefit is largely just to the gyratory itself and that there is a limited impact of induced demand primarily due to congestion on the M3 itself. The Applicant confirmed it would provide further information

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>regarding induced demand.</p> <p><b>Applicant's post hearing note:</b> Future predicted traffic growth is derived from a combination of factors including; Department for Transport's National Trip End Model (NTEM), engagement with Hampshire County Council Planners, the development of an Uncertainty Log. The <b>Chapter 4 (Forecasting)</b> of the <b>Combined Modelling and Appraisal Report (7.10, Rev 1)</b> provides further details in the derivation and inclusion of future traffic growth.</p> <p><b>Appendix A (Uncertainty Log)</b> of the <b>Combined Modelling and Appraisal Report (7.10, Rev 1)</b>, provides details of the uncertainty log.</p> <p><b>Appendix B (Impact of VDM)</b> of the <b>Combined Modelling and Appraisal Report (7.10, Rev 1)</b>, provides model results noting the impact of the Variable demand model for both the Do Minimum (without Scheme) and Do Something (with Scheme). The Difference, Grand Total column in Appendix B provides the modelled change in overall travel demand as a result of the variable demand model, noting very little predicted change in overall travel demand.</p>
<b>Item 3(ii) Road safety</b>		
Item 3(ii)	How the predicted crash savings have been analysed and whether updating the historic collision data from 2019	The Applicant confirmed that the crash data used was for a period of 5 years from 2015 to 2019 (inclusive) and that Hampshire County Council were satisfied with this set of

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
	<p>should be undertaken and how this may change the analysis.</p>	<p>data. The Applicant confirmed that it could provide analysis of accident data post 2019 and for pre-2015 following a request from the Examining Authority.</p> <p>The Applicant confirmed that it had considered an assessment area for predicted changes in accidents that is larger than the application area. The scope of the area was defined by analysing predicted changes in traffic flow between the with and without Scheme scenarios. Where applicable (depending on sample size), observed accident data was then used to derive local accident rates which could be used instead of default (Department for Transport) accident rates for each link type. The Applicant confirmed that it could provide accident savings rates by casualty type after being asked by the Examining Authority to provide the same.</p> <p>The Applicant confirmed that it would clarify where the accident savings are observed and a summary of the observed collisions that the Applicant has used within the observed data.</p> <p><b>Applicant's post hearing note:</b> The Applicant has provided a response with respect to further details regarding accident data in <b>Section 1.3 of Appendix A</b> of this document.</p>
<p><b>Item 3(iii) Journey time savings</b></p>		
<p>Item 3(iii) – first</p>	<p>Whether the predicted journey time</p>	<p>The Applicant confirmed that it had analysed journey time</p>



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bullet	savings are considered significant.	<p>routes in application documents. The Applicant confirmed that it had not specifically analysed journey time savings across additional routes in the model, for example between Southampton and the Midlands, but noted that journey time savings across the strategic modelled network contribute to the economic appraisal. The Applicant noted that, while journey time savings may be significant at up to 4 minutes for routes analysed around Junction 9, for longer routes, this saving will be proportionally smaller and therefore less significant. The Applicant confirmed that it had not undertaken a comparison exercise of journey time savings against the performance of other National Highways schemes as every scheme is unique and it would be very difficult to extrapolate relevant data for comparison. The Applicant confirmed that it would investigate the possibility of providing a comparison of journey time savings for broadly equivalent junction improvement schemes at the request of the Examining Authority to provide the same.</p> <p>The Applicant confirmed that the journey time routes set out in <b>Figure 5-2</b> and <b>7-12</b> of the <b>Transport Assessment Report (7.13, Rev 1)</b> were selected for their likely impact.</p> <p><b>Applicant's post hearing note:</b> The Applicant has investigated the collation of comparable journey time savings for potentially equivalent junction improvement schemes. This has confirmed that the identification of comparable schemes is not considered appropriate where the unique characteristics of different highway interventions</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		limits like-for-like comparisons. For example, differences in network conditions (local, strategic and multi-modal) and travel patterns, density of land uses, scale and type of changes to the highway network, and related level of investment.
Item 3(iii) – second bullet	Journey time savings on Solent to Midlands strategic route.	The Applicant did not provide a specific response on this point as this discussion was included in the above agenda item. The absolute journey time savings in and around Junction 9 would be the same regardless of length of journey, although the longer the route considered, overall journey time route savings would be proportionally smaller. The Applicant has not carried out an exercise to calculate percentage savings against other journey time routes.
<b>Item 3(iv) The wider transport network and other highway related issues</b>		
Item 3(iv) – first bullet	Whether improvement measures are required on the highway network outside the application boundary	The Applicant confirmed that there had been no modelled information extracted for Twyford and that none was anticipated to be required. The Applicant confirmed that where additional traffic makes use of Junction 11 is as a result of daytime closure of the M3 northbound on slip during the construction phase. This results in an additional approximate 200 movements per hour across Junction 11 at Hockley Link. However, this traffic will be coming off M3 southbound and then crossing the junction to join the M3 northbound. This traffic would not be predicted to go to into

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>Twyford.</p> <p>The Applicant confirmed that they would provide further information relating to Hockley Link from modelled information during the closure of the M3 northbound slip during construction.</p> <p><b>Applicant's post hearing note:</b> The Applicant has provided a response to further information relating to Hockley Link from modelled information during the closure of the M3 northbound slip during construction in <b>Section 1.5</b> of <b>Appendix A</b> of this document</p>
Item 3(iv) – second bullet	The impact of the application on the A33/B3047 (Cart and Horses) junction.	<p>In response to Hampshire County Council's comments regarding the Cart and Horses Junction, the Applicant confirmed that whilst there is an increase in flow on the A33 through the junction, the Applicant's modelling predicts that there will be a reduction in interactions and therefore there is no negative impact on the junction.</p> <p>The Applicant confirmed that it would provide an update at Deadline 5 as to negotiations on the Cart and Horses Junction as part of the statement of common ground with Hampshire County Council.</p> <p>The Applicant confirmed that it would provide further information regarding the outcomes following the safety audit of the junction and the impact of potential higher</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>speeds.</p> <p><b>Applicant's post hearing note:</b> Consideration was given to the Stage 1 Road Safety Audit within the preliminary design stage to make the complete length of the realigned A33, a 40mph speed limit. However, from discussions with Hampshire Police, it was felt that motorists would not abide by the 40mph speed limit (across the section of the A33 proposed at 50mph) due to the fairly straight alignment of the road, which would lead to potential enforcement issues. The proximity of the existing Cart and Horses Junction is understood and the proposed 40mph speed limit correlates to the existing extent of 40mph speed limit on the approach to the Cart and Horses Junction, whereby motorists are more likely to abide by and observe the 40mph limit. Extending the 40mph speed limit further away from the Cart and Horses Junction could lead to motorists travelling at higher speeds when approaching the Junction.</p> <p>In the existing situation, the A33 consists of a dual carriageway (two lanes heading south away from the Cart and Horses Junction and one lane heading north to the Cart and Horses Junction). Due to the reconfiguration of the A33 to a bidirectional layout and use of the existing horizontal geometry, the provision of no overtaking has been applied in accordance with the Design Manual for Roads and Bridges design guidance. This is to improve road safety. The use of road marking arrows to delineate the bidirectional nature of</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>the realigned A33 are to be implemented.</p> <p>The Scheme is also introducing kerb build outs to help pedestrians cross at an existing crossing point these should assist in slowing speeds down (Work No. 1(a)).</p>
<b>Item 3(v) Temporary Traffic Diversions during construction</b>		
Item 3(v) – first bullet	Whether the predicted impact on the wider transport network during construction has been adequately assessed and considered, including how increased traffic on diversion routes could impact on NMUs.	The Applicant did not provide any specific contribution to the agenda item as Hampshire County Council confirmed that they were happy with the <b>Outline Traffic Management Plan (7.8, Rev 1)</b> at this stage in the development.
Item 3(v) – second bullet	Whether the proposed temporary diversions during the construction period are proportionate and the impacts have been mitigated.	The Applicant confirmed that as the works affected the strategic road network, the Applicant was keen for road closures to be at night and some extended weekend closures and that was what had been assessed in the <b>Environmental Statement (6.1 - 6.3, APP-042 - APP-152)</b> . However, the Applicant cannot have a prohibition against daytime closures as it is not possible to assert with absolute confidence that this would not be necessary.
Item 3(v) – third bullet	Whether the impact of diverted traffic at Junction 11 has been adequately assessed and mitigated.	The Applicant confirmed that during the 17-month closure of the Junction 9 Northbound M3 on slip there was not sufficient traffic flow created at Junction 11 to require a change in the traffic signals. There is limited impact to

