

M3 Junction 9 Improvement Scheme

Scheme Number: TR010055

7.12.3 Statement of Common Ground with Hampshire County Council (Rev 1)

APFP Regulations 5(2)(q)

Planning Act 2008

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

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Development Consent Order 202[x]

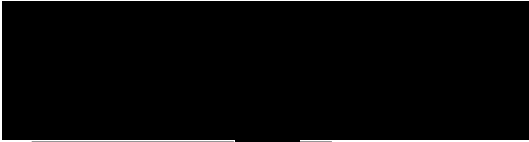
7.12.3 STATEMENT OF COMMON GROUND WITH HAMPSHIRE COUNTY COUNCIL

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Author:	M3 Junction 9 Improvement Project Team, National Highways

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Rev 0	22 September 2023	Deadline 5 Submission
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STATEMENT OF COMMON GROUND

This Statement of Common Ground has been prepared and agreed by (1) National Highways Company Limited and (2) Hampshire County Council

Signed 
Thomas Beasley
Senior Project Manager
on behalf of National Highways
Date: 10 November 2023

Signed 
Laura McCulloch
Head of Spatial Planning
on behalf of Hampshire County
Council
Date: 10 November 2023

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Statement of Common Ground (SoCG) has been prepared in respect of the proposed M3 Junction 9 Scheme (the Application) made by National Highways Company Limited (National Highways) to the Secretary of State for Transport (Secretary of State) for a Development Consent Order (DCO) (the Order) under section 37 of the Planning Act 2008 (as amended).
- 1.1.2 This SoCG does not seek to replicate information which is available elsewhere within the Application documents. All Application documents are available on the Planning Inspectorate website.
- 1.1.3 The SoCG is being produced with the intention to confirm to the Examining Authority where agreement has been reached between the parties to it, and where agreement has not (yet) been reached. SoCGs are an established means in the planning process of allowing all parties to identify and so focus on specific issues that may need to be addressed during the examination.

1.2 Parties to this Statement of Common Ground

- 1.2.1 This SoCG has been prepared by (1) National Highways as the Applicant and (2) Hampshire County Council.
- 1.2.2 National Highways became the Government-owned Strategic Highways Company on 1 April 2015. It is the highway authority in England for the strategic road network and has the necessary powers and duties to operate, manage, maintain and enhance the network. Regulatory powers remain with the Secretary of State. The legislation establishing National Highways made provision for all legal rights and obligations, including in respect of the Application, to be conferred upon or assumed by National Highways.
- 1.2.3 Hampshire County Council is a host local authority (category C) and a statutory consultee for the Scheme, as the local highway authority to it is their responsibility to provide advice and negotiate the delivery of highway infrastructure and highway mitigation to mitigate impact from development sites. The administrative county of Hampshire is divided into eleven districts, who are also local planning authorities, along with the South Downs and New Forest National Park Authorities. The Planning Inspectorate Advice Note Two: *The role of local authorities in the development consent process*, makes it clear that local authorities are not obliged to participate in the DCO process, however, as a host local authority, it is expected that they will be engaged in all stages of the DCO process including:
- Liaising and sharing resources with other affected local authorities
 - Consultation on scoping of the environmental impact assessment
 - Input into the content and methodology of the developer's public consultation exercise

- Participating in consultation as a statutory consultee
- Possible submission of an *Adequacy of Consultation* representation
- Preparation and submission of a *Local Impact Report*
- Evidence planning and preparation of *Statements of Common Ground*
- Participation in the examination process, and
- Monitoring and enforcement of requirements once a DCO is made.

1.3 Terminology

1.3.1 In the table in **Section 3** of this SoCG:

- “*Agreed*” indicates areas of agreement
- “*Provisionally agreed*” indicates areas that are agreed in principle. Both parties expect the issues to be “*agreed*” shortly after the close of the Examination
- “*Not agreed*” indicates a final position for area(s) of disagreement where the resolution of divergent positions will not be possible, and parties agree on this point

1.3.2 It can be assumed that any matters not specifically referred to in **Section 3** of this SoCG are not of material interest or relevance to Hampshire County Council, and therefore have not been the subject of any discussions between the parties. As such, those matters can be read as agreed, only to the extent that they are either not of material interest or relevance to Hampshire County Council.

2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that has taken place between National Highways and Hampshire County Council in relation to the Application is outlined in **Table 2.1** below.

Table 2.1: Record of Engagement

Date	Form of correspondence	Key topics discussed and key outcomes
16 July 2020	Meeting with Hampshire County Council	Project update meeting.
17 September 2020	Meeting with Hampshire County Council	Project introduction and update with host authorities.
9 October 2020	Meeting with Hampshire County Council	Comms meeting with host authorities. Key topics include: <ul style="list-style-type: none"> ▪ Scope of Comms Working Group ▪ Programme ▪ Revised Statement of Community Consultation (SoCC) / Consultation Strategy ▪ Scoping / environmental matters ▪ Forthcoming communications (elected representatives, the public, landowners).
15 October 2020	Email letter from National Highways to Hampshire County Council	Project update – upcoming submission requesting a new ‘Scoping Opinion’.
25 November 2020	Meeting with Hampshire County Council	Cultural Heritage Workshop, key topics include: <ul style="list-style-type: none"> ▪ Introduction to Scheme ▪ Design ▪ Cultural Heritage Baseline ▪ Landscape and Visual Summary ▪ Mitigation Strategy ▪ Geophysics.
14 January 2021	Meeting with Hampshire County Council	Project update meeting with host authorities.
18 February 2021	Email from National Highways to Hampshire County Council	Project update on delay of consultation.
18 March 2021	Meeting with Hampshire County Council	Engagement Working group with host authorities key topics include: <ul style="list-style-type: none"> ▪ 2021 SoCC consultation

Date	Form of correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> ▪ Informal consultation ▪ Host authorities comments on draft 2021 SoCC ▪ Informal comments received by neighbouring authorities.
26 May 2021	Letter from National Highways to Hampshire County Council	Section 42 letter and Section 48 Notice – electronic link to 2021 PEIR – PEIR Non-Technical Summary (NTS) – PEIR Appendices.
2 June 2021	Meeting with Hampshire County Council	Scheme introduction and discussion with Hampshire County Council Lead Local Flood Authority (LLFA), key topics include: <ul style="list-style-type: none"> ▪ Proposed drainage ▪ Hampshire County Council Remit ▪ Hampshire County Council initial view.
8 July 2021	Letter from Hampshire County Council to National Highways	Formal Section 42 response.
15 November 2021	Meeting with Hampshire County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> ▪ Methodology and assessment of costs to support ongoing engagement ▪ Coordination of meetings ▪ Schedule of meetings.
17 November 2021	Meeting with Hampshire County Council	Drainage Strategy meeting, key topics include: <ul style="list-style-type: none"> ▪ Overview of draft drainage strategy report ▪ Overview of SoCG.
29 November 2021	Meeting with Hampshire County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> ▪ Landscaping <ul style="list-style-type: none"> ○ Earth works ○ Mitigation ▪ Deposition areas ▪ Kings Worthy to Winnall footpath ▪ National Cycle Route 23 ▪ Site compound ▪ Application Boundary changes.
6 December 2021	Meeting with Hampshire County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> ▪ Pre-application funding update ▪ Review of Hampshire County Council engagement plan ▪ Detail on cycle provisions.