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>pedestrians using that junction as the pedestrian route follows the other side of the carriageway and so there is no interaction between pedestrians and the diverted traffic. The Applicant agreed to provide modelling for the impacts to Junction 11 to illustrate the predicted impacts of the closure.</p> <p><b>Applicant's post hearing note:</b> The Applicant has provided a response with respect to predicted traffic flow information at Junction 11 during the construction phase in <b>Section 1.5</b> of <b>Appendix A</b> of this document.</p>
<b>Item 3(vi) General highway matters</b>		
Item 3(vi) – first bullet	Whether stopping up and de-trunking is being progressed in a way that is acceptable to the local highway authority.	The Applicant made no contribution against this agenda item as Hampshire County Council had nothing further to add.
Item 3(vi) – second bullet	Whether there is sufficient details of proposed highway boundaries and future maintenance requirements of the non-strategic highway network.	The Applicant made no contribution against this agenda item as Hampshire County Council confirmed it was happy with how discussions were progressing on this point.

### 1.5 Item 4 – Public Rights of Way and NMU Routes

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
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Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
<b>Item 4(i) Legal Status of proposed NMU routes and PROWs</b>		
Item 4(i) – first bullet	Whether there is clarity and agreement between parties of the legal status of new and affected routes.	The Applicant confirmed that there is no intention for the Scheme to deliver a restricted byway to the east of the M3. This is a recreational route and any additional right to draw carriages across that route is not needed, particularly because the route is between two country lanes that would be sufficient for carriages if necessary. The Applicant confirmed that there had been extensive correspondence on the status of the public right of way through the gyratory. The Applicant confirmed that it had no intention of extending the bridleway across the gyratory as a cycle track provides enough rights to users as it is. The extension of rights to equestrians is not required as there is nowhere for the equestrians to then continue other than on the main road carriageway at Easton Lane . The Applicant also confirmed that, should the bridleway be extended to the western side of the gyratory, this would require higher parapets, a horse turning circle and mounting blocks. This is difficult to achieve in the remaining space within the gyratory and it is not considered necessary due to there being no onward bridleway past the gyratory to the west.
Item 4(i) – second bullet	Whether there is a need to confirm the legal status of other existing routes within the application boundary.	The Applicant did not contribute to this agenda item.
<b>Item 4(ii) Design standards</b>		

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
Item 4(ii) – first bullet	Whether proposed design standards are suitable and applied appropriately.	The Applicant confirmed that the width of the subways had been determined in accordance with relevant guidance, which Cycle Winchester and Hampshire County Council accepted. The Applicant confirmed that the width of 3m for the cycle track is appropriate for up to 200 movements an hour. This is significantly higher than the current use of the Junction. There are no schools, cinemas, or sports grounds nearby that would mean that hourly peaks would exceed this level.
Item 4(ii) – second bullet	Whether opportunities to maximise the potential benefit for NMU users and routes has been suitably considered.	The Applicant confirmed that the bridleway on the east of the M3 is being offered as a result of the South Downs National Park Authority consultation responses, and other than what is included in the application there is nothing further being offered by way of enhancement for Non-Motorised Users (NMU).
Item 4(ii) – third bullet	How usage surveys and assessments have been undertaken and their relevant application.	The Applicant did not contribute to this agenda item as Hampshire County Council confirmed they were satisfied with the assessment that had been undertaken.
<b>Item 4(iii) Future maintenance</b>		
Item 4(iii)	Whether future maintenance responsibility and cost has been sufficiently considered.	The Applicant did not contribute regarding maintenance which will be a discussion with Hampshire County Council.
<b>Item 4(iv) Construction impact</b>		



Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
Item 4(iv) – first bullet	Whether alternative routes during construction have been fully considered and appraised.	<p>The Applicant confirmed that there had been an inconsistency between <b>Chapters 2 (The Scheme and its Surroundings)</b> of the <b>Environmental Statement (ES) (6.1, APP-043)</b> and <b>Chapter 12 (Population and Human Health)</b> of the <b>Environmental Statement (ES) (6.1, Rev 1)</b>.</p> <p><b>Chapter 2 (The Scheme and its Surroundings)</b> of the <b>Environmental Statement (ES) (6.1, APP-043)</b> suggested that there was a diversion of the National Cycling Network (NCN) Route 23 which splits the cyclist and pedestrians' routes. <b>Chapter 12 (Population and Human Health)</b> of the <b>Environmental Statement (ES) (6.1, Rev 1)</b> suggested that there was a single diversion. The Applicant confirmed that the assessment was based on splitting the diversion and this was the approach that had been taken. The Applicant also confirmed that Sustrans supported the diversion route for National Cycling Network Route 23 and acknowledged that there were very limited options for diversions other than taking people off the National Cycling Network Route 23 significantly earlier.</p> <p><b>Applicant's post hearing note: Chapter 12 (Population and Human Health)</b> of the <b>Environmental Statement (ES) (6.1, Rev 1)</b> has been amended to resolve the identified inconsistency. The updated chapter is submitted at Deadline 4.</p>
Item 4(iv) – second	General approach to how diversions	The Applicant did not contribute to this agenda item.

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bullet	during construction will be agreed, approved and managed.	

**1.6 Item 5 – Biodiversity**

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
<b>Item 5(i) Species survey information</b>		
Item 5(i)	Whether the current survey information provided is sufficient to assess mitigation and compensation measures.	<p>The Applicant confirmed that they had been working to provide updated surveys and that the final outstanding surveys would be issued to Winchester City Council in the coming weeks.</p> <p>The Applicant confirmed that surveys containing protected species have a limited circulation and so asked South Downs National Park Authority to provide details of a named ecologist/person to whom this information could be sent. The Applicant confirmed that, following comments from Natural England on the draft dormouse licence application received in March 2023, an updated dormouse licence application was resubmitted to Natural England on 17 July 2023. It is understood that Natural England were content with the mitigation measures proposed, and the Applicant expects that Natural England will accordingly be satisfied with the updated information submitted.</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p><b>Applicant's post hearing note:</b> The following documents were shared with Winchester City Council on 4 August 2023:</p> <ul style="list-style-type: none"> <li>▪ Reptile survey report</li> <li>▪ Breeding bird survey report</li> </ul>
	Request from SDNPA for species survey information	<p>The Applicant noted the request and agreed it could provide this information.</p> <p><b>Applicant's post hearing note:</b> The following documents were shared with South Downs National Park Authority on 04 August 2023:</p> <ul style="list-style-type: none"> <li>▪ Bat tree survey</li> <li>▪ Badger bait marking survey report</li> <li>▪ Reptile survey report</li> <li>▪ Breeding bird survey report</li> </ul>
<b>Item 5(ii) Mitigation and post construction management</b>		
Item 5(ii) – first bullet	Whether proposed mitigation is sufficiently developed and detailed to allow assessment of overall impact.	The Applicant will provide confirmation at Deadline 5 as to the status of discussions with South Downs National Park Authority as to the suitability of tree belt widths and types of planting.
Item 5(ii) – second	Whether the detail in the fiEMP is	The Applicant made no comments against this agenda item