Date	Form of correspondence	Key topics discussed and key outcomes
9 December 2021	Letter from National Highways to Hampshire County Council	Project update.
13 December 2021	Meeting with Hampshire County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> ▪ Scheme overview presentation ▪ DCO Process presentation.
5 January 2022	Meeting with Hampshire County Council	Drainage strategy meeting in collaboration with the Environment Agency, key topics include: <ul style="list-style-type: none"> ▪ Draft Drainage Strategy Report comments and discussion ▪ Land Drainage Act 1991 and Protective Provisions ▪ SoCG.
12 January 2022	Workshop with Hampshire County Council	Workshop with host authorities, key topics include: <ul style="list-style-type: none"> ▪ Proposed construction hours ▪ Traffic management during construction ▪ Road and footpath closures ▪ Section 278 for a new access compound ▪ Section 61 – noise assessment ▪ Maintenance requirements during construction.
14 January 2022	Meeting with Hampshire County Council	Traffic Modelling and Cart & Horses junction.
17 January 2022	Meeting with Hampshire County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> ▪ Project update including Smart Motorways ▪ Update from Hampshire County Council technical meetings held ▪ Future technical meetings required ▪ SoCG.
1 February 2022	Meeting with Hampshire County Council	Update meeting in collaboration with Environment Agency, key topics include: <ul style="list-style-type: none"> ▪ Habitat Regulations Assessment (HRA) comments and discussion ▪ Drainage Strategy Report ▪ Hydrogeological Risk Assessment) (HgRA) further comments ▪ Environment Agency Protective Provisions
9 February 2022	Email from National Highways to	Draft meeting minutes for review / comment from meeting held on 1 February 2022.

Date	Form of correspondence	Key topics discussed and key outcomes
	Hampshire County Council	
14 February 2022	Meeting with Hampshire County Council	Drainage Strategy meeting
16 February 2022	Meeting with Hampshire County Council	Scheme design and National Highways transfer intention key topics include: <ul style="list-style-type: none"> ▪ Highway boundary / land ownership ▪ Overview of the General Arrangements Plans ▪ Condition of assets to be handed over ▪ Design Standards ▪ Review of current design ▪ Commuted Sums.
21 February 2022	Email from National Highways to Hampshire County Council	Draft meeting minutes for review / comment from meeting held on 16 February 2022 – typical cross sections drawing of the proposed public rights of way (PRoW) / chalk grassland east of the Scheme as requested – formal drawings will be issued w/c 28 February 2022.
21 February 2022	Meeting with Hampshire County Council	Project update, key topics include: <ul style="list-style-type: none"> ▪ Project update ▪ Hampshire County Council feedback from technical meetings held ▪ SoCG timelines
3 March 2022	Meeting with Hampshire County Council	Project update and presentation on the Scheme with Hampshire County Council Councillors followed by a question-and-answer session.
21 March 2022	Meeting with Hampshire County Council	Project update meeting: <ul style="list-style-type: none"> ▪ Project update ▪ Technical meetings/drawings feedback ▪ SoCG development
9 May 2022	Email from National Highways to Hampshire County Council	Project update - DCO submission delay.
16 May 2022	Meeting with Hampshire County Council	Project update meeting: <ul style="list-style-type: none"> ▪ Project update ▪ Scheme without All Lane Running ▪ Cart and Horses junction update ▪ SoCG development
20 June 2022	Meeting with Hampshire County Council	Project update meeting: <ul style="list-style-type: none"> ▪ Project update ▪ Technical meetings update ▪ SoCG development

Date	Form of correspondence	Key topics discussed and key outcomes
29 June 2022	Meeting with Hampshire County Council	Traffic modelling and Cart and Horses meeting.
14 July 2022	Meeting with Hampshire County Council	Meeting to discuss response by Chief Engineer and Departure from Standards Panel.
4 August 2022	Meeting with Hampshire County Council	Outline Traffic Management Plan page turn meeting.
15 August 2022	Meeting with Hampshire County Council	Project update meeting: <ul style="list-style-type: none"> ▪ Project update ▪ Technical meetings update ▪ SoCG development
16 August 2022	Meeting with Hampshire County Council	Bridleway design and handover meeting.
20 September 2022	Meeting with Hampshire County Council	Discussion on Commuted Sums.
21 September 2022	Email from National Highways to Hampshire County Council	A project update presentation was shared, including a letter intended to be sent to landowners.
27 September 2022	Meeting with Hampshire County Council	Monthly project update meeting: <ul style="list-style-type: none"> ▪ Project update ▪ Summary of additional technical meetings
3 October 2022	Meeting with Hampshire County Council	Cart and Horses junction meeting
17 October 2022	Meeting with Hampshire County Council	Project update meeting.
21 November 2022	Meeting with Hampshire County Council	Project update meeting: <ul style="list-style-type: none"> ▪ Project update ▪ Adoption and asset transfer update ▪ Traffic management members briefings ▪ SoCG
6 December 2022	In-person briefing to Hampshire County Council's Members	Traffic Management meeting: <ul style="list-style-type: none"> ▪ Traffic Management overview ▪ Notable discussions on diversion routes ▪ Mitigation

Date	Form of correspondence	Key topics discussed and key outcomes
19 December 2022	Meeting with Hampshire County Council	Project update meeting, topics discussed: <ul style="list-style-type: none"> ▪ Project update ▪ SoCG and DCO documents review next steps
7 March 2023	Meeting with Hampshire County Council	Cart and Horses junction meeting
21 March 2023	Meeting with Hampshire County Council	Transport Assessment and Modelling meeting, topics discussed included: <ul style="list-style-type: none"> ▪ Modelling of the proposed gyratory ▪ Traffic modelling questions and comments ▪ SoCG entries
28 March 2023	Meeting with Hampshire County Council	DCO queries and asset transfer and handover meeting
13 April 2023	Meeting with Hampshire County Council	Traffic management powers in the DCO meeting, topics discussed included: <ul style="list-style-type: none"> ▪ HCC comments on the draft DCO ▪ HCC permit scheme ▪ HCC's drainage consenting scheme
27 April 2023	Meeting with Hampshire County Council	Outline Traffic Management meeting
25 July 2023	Meeting with Hampshire County Council	Meeting to discuss the SoCG
9 August 2023	Meeting with Hampshire County Council	Hampshire County Council highways and adoption meeting
5 September 2023	Meeting with Hampshire County Council	Drainage meeting with the LLFA and the Environment Agency
6 September 2023	Meeting with Hampshire County Council	Outline Traffic Management meeting
19 September 2023	Meeting with Hampshire County Council	PRoW meeting
22 September 2023	Meeting with Hampshire County Council	Meeting to discuss the SoCG

Date	Form of correspondence	Key topics discussed and key outcomes
6 October 2023	Meeting with Hampshire County Council	Meeting to discuss Hampshire County Council comments
20 October 2023	Meeting with Hampshire County Council	Drainage meeting with the LLFA
25 October 2023	Meeting with Hampshire County Council	Meeting to discuss Hampshire County Council comments
8 November 2023	Meeting with Hampshire County Council	Meeting to discuss the SoCG

2.1.2 It is agreed that this is an accurate record of the key meetings and other forms of consultation and engagement undertaken between (1) National Highways and (2) Hampshire County Council in relation to the issues addressed in this SoCG.