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bullet	sufficient and how it will be secured within the DCO.	as South Downs National Park Authority, Winchester City Council and Hampshire County Council are content with the approach of securing measures in the <b>first iteration Environmental Management Plan (fiEMP) (7.3, Rev 4)</b> .
Item 5(ii) – third bullet	How opportunities for enhancements to biodiversity are being developed with relevant bodies.	<p>The Applicant confirmed that there were two biodiversity related projects being progressed through National Highways Designated Funds programme, but that neither of these form part of the M3 Junction Improvement Scheme. Their benefits have not been assessed in the <b>Environmental Statement (6.1 - 6.3, APP-042 - APP-152)</b> and therefore they do not contribute to the planning balance for this Scheme.</p> <p>The Applicant confirmed that it had held a meeting earlier in the year with Environment Agency to discuss the potential to use Designated Funds for enhancement of the River Itchen in line with the River Itchen Restoration Strategy, but it is not needed for mitigation of the Scheme and will progress separately.</p> <p>The Applicant also confirmed that there is another Designated Funds scheme to deliver biodiversity and landscape enhancements within in the South Downs National Park, through provision of extensive areas of chalk grassland and other native habitats. Again, this is not necessary to deliver mitigation for the Scheme and so will</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>progress separately.</p> <p>The Applicant confirmed that the chalk grassland that it is delivering as part of the M3 Junction 9 Improvement Scheme was developed in consultation with a number of stakeholders, in particular Butterfly Conservation who have experience of chalk grassland creation and who were key in influencing the design of the chalk grassland.</p> <p>The Applicant confirmed that if the Scheme comes forward, then designated funds are also likely to come forward but these are separate to the M3 Junction Improvement Scheme and are considered separately.</p>
<b>Item 5(iii) Biodiversity net gain</b>		
Item 5(iii) – first bullet	Whether the balance and prioritisation between biodiversity net gain and visual impact and landscape character requirements in the SDNP is being achieved.	<p>In response to the South Downs National Park Authority confirming that they prioritised chalk grassland over an increased BNG calculation, the Applicant confirmed that in designing the Scheme there were different factors which influenced the design including delivery of Biodiversity Net Gain (BNG), landscape and visual impacts, agriculture and land take. The Applicant is content that the design reaches a suitable balance between these factors.</p> <p>In response to comments from the South Downs National Park Authority that extending the widths of tree belts would be preferred, the Applicant confirmed that this may reduce</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>the area of chalk grassland provided and perhaps would only influence BNG by +- 1-2%.</p> <p>The Applicant confirmed that the BNG calculation of 4% gain could be uplifted to 14% should other types of species-rich grassland be used instead of chalk grassland. However, given the South Downs National Park setting, chalk grassland is the most appropriate grassland type. The South Downs National Park Authority accepts this.</p>
Item 5(iii) – second bullet	General commentary on the adequacy of the BNG assessment and calculation.	<p>In response to questions from the Examining Authority over the longevity of a BNG assessment and when the Applicant expects BNG values to come into fruition, the Applicant confirmed that the BNG metric ascribes different values to different habitats: longer establishment periods for some habitats means that that habitat is ascribed a lower value. This means that the time period for vegetation to mature is already inherently calculated in the metric. Consequently there is less BNG benefit for trees than for grassland.</p> <p>The Applicant confirmed that there is no legal requirement for Nationally Significant Infrastructure Projects to deliver BNG or deliver any particular BNG target percentage. Nevertheless the Applicant as an organisation is encouraging projects to provide BNG in accordance with the proposed 10% target where appropriate and possible. The Applicant considers that no further offsetting, including offsite, is necessary to mitigate the impacts of the Scheme.</p>

## 1.7 Item 6 - Air Quality

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
<b>Item 6(i) Operational phase forecasts and thresholds</b>		
Item 6(i) – first bullet	Whether increases and decreases in predicted NO <sub>2</sub> have an overall beneficial, negative or neutral effect on Winchester and the AQMA.	<p>The Applicant confirmed it agreed with Winchester City Council's summary of the position regarding the Air Quality Management Areas (AQMA). Rather than being neutral, the Applicant considered that the Scheme had a slight beneficial effect. This is because, of the 17 representative receptors in the City 11 experienced a perceptible benefit and 6 a perceptible disbenefit. These disbenefits are around Easton Lane and Wales Street.</p> <p>On a wider scale the Applicant highlighted the findings of the 'local air quality workbook' presented in the <b>Combined Modelling and Appraisal Report (7.10, Rev 1)</b> which shows an overall air quality benefit associated with the Scheme due to predicted decreases in exposure to NO<sub>2</sub> and PM<sub>2.5</sub> at residential receptors within the Study Area.</p>
Item 6(i) – second bullet	Whether PM <sub>2.5</sub> concentrations and forecasts have been considered fully and assessed in line with current legislation.	The Applicant confirmed that the assessment of PM <sub>2.5</sub> in <b>Section 5.4.7 in Chapter 5 (Air Quality)</b> of the <b>Environmental Statement (ES) (6.1, Rev 2)</b> was in accordance with Design Manual for Roads and Bridges (DMRB) LA 105 Air quality (Highways England, 2019) and assessed against a 20mg/cu.m limit. The 2040 target of

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>PM2.5 introduced earlier this year by DEFRA is not for individual schemes to show compliance against, and instead is for DEFRA to review national compliance from monitoring data. The Applicant confirmed that the 2040 target of 10mg/cu.m for PM2.5 is indicated as achievable against the modelling undertaken by DEFRA, and the monitoring for 2022 in Winchester recorded concentration below 10mg/cu.m of PM2.5.</p> <p>The Applicant confirmed that there was no model for PM2.5, but that this had been extrapolated from the average of background PM10.</p> <p>The Applicant explained that the economic assessment that had been prepared by the Applicant looked at the change of health benefits and monetises this change, and that this indicates an overall benefit. The Applicant highlighted that this benefit is a consequence of predicted decreases in exposure to NO<sub>2</sub> and PM2.5 at residential receptors within the Study Area.</p> <p>The assessment of health benefits does not look at in-cab assessments. The Applicant confirmed that it would provide a reference in post hearing summaries of what is required for in-cab assessments.</p> <p>The Applicant confirmed that PM2.5 mapping relies on DEFRA data for background air quality and shows motorway</p>



Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>corridor concentrations in excess of 10mg/cu.m3 in the early 2020s. However this does not infer non-compliance with the 2040 target.</p> <p><b>Applicant's post hearing note:</b> The potential for in-car exposure to air pollution was raised during the Hearing. Whilst the Applicant is aware that exposure to air pollution within vehicles (and indeed indoors) can be elevated, consideration of this is not required by the Air Quality Standards Regulations 2010 which only consider ambient (i.e. outdoor) exposure.</p>
Item 6(i) – third bullet	How issues highlighted by Natural England regarding habitats are being assessed and reported.	<p>The Applicant confirmed that Natural England provided a number of comments in March 2023 on <b>Appendix 8.3 (Assessment of Operational Air Quality Impacts on Biodiversity)</b> of the <b>ES (6.3, Rev 1)</b> assessment of operational air quality impacts on biodiversity. The comments were about the methodology followed and requested further information such as the inclusion of additional pollutants including acid deposition. The Applicant confirmed that it was updating <b>Appendix 8.3 (Assessment of Operational Air Quality Impacts on Biodiversity)</b> of the <b>ES (6.3, Rev 1)</b> to address comments from Natural England and would be submitting this at Deadline 4. Following a meeting held with Natural England, the Applicant understands that assuming the comments are addressed, Natural England would be comfortable with this updated assessment.</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>The assessment in <b>Appendix 8.3 (Assessment of Operational Air Quality Impacts on Biodiversity)</b> of the <b>ES (6.3, Rev 1)</b> shows that there are minor increases and decreases of emissions in places, but that no significant effects have been identified and therefore no mitigation is considered necessary.</p> <p>In response to comments made by Winchester Friends of the Earth, the Applicant said that it would confirm in a post-hearing summary regarding the significance of minor increases in nitrogen deposition in areas of chalk grassland where there is an existing overload of nitrogen.</p> <p><b>Applicant's post hearing note:</b> The assessment of potential effects from nitrogen deposition to designated sites, including those containing chalk grassland, is set out in <b>Appendix 8.3 (Assessment of Operational Air Quality Impacts on Biodiversity)</b> of the <b>ES (6.3, Rev 1)</b>. The assessment confirms that these sites currently receive high background levels of nitrogen deposition. However, the UK Air Pollution Information System (APIS) confirms that road transport only makes up a small proportion of this. For example, at St Catherines Hill Site of Special Scientific Interest (SSSI), road traffic contributes 9.69% of total nitrogen deposition to the SSSI, compared to 21.5% for livestock and 27.1% imported from Europe<sup>1</sup>. The</p>