3 Issues

Table 3.1: Issues Table

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
1. Draft Development Consent Order						
1.1	Articles Part 1, 3 (Disapplication of legislative provisions)	draft Development Consent Order (3.1, Rev 4), Consents and Agreements Position Statement (3.3, Rev 3)	The County Council as Lead Local Flood Authority (LLFA) consider that their statutory powers should be maintained through the process in relation to the Land Drainage Act (LDA) 1991 that will provide an existing and well operated mechanism for consenting to works to Ordinary Watercourses Consent and does not consent to the proposed disapplication of s.23 of the LDA 1991.	National Highways are satisfied to use Hampshire County Council's existing consenting process and will amend the draft DCO (3.1, Rev 4) and the Consents and Agreements Position Statement (3.3, Rev 3) to reflect this agreement at Deadline 5.	Agreed	21 September 2023
1.2	Articles Part 6, 39 (Felling or lopping of trees and removal of hedgerows)	draft Development Consent Order (3.1, Rev 4)	The Applicant has confirmed the location of trees to be felled and advised that replacement planting is included within the scheme. No further changes are requested.	The Applicant does not consider that compensation in accordance with a CAVAT valuation is appropriate. The Scheme includes extensive landscape proposals which includes the planting of trees.	Agreed	22 September 2023
1.3	Articles Part 2, 6 (Maintenance of authorised development)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.4	Articles Part 3, 11 (Street works)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.5	Articles Part 3, 12 (Power to alter layout etc. of streets)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.6	Articles Part 3, 14 (Construction and maintenance of new, altered or diverted streets and other structures)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
1.7	Articles Part 3, 15 (Classification of roads, etc.)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.8	Articles Part 3, 16 (Temporary stopping up and restriction of use of streets)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.9	Articles Part 3, 17 (Permanent stopping up and restriction of use of streets and private means of access)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.10	Articles Part 3, 19 (Clearways)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.11	Articles Part 5, 28 (Public rights of way)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
1.12	Requirements Schedule 2, Part 1, 12 (Detailed design)	draft Development Consent Order (3.1, Rev 5)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter. Hampshire County Council will have the opportunity to comment on the detailed design as they are required to be consulted. However, it is well established that the Secretary of State is the most appropriate person for approval of detailed design for National Highway schemes.	Provisionally agreed	8 November 2023
1.13	Requirements Schedule 2, Part 1, 13 (Surface water drainage)	draft Development Consent Order (3.1, Rev 5)	Following the submission of additional information this matter has now been resolved as set out in Hampshire County Council's response to the Examiners third set of questions (Q10.3.1).	National Highways agrees to the inclusion of the words ' <i>and maintained</i> ' in sub paragraph (2). National Highways agrees to the inclusion of the words ' <i>in accordance with the flood risk assessment and drainage strategy</i> ' in sub paragraph (1). This change was made at Deadline 6.	Agreed	10 November 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
				Following active engagement with Hampshire County Council, National Highways understands that both parties are in agreement on this matter.		
1.14	Public rights of way to be created Schedule 3, Part 8 Legal status of the Easton Lane connection and NCN Route 23	draft Development Consent Order (3.1, Rev 4) and Rights of Way and Access Plans (2.4, Rev 1)	This item is agreed.	The legal status is defined in Schedule 3 of the draft Development Consent Order (3.1, Rev 4) . The realignment of the pre-existing bridleway from underneath the gyratory to Easton Lane between points 3 and 4 on sheets 6 and 7 of Rights of Way and Access Plans (2.4, Rev 1) will remain a bridleway. The route between points 4 and 15 will be a cycle track. The Scheme maintains the existing legal status.	Agreed	22 September 2023
1.15	Public rights of way to be created Schedule 3, Part 8 Legal status of the cycle provision between Winnall and Kings Worthy	draft Development Consent Order (3.1, Rev 4)	This item is agreed.	The legal status is defined in Schedule 3 of the draft Development Consent Order (3.1, Rev 4) . The route from Winnall to Kings Worthy proposed as a shared use footpath and cycle path, as outlined in Rights of Way and Access Plans (2.4, Rev 1) . The route to the west of the M3 mainline between points 15 and 16 on sheets 3, 5, 6 and 7 of Rights of Way and Access Plans (2.4, Rev 1) will be a cycle track.	Agreed	22 September 2023
2. Principle of development						
2.1	The need for the Scheme is comprehensively set out in the Case for the Scheme (7.1, Rev 1) and Statement of Reasons (4.1, Rev 4) . Hampshire County Council has reviewed the Case for the Scheme and is in agreement in principle.	Section 3.6 of Case for the Scheme (7.1, Rev 1) and Statement of Reasons (4.1, Rev 4)	Based on the County Council's current understanding of the Scheme, support is offered for the principle. This will address the existing issues of congestion, noise and air quality impacts associated with Junction 9. The Scheme is considered to be essential to the success of the Winchester Movement Strategy and therefore the County Council as Local Highway Authority supports the principle of the Scheme.	Section 3.6 of The Case for the Scheme (7.1, Rev 1) outlines the strategic objectives of the Scheme. These include reducing delays at the Winchester junction, as well as the M3, A33 and A44, supporting economic growth and improving walking, cycling and horse-riding routes.	Agreed	15 June 2023
Environmental Statement (ES)						
3. Chapter 5 Air Quality						
3.1	Scope of assessment, methodology and baseline information	Chapter 5 (Air Quality) of the ES (6.1, Rev 2)	As noted in Hampshire County Council's Local Impact Report (REP2-066) , Hampshire County Council have no comment on this topic.	The scope of the assessment, assessment methodology and baseline information have been agreed with Hampshire County Council.	Agreed	25 July 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
3.2	Mitigation and residual effects and conclusions	Chapter 5 (Air Quality) of the ES (6.1, Rev 2)	As noted in Hampshire County Council's Local Impact Report (REP2-066) , Hampshire County Council have no comment on this topic.	The mitigation and residual effects and conclusions have been agreed with Hampshire County Council.	Agreed	25 July 2023
4. Chapter 7 Landscape and Visual						
4.1	Scope of assessment, assessment methodology and baseline information Assessment of tree stock condition	Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1) and Appendix 7.5 (Arboricultural Impact Assessment) of the ES (6.3, APP-101)	The County Council applies CAVAT (Capital Asset Valuation of Amenity Trees) for highway trees that are to be felled. The Applicant has confirmed the location of trees to be felled and advised that replacement planting is included within the Scheme.	The CAVAT method is not appropriate for this Scheme. Appendix 7.5 (Arboricultural Impact Assessment) of the ES (6.3, APP-101) identifies the baseline condition of the tree stock within the Application Boundary. A commitment has been made to produce an Arboricultural Management Strategy and Landscape and Ecological Management Plan at detailed design which satisfy the principles of the CAVAT approach. Impact on trees both as landscape features and as components of landscape that contribute to landscape character have been considered within Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1) , and Appendices 7.3 (Schedule of Landscape Effects) of the ES (6.3, Rev1) . Furthermore, losses have been factored into the Biodiversity Net Gain calculations for the Scheme. The scope of the assessment, assessment methodology and baseline information have been agreed with Hampshire County Council.	Agreed	21 September 2023
4.2	Mitigation and residual effects and conclusions	Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1) and Design and Access Statement (7.9, APP-162)	Hampshire County Council has agreed the replacement tree planting mitigation.	The mitigation and residual effects and conclusions are agreed with Hampshire County Council.	Agreed	22 September 2023
5. Chapter 10 Material Assets and Waste						
5.1	Scope of assessment, assessment methodology and baseline information	Chapter 10 (Material Assets and Waste) of the ES (6.1, Rev 1)	As noted in Hampshire County Council's Local Impact Report (REP2-066) , Hampshire County Council have no comment on this topic.	The scope of the assessment, methodology and baseline information have been agreed with Hampshire County Council.	Agreed	25 July 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
5.2	Mitigation and residual effects and conclusions	Chapter 10 (Material Assets and Waste) of the ES (6.1, Rev 1)	As noted in Hampshire County Council's Local Impact Report (REP2-066) , Hampshire County Council have no comment on this topic.	The mitigation and residual effects and conclusions have been agreed with Hampshire County Council.	Agreed	25 July 2023
6. Chapter 11 Noise and Vibration						