<sup>1</sup> Pollutants which enter the UK carried on long-range airborne currents from sources in Europe

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>assessment shows that, whilst there will be some small increases in nitrogen deposition from the Scheme, these are small, typically most noticeable at the road edge and are below the level at which a theoretical reduction in species diversity might occur. As such, effects from changes in traffic emissions from the Scheme will be not significant. As effects to the sites assessed are not significant, no specific mitigation is required or provided. However, the provision by the Scheme of over 9ha of new chalk grassland to the east of the M3 within South Downs National Park will both increase the quantum of this resource in the local area and provide benefits to existing areas of chalk grassland through linking habitats.</p>
<p>Item 6(i) – fourth bullet</p>	<p>Mitigation measures and monitoring</p>	<p>In response to Winchester City Council's comments that they had some concerns about the methodology of air quality for temporary diversions as some users will not follow official diversion routes, the Applicant confirmed that they have assessed the diversions as being (with the exception of northbound M3 on slip) overnight closures which do not carry an inherent risk of affecting air quality. The Applicant also said that in terms of satellite navigation systems and users taking other routes, this is an endemic concern and is an issue on every diversion route including the diversion routes of Hampshire County Council for its road networks. The Applicant is considering the use of forced turns, but that is not always acceptable in highway terms and so the Applicant will consider this further in Statements of Common Ground with Hampshire County</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		Council.
<b>Item 6(ii) Construction phase impacts</b>		
Item 6(ii) – first bullet	Whether sufficient mitigation has been considered to minimise the impact on air quality.	The Applicant did not contribute to this agenda item.
Item 6(ii) – second bullet	The impact of construction dust and how it will be mitigated.	The Applicant did not contribute to this agenda item other than acknowledging that Winchester City Council were happy with the approach to provide a management plan for dust once the second iteration Environmental Management Plan (siEMP) is prepared.
	Whether the forecasts for operational noise take sufficient account of the noise and tranquillity of the SDNP.	<p>The Applicant confirmed that operational noise had been taken into account by assessing impacts to public rights of way in the South Downs National Park and found that as a result of the Scheme, the impacts were less than 1 decibel.</p> <p><b>Applicants post hearing note:</b> The Applicant notes that a less than 1 decibel operational noise change relates to a negligible noise impact which is not significant, as outlined in <b>Table 11.8 of Chapter 11 (Noise and Vibration) of the Environmental Statement (ES) (6.1, APP-052).</b></p> <p>With reference to the position of the South Downs National Park Authority on tranquillity and this being a perception / experiential quality, the Applicant would highlight that the</p>

Agenda reference	Examining Authority agenda item	Applicant's Summary of oral submissions
		<p>existing landscape includes the M3 corridor. This feature and the impact on tranquillity is acknowledged within the South Downs National Park Local Impact Report, (<b>REP2-071</b>) '<i>overall tranquil quality is disrupted in place by the audible hum of traffic</i>'. Furthermore within the LIR, (Appendix B: Extracts from South Downs National Park Boundary and Reasons for it Report), South Downs National Park Authority acknowledge that noise and visual intrusion from then M3 was present at the time of designation but impacts were localised and mitigated by the cutting, vegetation and the old viaduct.</p>

**1.8 Item 7 - Noise and Other Health Impacts**

Agenda reference	Examining Authority Agenda Item	Applicant's Summary of Oral Submissions
<b>Item 7(i) Operational phase forecasts and mitigation</b>		
Item 7(i) – first bullet	Whether the forecasts for operational noise take sufficient account of the noise and tranquillity of the SDNP.	<p>The Applicant confirmed that operational noise had been taken into account by assessing impacts to public rights of way in the South Downs National Park and found that as a result of the Scheme, the impacts were less than 1 decibel.</p> <p>The Applicant confirmed that it would provide a written submission setting out the extent of existing low noise road surfacing in the application boundary and set out the extent of proposed low noise road surfacing. However, the Applicant clarified that the noise assessments have</p>

Agenda reference	Examining Authority Agenda Item	Applicant's Summary of Oral Submissions
		<p>assumed low noise road surfacing existing on all the roads in the network already and so there was no impact on assessment.</p> <p>The Applicant confirmed that in its Statement of Common Ground with Hampshire County Council it would explicitly agree to the maintenance of low noise road surfacing.</p> <p>The Applicant confirmed that it would confirm in its response whether low noise road surfacing has an impact on PM2.5 concentrations.</p> <p><b>Applicant's post hearing note:</b> The Applicant notes that a less than 1 decibel operational noise change relates to a negligible noise impact which is not significant, as outlined in Table 11.8 of Chapter 11 of the ES (APP-052).</p> <p>The Applicant is not aware of any evidence that low noise road surfacing has an impact on PM2.5 emissions resulting from road or tyre wear. If the ExA would like the Applicant to respond further the Applicant would request further information from the Interested Party in order to comment on this matter in more detail, and for them to indicate the source of such information.</p> <p>The Highways England Pavement Management System (HAPMS) has been used to determine the road surfaces used in the acoustic modelling of the baseline scenario.</p>

Agenda reference	Examining Authority Agenda Item	Applicant's Summary of Oral Submissions
		<p>Mapping of this system is not available.</p> <p>The HAPMS identifies a number of road surfaces which have been applied throughout the Scheme. At the time of their application on the road, these were predominantly Highway Authorities Product Approval Scheme (HAPAS) certified low noise road surfaces, although some surfaces were noted to be hot rolled asphalt or high friction surfaces.</p> <p>Where low noise road surface was indicated, a Road Surface Influence (RSI) of -3.5 dB has been assumed within the acoustic model, based on guidance within Design Manual for Roads and Bridges (DMRB) 111 Noise and vibration (Highways England, May 2020).</p> <p>As stated in <b>Section 11.6 of Chapter 11 (Noise and Vibration)</b> of the <b>Environmental Statement (ES) (6.1, APP-052)</b>, baseline sound level measurements were undertaken in 2021. The measured sound levels were within approximately 1-2 dB of the modelled sound levels, which is a validation that the road surface influence of the existing roads is being modelled correctly.</p>
Item 7(i) – second bullet	The effect of low noise surfacing as the main mitigation for noise, how this is maintained in the future and what impact this would have to the baseline	The Applicant confirmed that it would provide a written submission setting out the extent of existing low noise road surfacing in the application boundary and set out the extent of proposed low noise road surfacing. However, the Applicant clarified that the noise assessments have