6.1	Scope of assessment, assessment methodology and baseline information Evidence and modelling of noise and vibration	Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)	The County Council has reviewed the proposed noise mitigation within its understanding of the proposed methods and timings of construction and has no further comments.	<p>The assessment of significance has been judged based on relevant guidance DMRB LA 104 (National Highways, 2020) and DMRB LA 111 (National Highways, 2020). This is current guidance and an appropriate approach.</p> <p>Full carriageway night-time closures that take place during the night (23:00-07:00 hours) to enable construction works are considered. Disturbance to receptors within 25m of the road is assessed, in accordance with DMRB LA 111 (National Highways, 2020).</p> <p>The assessment is based on the number of residential properties within 25m of the proposed diversion routes, the number of instances the diversion routes are anticipated and the expected timeline of night-time road closures during construction of the scheme.</p> <p>More information is in Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052).</p>	Agreed	21 September 2023
6.2	Mitigation and residual effects and conclusions	Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052) and the fiEMP (7.3, Rev 5) .	The County Council has reviewed the proposed noise mitigation within its understanding of the proposed methods and timings of construction and have no further comments.	<p>A Noise and Vibration Management Plan outlining how construction noise and vibration would be managed (and monitored) throughout the construction of the Scheme including any noise limits would be prepared and agreed with the Environmental Health Officer (EHO) prior to construction. This plan would be prepared by the Principal Contractor during the detailed design stage and would be an appendix of the second iteration EMP (siEMP). A commitment to preparing the Noise and Vibration Management Plan is included within the fiEMP (7.3, Rev 5).</p> <p>At Deadline 4, the fiEMP (7.3, Rev 5) was updated to include an Outline Noise and Vibration Management Plan at Appendix L.</p>	Agreed	21 September 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
				The residual effects and conclusions are agreed with Hampshire County Council.		
7. Chapter 12 Population and Human Health						
7.1	Scope of assessment, assessment methodology and baseline information Health Impact Assessment	Chapter 12 (Population and Human Health) of the ES (6.1, Rev 1)	The County Council is generally satisfied with the Health Impact Assessment.	Health is covered and reported in Chapter 12 (Population and Human Health) of the ES (6.1, Rev 1) in accordance with DMRB LA112 Population and human health (National Highways, 2020). The following elements form part of the scope: <ol style="list-style-type: none"> 1. Environmental conditions relevant to human health, including; <ol style="list-style-type: none"> a. ambient air quality and Air Quality Management Areas (AQMA) b. ambient noise and areas sensitive to noise (e.g., noise important areas (NIA), noise management areas (NMA)) c. sources of pollution (e.g., light, odour, contamination etc) d. landscape amenity; and 19 LA 112 Revision 1 3. Assessment methodology 2. Severance/accessibility and the ability of communities to access community land, assets and employment. <p>At ISH2, National Highways confirmed that they do not consider a Health Impact Assessment (HIA) would add anything additional to the assessment that has already been undertaken in Chapter 12 (Population and Human Health) of the Environmental Statement (ES) (6.1, Rev 1). 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.</p>	Agreed	21 September 2023
7.2	Mitigation and residual effects and conclusions	Chapter 12 (Population and Human Health) of	The County Council is satisfied with the approach taken.	The mitigation and residual effects and conclusions have been agreed with Hampshire County Council.	Agreed	21 September 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
		the ES (6.1, Rev 1)				
8. Chapter 13 Road Drainage and the Water Environment						
8.1	Scope of Assessment Paragraph 13.4.1 of Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) outlines the scope of the assessment. The assessment covers the potential for the Scheme to affect flood risk, geomorphology, water quality and groundwater during both construction and operation.	Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) and Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 – APP-143)	The County Council is satisfied that following the recent infiltration testing, sufficient information has been provided to demonstrate that the scheme is deliverable within the limits of the DCO and in accordance with the Environmental Statement and appendices.	Please see National Highways response to ExQ3 10.3.1 within the Applicant Response to the Examining Authority's Third Written Questions (ExQ3) (8.22, REP6-023) .	Agreed	1 November 2023
8.2	Assessment methodology Section 13.4 of Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) provides the methodology used to undertake the assessment on road drainage and the water environment. The methodology used is DMRB LA 113 Road drainage and the water environment (National Highways, 2020). Climate change allowance	Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) and Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 – APP143)	Hampshire County Council is satisfied with the methodology employed. Hampshire County Council, as the Lead Local Flood Authority, have previously requested the drainage strategy to be designed to the 1 in 100 year + 40% climate change storm event. It notes that the applicant, in their draft Drainage Strategy Report, indicates that this is the intention of the scheme.	Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 – APP143) has been designed to limit discharge rates to 2l/s/ha and to provide attenuation up to the 1 in 100 year + 40% climate change storm event, as per LLFA requirements. The assessment methodology is agreed with Hampshire County Council.	Agreed	20 September 2023
8.3	Assessment methodology The re-use of existing soakaways	Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) and Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 – APP143)	The LLFA request that soakaway refurbishment should be outlined.	National Highways has shared Technical Note HE551511-VFK-HDG-X_XXXX_XX-TN-CH-0003 with the LLFA and Hampshire County Council's Highway Team. The methodology of the of the validation and testing for re-use of existing soakaways is agreed.	Agreed	20 September 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
8.4	Baseline information Section 13.6 of Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) outlines the baseline conditions. It describes the existing condition of the surface waters, groundwater, and flood risk within the Application Boundary.	Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1)	Hampshire County Council is satisfied with the content of this chapter.	The baseline information is agreed with Hampshire County Council.	Agreed	20 September 2023
8.5	Mitigation Section 13.8 of Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) outlines the embedded and essential mitigation.	Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1)	Hampshire County Council is satisfied with the content of this chapter.	The mitigation is agreed with Hampshire County Council.	Agreed	20 September 2023
8.6	Residual effects and conclusions Section 13.9 of Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) presents the assessment of likely significant effects for construction and operation on important water environment receptors. The assessment of effects considers the potential impacts to each receptor following the implementation of embedded and essential mitigation measures to determine residual effects and identify whether they are significant or not. Principles of the Drainage Strategy	Chapter 13 (Road Drainage and the Water Environment) of the ES (6.1, Rev 1) and Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 – APP143)	The LLFA has reviewed Appendix 13.1 (Drainage Strategy Report) of the ES (6.3, APP-142 – APP143) and confirm that the proposed drainage strategy is considered appropriate, with infiltration being utilised wherever possible and overflows to the main river adopted where necessary.	The methodology is to convey run-off to extended detention basins, infiltrating to ground where geology is demonstrated as acceptable and infiltration rates verified by testing. Runoff volumes that are unable to drain to ground within a practical time period are discharged to river at the long-term storage rate of 2 l/s/ha. The residual effects and conclusions are agreed with Hampshire County Council.	Agreed	20 September 2023
9. Chapter 15 Cumulative Effects						
9.1	Scope of assessment, assessment methodology and baseline information	Chapter 15 (Cumulative Effects) of the ES (6.1, APP-056)	As noted in Hampshire County Council's Local Impact Report (REP2-066) , Hampshire County Council have no comment on this topic.	The scope of the assessment, assessment methodology and baseline information have been agreed with Hampshire County Council.	Agreed	25 July 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
9.2	Mitigation and conclusions	Chapter 15 (Cumulative Effects) of the ES (6.1, APP-056)	As noted in Hampshire County Council's Local Impact Report (REP2-066) , Hampshire County Council have no comment on this topic.	The mitigation and conclusions have been agreed with Hampshire County Council.	Agreed	25 July 2023
Traffic and Transport						
10. Transport Assessment						
10.1	Study area and methodology	Transport Assessment Report (7.13, APP-166)	Hampshire County Council is broadly satisfied with the scoping area of the Transport Assessment work as set out within the Draft Transport Assessment and are content with the methodology of the model. At this stage Hampshire County Council reserve the right to request for further information, such as traffic surveys, in response to further discussions with National Highways.	National Highways shared a draft version of the Transport Assessment Report (7.13, APP-166) in January 2022.	Agreed	19 December 2022
10.2	Romsey Road and Andover Road Outputs	Transport Assessment Report (7.13, Rev 1)	Hampshire County Council has reviewed the outputs and confirmed they are verified against existing traffic count data.	National Highways provided Hampshire County Council with additional information about the flows on Romsey Road and Andover Road.	Agreed	22 September 2023