Agenda reference	Examining Authority Agenda Item	Applicant's Summary of Oral Submissions
	<p>in a do-minimum scenario.</p>	<p>assumed low noise road surfacing existing on all the roads in the network already and so there was no impact on assessment.</p> <p>The Applicant confirmed that in its Statement of Common Ground with Hampshire County Council that it would explicitly agree the position relating to the maintenance of low noise road surfacing.</p> <p>The Applicant confirmed that it would confirm in its response whether low noise road surfacing has an impact on PM2.5 concentrations.</p> <p><b>Applicant's post hearing note:</b> The Applicant reiterates that it is not aware of any evidence that low noise road surfacing has an impact on PM2.5 emissions resulting from road or tyre wear. Please refer to the Applicant's post hearing note in response to Item 7 (i) – first bullet above.</p>
<p>Item 7(i) – third bullet</p>	<p>The sufficiency of the overall operation phase mitigation and monitoring.</p>	<p>The Applicant confirmed that it would confirm in its response whether any assessment of changes of future maintenance liability of the junction would occur as a result of the Scheme.</p> <p><b>Applicant's post hearing note:</b> The Applicant considers that in the short to medium term that there would be a reduction in requirement for maintenance due to the assets</p>



Agenda reference	Examining Authority Agenda Item	Applicant's Summary of Oral Submissions
		being new and not requiring the same level of upkeep.
<b>Item 7(ii) Construction phase impacts</b>		
Item 7(ii) – first bullet	General understanding of the assessment of noise generation and impact during construction.	The Applicant confirmed that commitment NV3 of the <b>first iteration Environmental Management Plan (fiEMP) (7.3, Rev 4)</b> ensures that the low noise road surfaces will be specified to achieve a Road Surface Influence of -3.5dB. The Applicant confirmed that it will continue to work with Winchester City Council regarding the suitability of monitoring the performance of the low noise road surfacing.
Item 7(ii) – second bullet	Whether the impact of traffic diversions is considered proportionate and can be managed within the DCO and EMP.	At the request of the Examining Authority, the Applicant confirmed that it would provide an essay plan of the Noise and Vibration Management Plan which would be prepared as part of the siEMP.
Item 7(ii) – third bullet	Whether mitigation and planning for reducing noise impacts during construction is sufficient and detailed adequately.	The Applicant confirmed that an essay plan of the Noise and Vibration Management Plan would be provided.  <b>Applicant's post hearing note:</b> An Outline Noise and Vibration Management Plan has been prepared and submitted at Deadline 4. This provides additional content to what was agreed to be included in an essay plan. See <b>Appendix L</b> of the <b>first iteration Environmental Management Plan (fiEMP) (7.3, Rev 4)</b> .
<b>Item 7(iii) Other health impacts</b>		

Agenda reference	Examining Authority Agenda Item	Applicant’s Summary of Oral Submissions
Item 7(iii)	Whether a full health impact assessment is required to support the DCO.	The Applicant confirmed that it does not consider a Health Impact Assessment (HIA) would add anything additional to the assessment that has already been undertaken in <b>Chapter 12 (Population and Human Health)</b> of the <b>Environmental Statement (ES) (6.1, Rev 1)</b> . This assessment was undertaken in accordance with Design Manual for Roads and Bridges (DMRB) LA 112 Population and human health (Highways England, January 2020) and sets out impacts on human health from the construction and operation of the Scheme.

### 1.9 Item 8 – Any other matters

- 1.9.1 The Applicant confirmed that the reason for connectivity not being recognised as a key community asset is because the Design Manual for Roads and Bridges (DMRB) does not class public rights of way as community assets. However, this does not affect the conclusion of the assessment which assessed impacts on public rights of way.
- 1.9.2 The Applicant confirmed that it is not possible to assess impacts to mental health as an effective base line and metric to calibrate impacts on mental health cannot be created.

**Appendix A            Traffic and transport post hearing information**

## Appendix A – Traffic and transport post hearing information

Subject: Title
BIM Document Reference: HE551511-VFK-GEN-XXXX_XX-TN-TR-40008
Revision: P01
Date: 18 August 2023
Author: M3 Junction 9 Improvement Team, National Highways

### 1.1 Introduction

1.1.1 This document has been prepared following a request from the Examining Authority at Issue Specific Hearing 2 (ISH2) which took place at Mercure Winchester Wessex Hotel and virtually on Microsoft TEAMS on 1 and 2 August 2023.

### 1.2 HGV modelling and Solent Port

Agenda Reference: Item 3(i) – second bullet

#### Hearing Request 1

1.2.1 Provide detail with respect to how much of the modelled HGV traffic going through the Junction 9 is from the Solent port? And how many HGVs travel through the junction from the port up to the Midlands or on to London.

#### Applicant Response

1.2.2 Figures 1 and 2 below provide illustrations of the distribution of all modelled HGVs in the strategic model, taken from a point on the road network just south of M3 Junction 9, for the northbound and southbound directions respectively and for the AM Peak hour in 2047. It can be noted that the PM Peak hour distribution is not significantly different from the AM Peak hour.

1.2.3 The process of undertaking these distributions is prepared by a process called 'Select Link' (SL) where a Link in the transport network is selected and the distribution of traffic to and from that Link is analysed. Thicker lines (bandwidths) and a change in colouring from green to orange represent higher HGV flows (SL Demand in the figure key).

Figure 1: HGV Trip Distribution from South of M3 Junction 9 heading in the northbound direction. 2047 AM Peak hour, With Scheme (hourly vehicles)

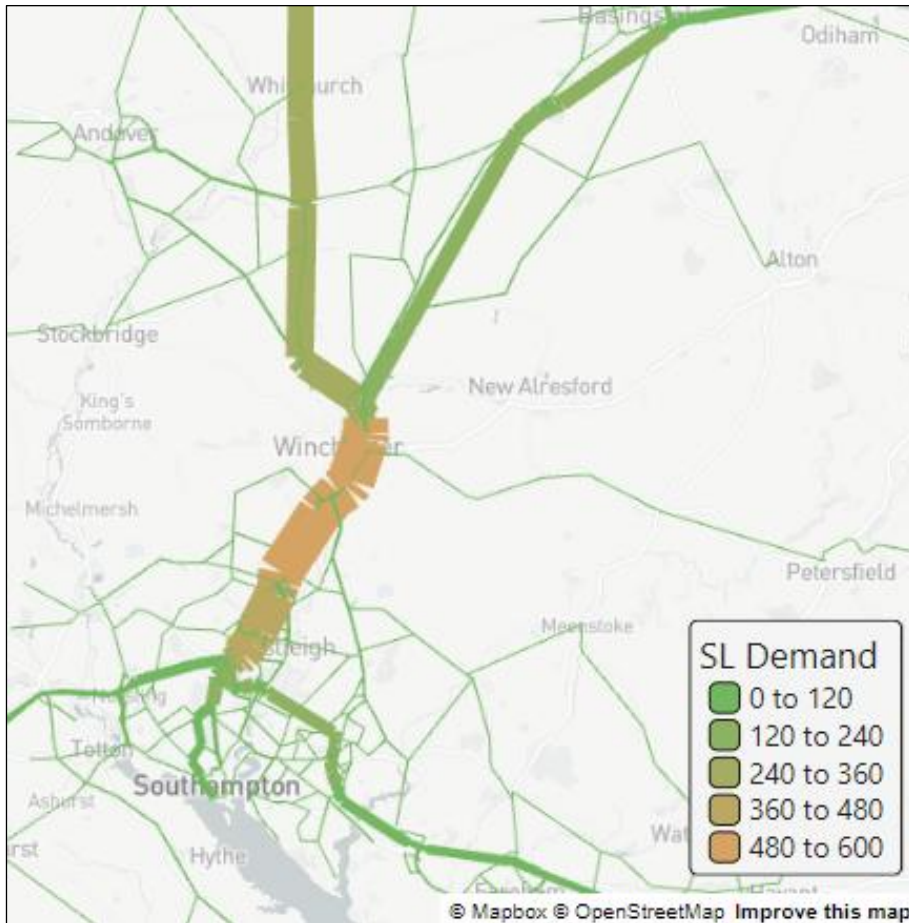
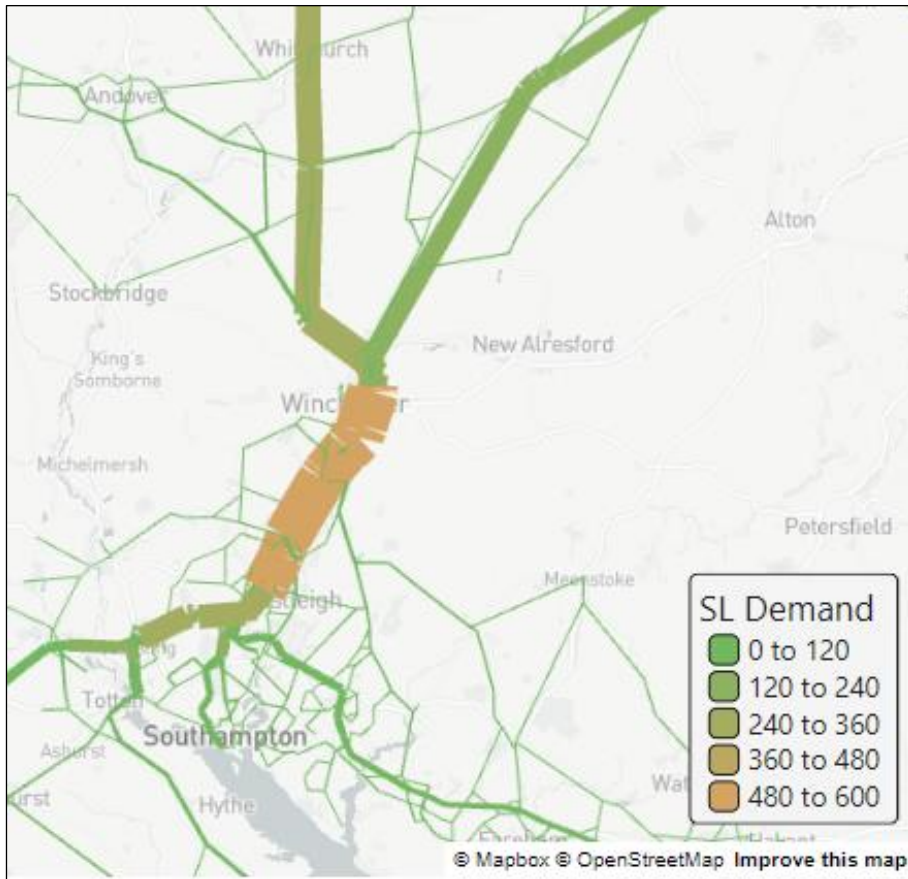


Figure 2: HGV Trip Distribution from South of M3 Junction 9 heading in the southbound direction. 2047 AM Peak hour, With Scheme (hourly vehicles)



- 1.2.4 The above traffic flow plots and analysis of supporting model files indicate a higher volume of HGVs on the M3 south of Junction 9 travel to/from the A34 than the M3.
- 1.2.5 **Table 1 and 2** below provide further model analysis relating to HGV movements including trips to/from the Solent area for the 2027 and 2047 forecast years from the 'with Scheme' scenario. For the purpose of this analysis, HGV flows to and from the A34 north of Junction 9 could be considered heading towards and from the direction of the Midlands while HGV flows to and from the M3 north of Junction 9 could be considered heading towards and from the direction of London.
- 1.2.6 **Appendix A of Applicant's Written Summaries of Oral Case for Issue Specific Hearing 3 (Document Reference 8.16)** makes reference to the joint study undertaken between National Highways and Network Rail with respect to road and rail freight.

Table 1: 2027 HGV flow analysis on M3 Mainline just south of Junction 9 – ‘With Scheme’ (based on vehicles per hour)

<b>2027 M3 Northbound</b>	<b>AM Peak</b>	<b>PM Peak</b>	<b>2027 M3 Southbound</b>	<b>AM Peak</b>	<b>PM Peak</b>
Total Vehicles	4764	4406	Total Vehicles	4202	4678
HGVs	466	332	HGVs	552	358
%HGVs (of Total Vehicles)	10%	8%	%HGVs (of Total Vehicles)	13%	8%
Total HGVs from Solent area	345	258	Total HGVs to the Solent area	424	253
%HGVs from Solent area	74%	78%	%HGVs from Solent area	77%	71%
%HGVs from Solent area going to A34 north of Junction 9	63%	67%	%HGVs to Solent area from A34 north of Junction 9	58%	51%
%HGVs from Solent area going to M3 north of Junction 9	31%	31%	%HGVs to Solent area from M3 north of Junction 9	39%	47%

Table 2: 2047 HGV flow analysis on M3 Mainline just south of Junction 9 – ‘With Scheme’ (based on vehicles per hour)

<b>2047 M3 Northbound</b>	<b>AM Peak</b>	<b>PM Peak</b>	<b>2047 M3 Southbound</b>	<b>AM Peak</b>	<b>PM Peak</b>
Total Vehicles	4759	4982	Total Vehicles	4623	4779
HGVs	453	380	HGVs	592	390
%HGVs (of Total Vehicles)	10%	8%	%HGVs (of Total Vehicles)	13%	8%
Total HGVs from Solent area	343	293	Total HGVs to the Solent area	457	307
%HGVs from Solent area	76%	77%	%HGVs from Solent area	77%	79%
%HGVs from Solent area going to A34 north of Junction 9	61%	65%	%HGVs to Solent area from A34 north of Junction 9	58%	57%
%HGVs from Solent area going to M3 north of Junction 9	33%	31%	%HGVs to Solent area from M3 north of Junction 9	39%	40%



## Hearing Request 2

- 1.2.7 Additional information is to be provided on freight traffic generation / growth (underlying data sources, assumptions etc). Provide a summary of how freight is handled in the forecasting, providing detail relating to how the port is factored.

## Applicant Response

- 1.2.8 **Section 4.4.9** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)**, provides information relating to the derivation of LGV and HGV forecasts across the entire strategic model. Specific factoring for the Solent Port Area was derived during the M3M27 SMI study for a predecessor model of the M3 Junction 9 – the M3M27 SMI Model. The factors applied to the Solent Area HGV forecasts are; 10.4% increase in 2027, 5.7% increase in 2042 and a 6.5% increase in 2047. These factors are applied to each Time Period (AM, Inter and PM Peak) of the respective forecast year.

## Hearing Request 3

- 1.2.9 Is there any consideration of HGVs lengthening by 2M?

## Applicant Response

- 1.2.10 HGV lengthening has not been considered in the modelling. Government Legislation was introduced to allow longer HGV vehicles in May 2023, after our submission date. The Applicant does not consider it appropriate or proportionate to include this in the Scheme assessment, where required data is not readily available and the anticipated impacts are expected to be minor. There is no evidence at this time to suggest that a lengthening of HGV's may reduce the number of HGVs on the transport network. In addition, HGVs are converted into passenger car units (PCUs) for modelling purposes, this factor can increase based on the area of the vehicle and so even if there were less HGVs on the transport network as a result of vehicle lengthening, the impact of this vehicular change could be minor.

## 1.3 Accident Data

Agenda Reference: Item 3(ii)

## Hearing Request 1

What the impact would be of adding in observed accident data from other years (eg 2012-2014 and/or 2020-2022).