10.3	Worthy Lane Outputs	Transport Assessment Report (7.13, Rev 1)	The County Council has sought further detail on the model outputs in order to verify the outputs. This has now been provided and the outputs are agreed.	In a meeting with Hampshire County Council on 25 July 2023, National Highways took an action to provide Hampshire County Council with some narrative to explain the reduction of flows seen on Worthy Lane. This has been shared with Hampshire County Council and National Highways will continue to engage with them on this matter and seek to provide modelling information requested.	Agreed	1 November 2023
10.4	Cart and Horses junction Inclusion of the Cart and Horses junction within the Application Boundary Accident history of the junction	Sheet 3 of 10 of the General Arrangement Plans (2.5, APP-009), Transport Assessment Report (7.13, Rev 1) and the Combined Modelling and Appraisal Report	Whilst the Cart and Horses junction has been excluded from the redline of the M3 J9 DCO, Hampshire County Council as Local Highway Authority has articulated in its submissions that the impact the scheme is expected to have on the safety and performance of the junction would be unacceptable without mitigation, due to the significant increase in traffic flows through the junction on the A33. This is supported by analysis of the personal injury accident record for the junction. In its Local Impact Report, the County Council set out its concerns regarding the impact of the M3 J9 DCO Scheme on the safe operation of the Cart and Horses	The Cart and Horses junction sits outside of the Application Boundary and no work is proposed to the junction as part of the Scheme. The predicted impacts from the Strategic Model with the M3 Junction 9 Improvement Scheme in place, are not deemed to result in significant change in junction performance from that of the Do Minimum (without the Scheme). The impacts that are predicted generally improve the junction performance. In the 2047 forecasts	Not agreed	22 September 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
		(ComMA) (7.10, Rev 1)	<p>junction. At the Issue Specific Hearing 2 (ISH 2), in response to questions raised by the Examining Authority, the County Council set out its position with reference to the accident record of the junction which included six accidents in the most recent five-year period, including one fatality. A common factor in accidents recorded at the junction was that they involved vehicles travelling north through the junction on the A33. The forecast increase in this movement of 91 and 171 vehicles in the AM and PM peaks respectively is of significant concern to the Local Highway Authority. This level of increase, in its view, would have an unacceptable impact on the safety of the junction.</p> <p>The mitigation in the form of a signal junction or roundabout scheme is supported by the recent public engagement that the County Council undertook. It has been demonstrated that an improvement scheme to mitigate the unacceptable impacts of the Scheme in this location is deliverable.</p>	<p>(20 years after opening), the inclusion of M3 Junction 9 Improvement is predicted to:</p> <ul style="list-style-type: none"> Decrease average delay per vehicle in the morning and evening peak hours Decrease conflicting "right turning" traffic by 22% in the morning and 11% in the evening Decrease B3047 approach flows at the junction by 13% in the morning and 7% in the evening Increase in A33 approach flows at the junction by 10% in the morning and 27% in the evening Reduce delay at B3047 approaches <p>The predicted impacts from the Strategic Model with the M3 Junction 9 Improvement Scheme in place are not deemed to result in significant change in junction performance from that of the <i>Do Minimum</i> (without the Scheme).</p>		
10.5	A33 Approach layout	Sheet 3 of 10 of the General Arrangement Plans (2.5, APP-009)	The County Council did question whether proposed alterations to the business park access (Work No 1(d) and Work No 1(e)) on Works Plan Sheet 3 could be amended within the Limits of Deviation proscribed in the draft DCO. It has been confirmed that changes to the arrangement can be undertaken within the Limits of Deviation (and National Highways are willing to engage on agreeing changes).	The DCO Application was submitted with only minor amendments to the A33 approach, but National Highways is in discussion with both Hampshire County Council and Winchester City Council about this junction. Modelling and detailed drawings have been shared with the Councils.	Agreed	8 November 2023
10.6	A33 Changes to traffic flows on the A33	Transport Assessment Report (7.13, APP-166) and the Combined Modelling and Appraisal Report (ComMA) (7.10, APP-163)	The County Council are continuing to review the evidence relating to proposed traffic flows and modelling results.	National Highways is in discussion with both Hampshire County Council and Winchester City Council about this junction. Modelling and detailed drawings have been shared with the Councils.	Agreed	21 March 2023
10.7	Easton Lane Residual impacts on Easton Lane	Transport Assessment	Hampshire County Council has requested additional modelling information to understand the impacts on local side arms. This has been provided and demonstrates that the operation of the Easton Lane Roundabout	Traffic modelling of the proposed layout has been undertaken to assess operational impacts and	Agreed	1 November 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
		Report (7.13, Rev 1)	(Tesco access roundabout) is improved under the scheme, albeit with queuing forecast for the Easton Lane south arm in the PM peak.	<p>this is described in Section 7 of the Transport Assessment Report (7.13, Rev 1).</p> <p>In a meeting with Hampshire County Council on 25 July 2023, National Highways took an action to provide Hampshire County Council with information about the effect on side roads. Further modelling information has been provided to Hampshire County Council. Both the strategic and operational models note no significant increase in delay from the side arms at the Tesco roundabout in the 'with Scheme' scenarios above the delays predicted in the Do Minimum. This is the same for the other junctions along Easton Lane. In the micro-simulation model, there is slightly more traffic on Easton Lane (than that of the Strategic Model) and the removal of traffic signals, along with less opposing traffic (removal of A34 traffic from the gyratory in the 'with Scheme' scenario) results in a significant reduction in the average queue on Easton Lane and back through the Tesco Roundabout. Please refer to Appendix A (Traffic and transport post hearing information) of Applicant written summaries of oral case for Issue Specific Hearing 2 (ISH2) (8.14, REP4-035).</p>		
10.8	Easton Lane Operation of gyratory	Transport Assessment Report (7.13, Rev 1)	Hampshire County Council has requested additional information on the assessment of the gyratory with and without signals. This has been provided and demonstrates that with the scheme, the gyratory operates with low levels of average queuing which confirms that the gyratory would operate satisfactorily without traffic signals.	In a meeting with Hampshire County Council on 25 July 2023, National Highways took an action to provide Hampshire County Council with information about the operating difference of the Easton Lane arm of the gyratory, both with and without traffic lights. In the 'with Scheme' scenario, the removal of A34 traffic from the gyratory removes the requirement for traffic signals at Junction 9 while maintaining good operational performance of the junction at all approach arms. The Scheme was tested with and without traffic signals on the gyratory in both the strategic and microsimulation models and from those results, it was deemed that there was no requirement to signalise the gyratory, with the junction operating with priority give way markers.	Agreed	1 November 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
10.9	A272/A31 Spitfire Link Residual impacts on Spitfire link	Transport Assessment Report (7.13, APP-163)	The A272/A31 link where there is an increase in traffic flows showing. Hampshire County Council would welcome further discussions and would work with National Highways to look into these links in greater detail and identify any packages of works that might be necessary to mitigate any impacts.	Traffic modelling of the proposed layout has been undertaken to assess operational impacts and this is described in Section 7 of the Transport Assessment Report (7.13, APP-163) .	Agreed	21 March 2023
11. Asset handover and maintenance						
11.1	Highways Changes to existing and proposed highway assets to be adopted by Hampshire County Council. <ul style="list-style-type: none"> A33 carriageway A33 footway / cycleway from Winnall to Kings Worthy Easton Lane Footway and cycleway (NCN 23) Realigned A272 		A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Details of assets to be handed to Hampshire County Council are shown on 'National Highways transfer intention to Hampshire County Council', drawing numbers HE551511-VFK-HGN-X_XXXX_XX-DR-CH-0041-0045. National Highways will seek to agree asset handover through a side legal agreement.	Provisionally agreed	3 November 2023
11.2	Highways Low noise surfacing maintenance	Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)	The County Council will require a commuted sum to cover the additional cost associated with maintaining low noise road surfacing. It is expected that commuted sums will be included in a side agreement.	Low noise road surfaces are proposed to be embedded mitigation as part of the Scheme where new roads surfaces are to be laid. This includes Hampshire County Council roads. The proposed surfacing will be a Thin Surface Course System to Clause 942 of the Manual of Contract Documents for Highway Works (MCHW) and shall be specified to achieve a Road Surface Influence (RSI) of -3.5dB. This information has been shared with Hampshire County Council.	Agreed	22 September 2023