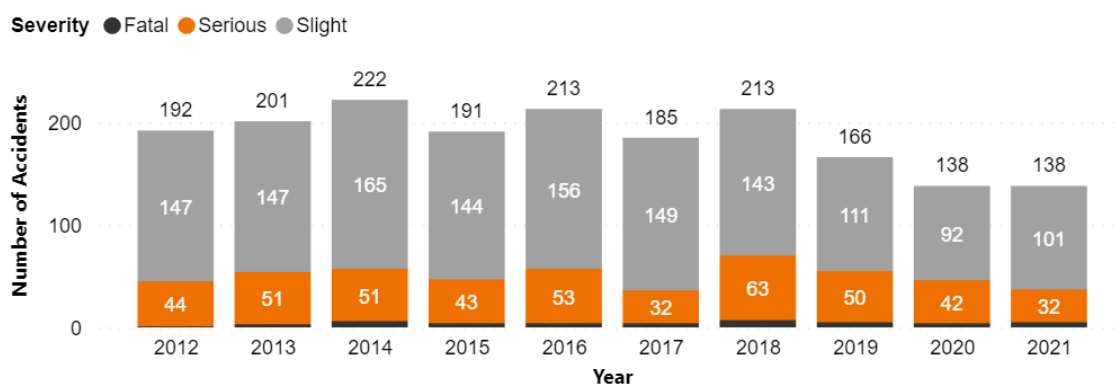
## Applicant Response

- 1.3.1 Further to the observed 2015-2019 accident data (STATS19 road safety data published by the Department for Transport) that was used in the Applicant's published analysis, additional accident data has been collated and analysed for

the years 2012, 2013, 2014, 2019, 2020 and 2021 (data for the whole of 2022 is stated as being provisional and has not been processed).

- 1.3.2 Details relating to accident analysis can be found in **Section 5.5.20** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)**.
- 1.3.3 STATS19 data has been extracted for the area used in the COBALT appraisal (see **Figure 5-5** in the **Combined Modelling and Appraisal Report (7.10, Rev 1)**).
- 1.3.4 STATS19 accident data is used by COBALT simply as an accident and does not take into consideration the severity of the recorded accident. Road types that do not have observed accidents make use of a default accident rate (provided by the Department for Transport within the COBALT files).
- 1.3.5 COBALT makes use of a maximum of 6 years of data to calculate average accident rates and categorised by severity dependant on the road type and speed of the road. As a consequence, adding an additional year of data to the current dataset would not provide a significant variance in the calculation method as it will be diluted by the existing 5 years.
- 1.3.6 **Figure 3** below provides analysis of observed collisions data for the COBALT assessment area for the 2012 to 2021 period. The total number of collisions has been broadly consistent from 2012 to 2019. There was a rise in total accidents in 2018, declining slightly in 2019 and a reduction in 2020/2021 during COVID-19 pandemic travel restrictions when traffic levels were also lower. The variation in accident rates across the years would suggest minor impact in altering the observed accident data used in the COBALT assessment.

Figure 3: STATS19 Observed accidents 2012-2021 by Severity for the COBALT Assessment Area



## Hearing Request 2

- 1.3.7 Examining Authority requested data on crash savings within the Application Boundary, and by casualty type, to highlight where the accident savings are and provide a summary of the observed collisions, that are within the observed data.

## Applicant Response

1.3.8 **Figures 4 and 5** have been prepared to illustrate the location of the additional STAT19 observed accident data in the vicinity of M3 Junction 9, these can be compared against the location of accident used in the COBALT accident appraisal as presented in **Figure 2-5** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)**. The figures indicate the location of accidents is broadly similar in 2012-2014 and 2020-2021 compared with those used in the published modelling using 2015-2019 data.

Figure 4: Historical Collision Data around the M3 Junction 9 (2012-2014)

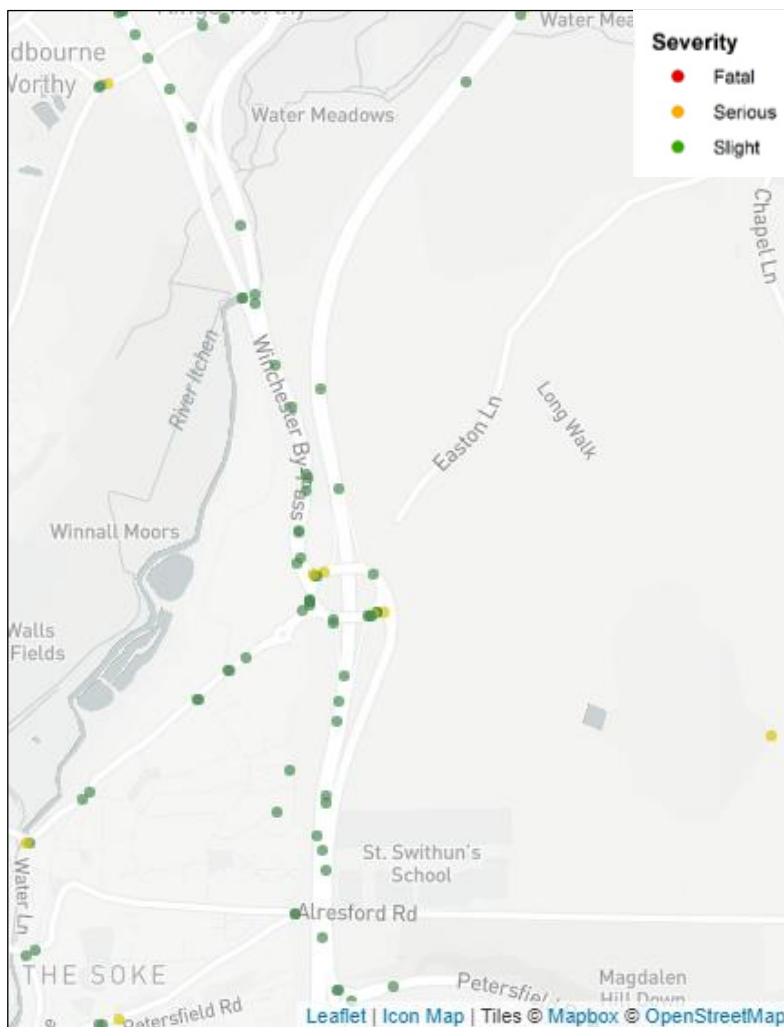
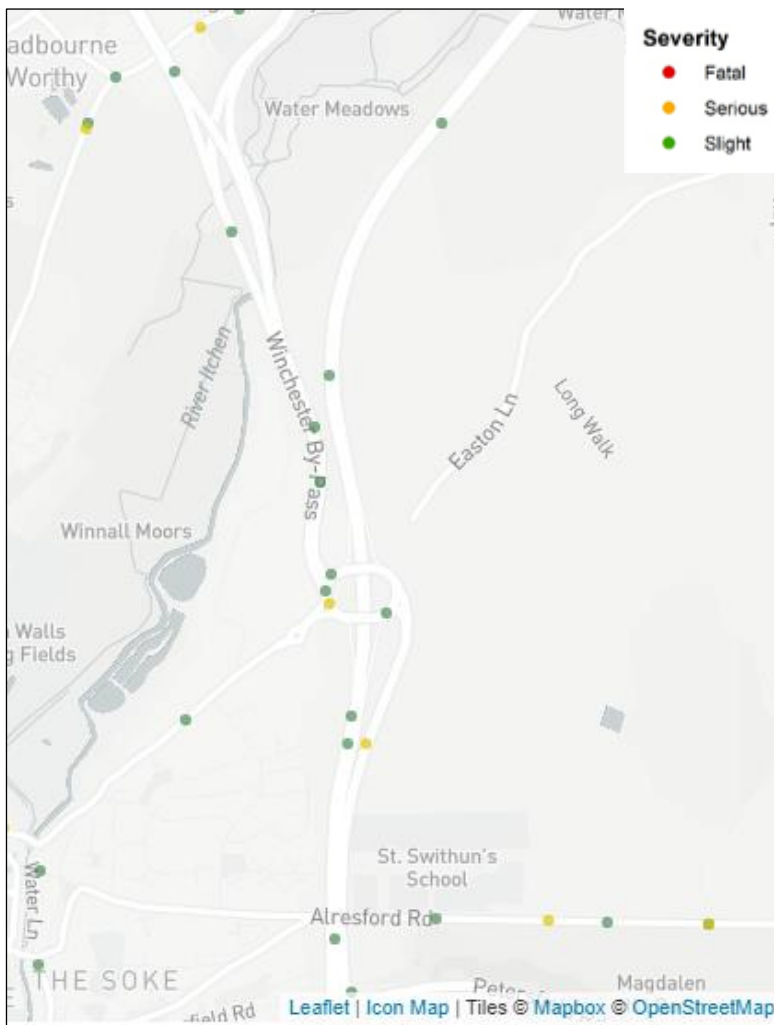


Figure 5: Historical Collision Data around the M3 Junction 9 (2020-2021)



1.3.9 The key location of journey time savings from the M3 Junction 9 improvement is along the route of the A34 to the M3. As reported in **Table 4-9** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)**, journey time savings are estimated at a maximum of 4 minutes 20 seconds in the 2047 PM Peak (260 seconds). As discussed during the Hearing, it is challenging to find similar junction improvement schemes from which to draw comparable journey time savings.