11.3	Public Rights of Way Changes to existing and proposed highway assets to be adopted by Hampshire County Council. <ul style="list-style-type: none"> Easton Lane to Long Walk bridleway Easton Lane to Long Walk maintenance track 	Rights of Way and Access Plans (2.4, Rev 1)	The County Council request confirmation that the maintenance track for the swale is an unbound surface to match the proposed bridleway surface treatment. The County Council is also seeking a commuted sum for the maintenance of the new bridleway and maintenance track. Subject to County Council approval of detailed design and approval of County Council of the construction standard and completion of appropriate legal agreement.	The proposed maintenance track for the proposed infiltration and attenuation basin will be an unbound material. Details of assets to be handed to Hampshire County Council are shown on 'National Highways transfer intention to Hampshire County Council', drawing numbers HE551511-VFK-HGN-X_XXXX_XX-DR-CH-0041 and HE551511-VFK-HGN-X_XXXX_XX-DR-CH-0042.	Agreed	19 September 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
				National Highways will seek to include and agree commuted sums as part of a side agreement.		
12. Walking, Cycling and Horse-riding						
12.1	Winnall to Kings Worthy pedestrian and cyclist route Layout and design	Sheets 3, 5, 6 and 7 of the General Arrangement Plans (2.5, APP-009)	Hampshire County Council are fully supportive of this proposal and recognise the significant benefits that it will bring to the area and also welcome National Highways to continue working with Hampshire County Council through the design phase of this element to ensure that it is delivered to achieve the maximum benefit to both users and the scheme itself. The Winnall to Kings Worthy route should be designed with full cycle, pedestrian and equestrian facilities which comply with LTN 1/20. The Local Highway Authority will expect to see this included in any DCO application that is submitted.	The link between Winnall and Kings Worthy is proposed as a shared, unsegregated footpath / cycleway route. The adjacent roads (A33 and A34) throughout the route's extent form part of the trunk road network. As such, the proposed link between Winnall and Kings Worthy is designed to DMRB CD 143 Design for walking, cycling and horse-riding (National Highways, 2021), noting that this route is not intended for use by horse-riders.	Agreed	18 July 2022
12.2	NCN Route 23 Layout and design	General Arrangement Plans (2.5, APP-009)	Hampshire County Council are satisfied with the layout and design.	The proposed walking and cycling elements are designed in accordance with the Design Manual for Roads and Bridges (DMRB) document CD143 – Designing for walking, cycling and horse-riding (Highways England, 2021). The shared use footway and cycleway is proposed to be 3m wide and 4m wide at the gyratory subways with a bound asphalt surface. The subways at the gyratory are proposed to be 2.7m clear height.	Agreed	19 September 2023
12.3	Easton Lane to Long Walk walking, cycling and horse-riding route Bridleway between Easton Lane and Long Walk. Layout and design.	Sheets 5 and 6 of the General Arrangement Plans (2.5, APP-009)	Details on the design and scope requested. Clarity is sought on whether the SGAR3 Preliminary Design Site Wide Highway General Arrangement Plan series of drawings, (HE551511-...), dated November 2021 have been superseded or whether this represents the most up-to-date information. The County Council supports the proposed unbound surface treatment of the bridleway and its designed gradient. Route to be constructed in accordance with Countryside Service design standard to the County Council's approval. Hampshire County Council will be seeking payment of commuted sum for maintenance of route.	The bridleway to the east of the M3 is proposed to be 3m in width with an unbound surface and a maximum gradient of 1:20. Fencing is not proposed directly adjacent to the new walking, cycling and horse-riding route. The route will be designed in accordance with Hampshire County Council Countryside Service design standards. National Highways are engaging with Hampshire County Council Countryside Team on the detailed design of the new walking, cycling and horse-riding link.	Agreed	19 September 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
12.4	Public Rights of Way The details of Public Rights of Way to be stopped up is shown on the Rights of Way and Access Plans (2.4, Rev 1) .	Rights of Way and Access Plans (2.4, Rev 1)	The County Council seek clarification on whether the proposed temporary closure of bridleway number 502 at the location in close proximity to Junction 13 M3, would be compatible with construction site activity for the duration of works. Would it be appropriate to move the proposed point of stopping up further away from the site? The County Council have similar questions about the proposed location of the temporary closure (or diversion) of footpath Headbourne Worthy 749, at the crossing of the A33 and at the proposed new bridge during this phase of the works. Could this be clarified?	Temporary closures have not yet been detailed (work in progress), although any temporary stopping up will be undertaken to ensure the safety of all users. Article 16 (4 – 6) of the draft Development Consent Order (3.1, Rev 3) requires consent from the street authority to temporarily stop up, alter, divert or restrict the use of any street. Applications submitted pursuant to this article will include information relating to the duration of closures and diversions. At Deadline 3, National Highways noted that they will discuss the request for a Public Right of Way Management Plan with Hampshire County Council. National Highways considers that the Outline Traffic Management Plan (7.8, Rev 1) can be amended to include agreed principles on the information to be provided relating to Public Rights of Way.	Agreed	19 September 2023
12.5	Public Rights of Way Diversion Orders for Public Rights of Way	Figure 2.6 (Temporary Diversion Routes of Walking, Cycling, and Horse-Riding Routes) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 3 of 4)) of the ES (6.2, APP-063)	The County Council notes that bridleway 502 is proposed to be permanently diverted as part of the Scheme. Further detailed design will be required in due course to confirm the acceptability of the diversion.	The proposed walking and cycling elements are designed in accordance with the Design Manual for Roads and Bridges (DMRB) document CD143 – Designing for walking, cycling and horse-riding (Highways England, 2021). A Public Rights of Way Management Plan will be developed during detailed design, in consultation with Hampshire County Council Countryside Services. Following discussion, this matter is agreed with Hampshire County Council.	Agreed	19 September 2023
Construction						
13. Traffic Management Plan						
13.1	Framework Traffic Management Strategy The Hampshire County Council Permit scheme	draft DCO (3.1, Rev 4) and the Outline Traffic Management Plan (7.8, Rev 2)	It is the County Council's position that the permit scheme, for work on the road network under its control as Highway Authority, must be retained. It is understood that amendments made at Deadline 5 to the OTMP will resolve this issue.	The DCO is not seeking to disapply Hampshire County Council's permit scheme. Agreements will be sought with the relevant highway authorities through their own permitting systems. Amendments to the Outline Traffic	Agreed	27 October 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
				Management Plan (7.8, Rev 2) are expected to address this issue.		
13.2	Framework Traffic Management Strategy Impact of Traffic Management on local roads	Outline Traffic Management Plan (7.8, Rev 2)	The County Council require further clarity to be provided over the proposed traffic management arrangements to be provided on local roads. Hampshire County Council is concerned that some diversions will result in additional traffic through constrained junctions or junctions with historic recorded accidents. It is understood that amendments made at Deadline 5 to the OTMP will resolve this issue.	Diversion routes are to remain on the strategic road network. The priority is to remain on the National Highway strategic road network. A further priority is avoiding already congested roads such as using routes for Winchester city centre. The Street Manager road booking system will be used to liaise with Hampshire County Council when diversions are proposed. Diversion route selection methodology is covered in Section 3.3 of the Outline Traffic Management Plan (7.8, Rev 2) . This document will be secured through a draft DCO requirement. Amendments to the Outline Traffic Management Plan (7.8, Rev 2) are expected to address this issue.	Agreed	27 October 2023
13.3	Framework Traffic Management Strategy Diversion timescales	Outline Traffic Management Plan (7.8, Rev 2)	More information is needed on the timescales for each diversion. Diversions over Christmas have been highlighted. It is understood that amendments made at Deadline 5 to the OTMP will resolve this issue.	At the current stage of design and sequencing, the only long-term diversion is the northbound on-slip to the M3. Other needs for diversions are to be targeted for night-time closures / diversions only. This is subject to change at detailed design stage. Further information is detailed in the Outline Traffic Management Plan (7.8, Rev 2) , however, updates at Deadline 5 have been discussed with Hampshire County Council to address their comments.	Agreed	27 October 2023
13.4	Framework Traffic Management Strategy Public engagement	Outline Traffic Management Plan (7.8, Rev 2)	Hampshire County Council request information on how the Applicant proposes to engage with the local community and road users about construction disturbances. It is understood that amendments made at D5 to the OTMP will resolve this issue.	Regular meetings will be held with key stakeholders including a customer liaison group at construction phase. Public information events will be held. Regular newsletters will be circulated with website updates to reflect the letters. A communication plan is proposed in Section 3.3 of the Outline Traffic Management Plan (7.8, Rev 2) which has been discussed with Hampshire County Council.	Agreed	27 October 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
13.5	Framework Traffic Management Strategy Access to properties and businesses	Outline Traffic Management Plan (7.8, Rev 1)	The County Council request further details about how access to properties and business will be maintained at all times during construction. Hampshire County Council are content with the provision in the OTMP.	Access to properties and businesses including those at Winnall industrial estate and Kings Worthy will be maintained under current sequencing.	Agreed	27 April 2023
13.6	Framework Traffic Management Strategy Walkers, cyclists, and horse-riders during construction	Figure 2.6 (Temporary Diversion Routes of Walking, Cycling, and Horse-Riding Routes) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 3 of 4)) of the ES (6.2, APP-063) and Outline Traffic Management Plan (7.8, Rev 2)	Access for pedestrians, cyclists and horse-riders needs to be maintained at all times. Where temporary diversions may be required, the County Council expects its processes to be followed to ensure that these diversions are well managed and communicated to the general public. It is anticipated that Deadline 5 submissions to be made by National Highways will resolve this issue.	Diversion routes in early discussion with relevant stakeholders including Ramblers Association (Winchester Branch), British Horse Society, Winchester Cycling Touring Club and South Downs National Park Right of Way / Access officer. As part of an update to the Outline Traffic Management Plan (7.8, Rev 2) at Deadline 5, National Highways commit to producing a PRow Management Plan during detailed design. This has been discussed with Hampshire County Council.	Agreed	27 October 2023
13.7	Framework Construction Traffic Management Plan Mud and construction material on the local road network	Outline Traffic Management Plan (7.8, APP-161) and fiEMP (7.3, APP-156)	Clarity is needed on the proposed location of wheel wash facilities. National Highways should have road sweepers available at all times to ensure that any debris from the works on the highway are cleared.	Wheel wash facilities are to be provided at access / egress locations on the Scheme during construction. Within the fiEMP (7.3, APP-156) , there are actions to limit the mobilization of dust and construction material from site. Commitment AQ14 addresses construction material on local roads and commits to use sweeper(s). Commitment AQ17 details the use of wheel wash facilities to dislodge accumulated dust and mud prior to leaving site.	Agreed	31 May 2023
13.8	Framework Construction Traffic Management Plan Traffic Management and construction phasing	Outline Traffic Management Plan (7.8, Rev 2)	Further detail needed on vehicle routing from strategic road network onto Local Road Network for each phase. It is understood that amendments made at Deadline 5 to the OTMP will resolve this issue.	Vehicle routing during construction will be reviewed at the detailed design phase of the Scheme, in consultation with Hampshire County Council.	Agreed	27 October 2023
13.9	Framework Construction Traffic Management Plan	Outline Traffic Management Plan (7.8, Rev 2)	Hampshire County Council request a pre-condition survey of vehicle routes and final inspection to potentially rectify any defects caused by HGV movements and	National Highways notes this request which has been discussed further. An update at Deadline 5 to paragraph 3.3.62 of the Outline Traffic	Agreed	27 October 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
	Wear of the road network due to construction vehicle movement and diverted general vehicular traffic		diverted general vehicular traffic associated with the DCO scheme. Photographic evidence is sufficient.	Management Plan (7.8, Rev 2) states that 'visual dilapidation surveys will be undertaken on any planned diversion route road prior to implementing the diversion.' It is understood that this inclusion will address Hampshire County Council's comment to agree this item.		
13.10	Framework Construction Traffic Management Plan Heavy goods vehicle movements	Outline Traffic Management Plan (7.8, Rev 2)	Hampshire County Council requested further information on the management of Heavy Goods Vehicles (HGV). The reason is to ensure that routing and timings are appropriate. It is understood that amendments made at Deadline 5 to the OTMP will resolve this issue.	National Highways will engage with the freight association and road haulage association, however, based on conversations with Hampshire County Council on the proposed updates to the Outline Traffic Management Plan (7.8, Rev 2) at Deadline 5 address this comment.	Agreed	27 October 2023
13.11	Framework Construction Traffic Management Plan Traffic Management effects on the local network	Outline Traffic Management Plan (7.8, Rev 2)	Detailed Construction Traffic Management Plans needs to be submitted to and agreed with Hampshire County Council prior to each construction phase commencing. This should include the identification of specific measures to address potential 'rat-running' and associated disturbance away from the official diversion routes. It is understood that amendments made at Deadline 5 to the OTMP will resolve this issue.	National Highways will consult with Hampshire County Council as Local Authority on the proposed diversion routes. The reference to 'rat runs' has been added to the Outline Traffic Management Plan (7.8, Rev 2) Deadline 5 submission which is expected to address this comment.	Agreed	27 October 2023
13.12	Framework Construction Traffic Management Plan Signage strategy requirements	Outline Traffic Management Plan (7.8, Rev 2)	Hampshire County Council request the details of signage strategy requirements to be approved as part of the submission of detailed traffic management strategies. It is understood that amendments made at Deadline 5 to the OTMP will resolve this issue.	National Highways has discussed this point further with Hampshire County Council who will be consulted on the proposed diversion routes. Amendments to the Outline Traffic Management Plan (7.8, Rev 2) at Deadline 5 are expected to address this comment.	Agreed	27 October 2023
13.13	Framework Construction Traffic Management Plan Provision of temporary signs to encourage positive user behaviour	Outline Traffic Management Plan (7.8, Rev 2)	Hampshire County Council would like temporary signs to encourage positive user behaviour to promote safe driving. To be reviewed with detailed traffic management strategies. It is understood that amendments made by National Highways at Deadline 5 to the OTMP will resolve this issue.	This would form part of the Traffic Management Plan that would be prepared following consent. As part of the DCO application an Outline Traffic Management Plan (7.8, Rev 2) has been prepared and the Traffic Management Plan would be prepared in accordance with this document and National Highways would engage with Hampshire County Council as part of its preparation.	Agreed	27 October 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
13.14	Framework Construction Traffic Management Plan Use of the strategic road network	Outline Traffic Management Plan (7.8, Rev 2)	Road users should be encouraged to use the strategic network where possible. It is understood that amendments made by National Highways at Deadline 5 to the OTMP will resolve this issue.	This would form part of the Traffic Management Plan that would be prepared following consent. As part of the DCO application an Outline Traffic Management Plan (7.8, Rev 2) has been prepared and the Traffic Management Plan would be prepared in accordance with this document and National Highways would engage with Hampshire County Council as part of its preparation.	Agreed	27 October 2023
13.15	Framework Construction Traffic Management Plan Local level signage	Outline Traffic Management Plan (7.8, Rev 2)	Local level signage should be used to inform users of the road network about diversions during construction. It is understood that amendments made by National Highways at Deadline 5 to the OTMP will resolve this issue.	This would form part of the Traffic Management Plan that would be prepared following consent. As part of the DCO application an Outline Traffic Management Plan (7.8, Rev 2) has been prepared and the Traffic Management Plan would be prepared in accordance with this document and National Highways would engage with Hampshire County Council as part of its preparation.	Agreed	27 October 2023
13.16	Framework Construction Traffic Management Plan Inappropriate routes	Outline Traffic Management Plan (7.8, Rev 2)	Signage should be provided to inform users of inappropriate diversion routes. It is understood that amendments made by National Highways at Deadline 5 to the OTMP will resolve this issue.	This would form part of the Traffic Management Plan that would be prepared following consent. As part of the DCO application an Outline Traffic Management Plan (7.8, Rev 2) has been prepared and the Traffic Management Plan would be prepared in accordance with this document and National Highways would engage with Hampshire County Council as part of its preparation. The reference to 'rat runs' has been added to the Outline Traffic Management Plan (7.8, Rev 2) Deadline 5 submission which is expected to address this comment.	Agreed	27 October 2023
13.17	Framework Construction Traffic Management Plan Monitoring	Outline Traffic Management Plan (7.8, Rev 2)	A road liaison officer should monitor vehicle routing, effectiveness of signage, road safety during construction. It is understood that amendments made by National Highways at Deadline 5 to the OTMP will resolve this issue.	This would form part of the Traffic Management Plan that would be prepared following consent. As part of the DCO application an Outline Traffic Management Plan (7.8, Rev 2) has been prepared and the Traffic Management Plan would be prepared in accordance with this document. National Highways would engage with Hampshire County Council as part of its preparation. Amendments at Deadline 5 are expected to	Agreed	27 October 2023