1.3.10 **Table 5-16** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)** provides a summary of predicted accidents by casualty type and spatially for the immediate area of influence and the wider area of influence (**Figure 5-5** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)** provides an illustration of these areas). It is challenging to provide a simplified illustrative diagram showing the locations of accident savings due to a combination of; the complexity of the COBALT calculations, colouring of links by direction can mask underlying information and, for links that differ between networks (i.e. between without Scheme and with Scheme) difference calculations can not be made.

Accidents broadly (but not exclusively) will change in-line with change in traffic flow – where there is an increase in traffic, it is likely that accidents will increase and the reciprocal – where there is a decrease in flow, it is likely that accidents will decrease **Figures 4-3 to 4-11** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)** illustrate predicted changes in traffic flow between the without Scheme and with Scheme scenarios in and around the Winchester Area. This provides some insight to the predicted increase and decrease in accidents in this area.

- 1.3.11 Where additional carriageway is provided (to that in the without scheme scenario) the additional length of carriageway is likely to increase accidents at that location simply because there was no road network previously. Where new road network is provided, this can reduce the accident rate as safety standards are likely to be higher than the road that is replaced.

#### **1.4 Hampshire County Council – Further Information Relating to Predicted Queueing Along A272**

Agenda Reference: Item 3(i) – first bullet

##### **Hearing Request**

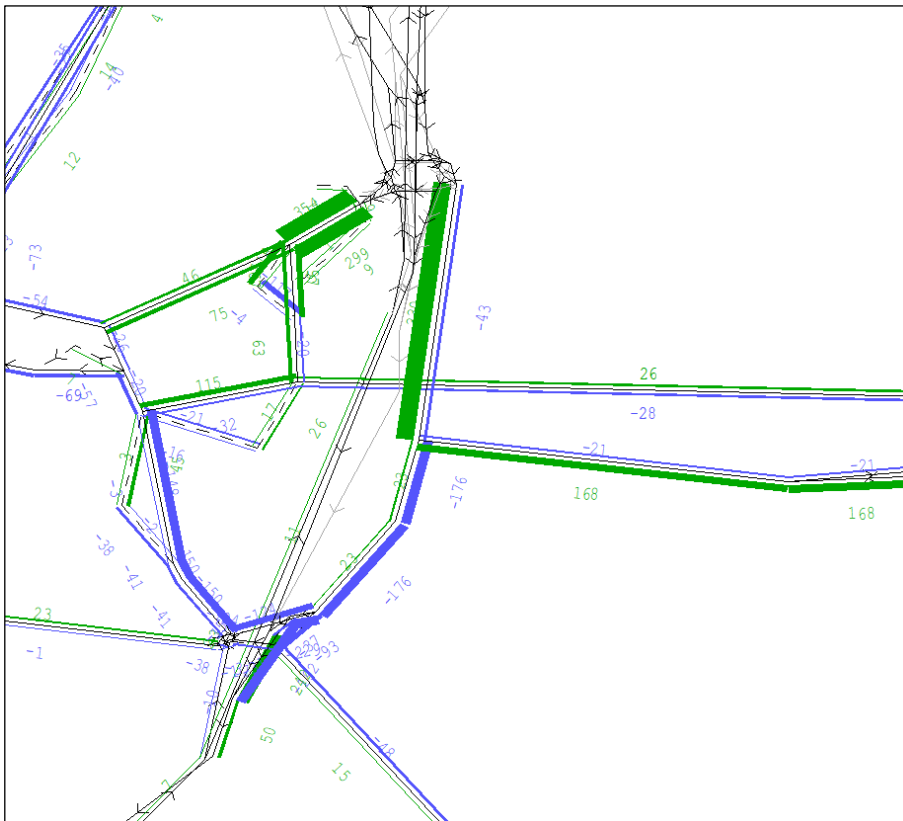
- 1.4.1 During discussion with HCC in relation to Easton Lane flows and delays, it was also commented that flows, queues and delays on Spitfire Lane (A272) were 'significant'. An explanation of this was requested including comparison with other arms of the roundabout.

##### **Applicant Response**

- 1.4.2 **Table 4-13** and **Table 4-14** of the **Combined Modelling and Appraisal Report (7.10, Rev 1)** highlight the M3 Junction 9 approach arms performance without the Scheme (the Do-Minimum) and with the Scheme (the Do-Something) from the predictions of the 2047 operational models and for the AM and PM Peak modelled hours. These tables provide metrics relating to; flow (in vehicles), delay (in seconds), average queue length (in metres) (average queue length represents the average predicted queue) and the Max Queue (in metres) (Max Queue represents the maximum predicted queue which is an instantaneous figure that may occur in the modelling for a short time and is often much higher than the average queue) for each approach arm.
- 1.4.3 With regards to the A272 Spitfire Lane, traffic flows increase from 391 to 690 in the AM Peak with the introduction of the Scheme. This increase in flow is primarily as a result of the improvement in operational performance of the Junction 9 gyratory following the diversion of A34 traffic away from the Junction. Despite the increase in flow on this approach arm, delays and queues are predicted to improve below the levels without the Scheme.

- 1.4.4 Figure 6 has been prepared to provide insight to the predicted changes in traffic flow for the 2047 AM Peak between the ‘without Scheme’ and ‘with Scheme’ scenarios from the Strategic Model in the vicinity of Junction 9. Green represents an increase in flow, while blue represents a reduction in flow. Thicker lines (bandwidths) represent higher differences in flow.
- 1.4.5 This Figure illustrates an increase in traffic flow along Spitfire Lane (and Easton Lane) following the introduction of the Scheme, equivalent to that of the operational model. The strategic model also notes operational improvements (in delay and queueing) at the junction.

Figure 6: 2047 AM Peak Traffic Flow Differences Between With and Without Scheme (hourly PCUs).



## 1.5 Construction Impacts at Hockley Link

Agenda Reference: Item 3(iv) – first bullet

### Hearing Request

- 1.5.1 The Applicant is to provide further model information relating to Hockley Link at Junction 11 during the closure of the M3 northbound on-slip during construction.

## Applicant Response

- 1.5.2 **Section 4.7 Construction Traffic Management** in the **Combined Modelling and Appraisal Report (7.10, Rev 1)** details the approach undertaken to model construction phasing impacts. While this work was undertaken using the operational model, a strategic model run was undertaken to consider potential rerouting impacts of the worst operationally performing construction phase (see **Section 4.7.7** in the **Combined Modelling and Appraisal Report (7.10, Rev 1)**). This phase included the closure of the M3 Northbound on-slip. Junction 11 is an alternative route choice for entering the M3 Northbound when the M3 Northbound at Junction 9 is closed.
- 1.5.3 Table 3 below presents analysis of 2027 AM and PM Peak hour model data from the strategic model for the without Scheme and with construction phase (which includes the closure of the M3 Junction 9 Northbound on-slip) to provide the predicted change in traffic flow along Hockley Link.

Table 3: 2027 Comparison of Predicted Traffic Flows at Hockley Link (hourly vehicles)

Hockley Link	AM Peak Hour			PM Peak Hour		
	Without Scheme	Constructi on Phase	Flow Difference	Without Scheme	Constructi on Phase	Flow Difference
Westbound	310	460	150	251	277	26
Eastbound	219	203	-16	292	306	14