Reference	Issue	Document References (if relevant)	Hampshire County Council's Position	National Highways' Position	Status	Date
				resolve all matters raised by Hampshire County Council.		
13.18	Site compound Access to the construction compound	Outline Traffic Management Plan (7.8, Rev 2)	A side agreement has been drafted between the County Council and National Highways and once signed this matter will be formally agreed. Until then it is noted as provisionally agreed.	Following active engagement with Hampshire County Council, National Highways understands that both parties agree in principle on this matter.	Provisionally agreed	8 November 2023
13.19	Travel Plan Impact on the public highway	Outline Traffic Management Plan (7.8, Rev 2) and the first iteration Environmental Management Plan (7.3, Rev 5)	Hampshire County Council has requested that the travel plan mitigation measures are comprehensive, and have requested further details, to ensure that appropriate measures are used in managing staff and contractor impacts on the public highway. This should be a standalone document.	At Deadline 5, National Highways has added entry C15 to Table 3.2 (Register of Environmental Actions and Commitments) of the first iteration Environmental Management Plan (7.3, Rev 5) to commit to a Green Travel Plan being produced at detailed design. It will be included at Appendix R of the second iteration Environmental Management Plan . As discussed with Hampshire County Council, it is expected that this commitment will address this comment. National Highways will consult with Hampshire County Council as part of the preparation of the Green Travel Plan.	Agreed	27 October 2023
13.20	Travel Plan Park & Ride	Outline Traffic Management Plan (7.8, Rev 2) and the first iteration Environmental Management Plan (7.3, Rev 5)	Hampshire County Council question if the Park and Ride facilities could be used for workers requiring access to the construction compound. The principle of using P+R car park needs to be secured through the DCO in order to reduce the impact of staff/contractor vehicles on local road network.	The opportunity of using the Park and Ride will be investigated during the detailed design stage of the Scheme. A Green Travel Plan will be included in the second iteration Environmental Management Plan . As discussed with Hampshire County Council, it is expected that commitment C15 to Table 3.2 (Register of Environmental Actions and Commitments) of the first iteration Environmental Management Plan (7.3, Rev 5) will resolve this comment.	Agreed	27 October 2023