

# **M3 Junction 9 Improvement Scheme**

**Scheme Number: TR010055**

## **7.12.1 Statement of Common Ground with Winchester City Council (Rev 2)**

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

**Planning Act 2008**

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

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## 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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## 7.12.1 STATEMENT OF COMMON GROUND WITH WINCHESTER CITY COUNCIL

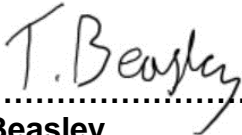
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<b>Author:</b>	M3 Junction 9 Improvement Project Team, National Highways

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Rev 0	15 June 2023	Deadline 2 Submission
Rev 1	18 August 2023	Deadline 4 Submission
Rev 2	10 November 2023	Deadline 8 Submission

## STATEMENT OF COMMON GROUND

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

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

Signed.....  
  
Robert Green  
Principal Planning Officer – Team Leader  
on behalf of Winchester City 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 has been produced 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) Winchester City 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 Winchester City Council is a host local authority (category B) and a statutory consultee for the Scheme. Winchester City Council is the local planning authority for the part of the Winchester District which lies outside the South Downs National Park and is responsible for determining planning applications in this area. The City Council is also working in partnership with the South Downs National Park and is determining the majority of planning applications in the National Park, on behalf of the National Park Authority.
- 1.2.4 As a host local authority, Winchester City Council will be engaged in all stages of the DCO process including:
- Liaising and sharing resources with other affected local authorities
  - Participating in consultation as a statutory consultee
  - 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
- 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 area(s) of agreement
- “*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 WCC, 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 Winchester City Council.

## 2 Record of Engagement

2.1.1 A summary of the key meetings and correspondence that has taken place between National Highways and Winchester City 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
22 July 2020	Meeting with Winchester County Council	Project update meeting.
17 September 2020	Meeting with Winchester County Council	Project introduction and update with host authorities.
9 October 2020	Meeting with Winchester County Council	Meeting with host authorities. Key topics include: <ul style="list-style-type: none"> <li>▪ Scope of Comms Working Group</li> <li>▪ Programme</li> <li>▪ Revised 2021 Statement of Community Consultation (SoCC) / Consultation Strategy</li> <li>▪ Scoping / environmental matters</li> <li>▪ Forthcoming communications (elected representatives, the public, landowners).</li> </ul>
15 October 2020	Email letter from National Highways to Winchester City Council	Project update – upcoming submission requesting a new ‘Scoping Opinion’.
25 November 2020	Meeting with Winchester County Council	Cultural Heritage Workshop, key topics include: <ul style="list-style-type: none"> <li>▪ Introduction to Scheme</li> <li>▪ Design</li> <li>▪ Cultural Heritage Baseline</li> <li>▪ Landscape and Visual Summary</li> <li>▪ Mitigation Strategy</li> <li>▪ Geophysics.</li> </ul>
2 December 2020	Meeting with Winchester County Council	Socio Economic Appraisal meeting.
14 January 2021	Meeting with Winchester County Council	Project update meeting with host authorities.
18 February 2021	Email from National Highways to Winchester City Council	Project update on delay of consultation.

Date	Form of correspondence	Key topics discussed and key outcomes
18 March 2021	Meeting with Winchester County Council	Engagement Working group with host authorities, key topics include: <ul style="list-style-type: none"> <li>▪ 2021 SoCC consultation</li> <li>▪ Informal consultation</li> <li>▪ Host authorities comments on draft 2021 SoCC</li> <li>▪ Informal comments received by neighbouring authorities.</li> </ul>
17 May 2021	Meeting with Winchester County Council	Project update meeting with host authorities.
26 May 2021	Letter from National Highways to Winchester City Council	Section 42 letter and section 48 Notice – electronic link to 2021 PEIR – PEIR Non-Technical Summary (NTS) – PEIR Appendices.
7 July 2021	Letter from Winchester City Council to National Highways	Formal section 42 response.
12 August 2021	Meeting with Winchester County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> <li>▪ Proposed footway and cycleway</li> <li>▪ Cart and Horses Junction</li> <li>▪ PEIR consultation feedback</li> <li>▪ Landscape</li> <li>▪ Climate</li> <li>▪ PPA</li> <li>▪ Further engagement.</li> </ul>
28 September 2021	Meeting with Winchester County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> <li>▪ Nitrate Neutrality Offsetting</li> <li>▪ Cycleway funding</li> <li>▪ Project update</li> <li>▪ Construction working hours</li> <li>▪ Recent engagement</li> <li>▪ Pre-application resourcing</li> <li>▪ SoCG</li> </ul>
3 November 2021	Meeting with Winchester County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> <li>▪ Update on funding for advisory services and input</li> <li>▪ Update on Hampshire County Council engagement and collaboration for cycleway</li> <li>▪ Project update               <ul style="list-style-type: none"> <li>○ revised Application Boundary</li> </ul> </li> </ul>



Date	Form of correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> <li>○ planned additional targeted consultation</li> <li>○ recent engagement</li> <li>▪ SoCG input and overall schedule.</li> </ul>
30 November 2021	Meeting with Winchester County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> <li>▪ Update on Hampshire County Council engagement</li> <li>▪ Winchester Town Forum / Member briefing</li> <li>▪ Engagement updates</li> <li>▪ Additional targeted consultation</li> <li>▪ SoCG – key issues.</li> </ul>
9 December 2021	Letter from National Highways to Winchester City Council	Project update.
12 January 2022	Workshop with Winchester County Council	Workshop with host authorities, key topics include: <ul style="list-style-type: none"> <li>▪ Proposed construction hours</li> <li>▪ Traffic management during construction</li> <li>▪ Road and footpath closures</li> <li>▪ Section 278 for a new access compound</li> <li>▪ Section 61 – noise assessment</li> <li>▪ Maintenance requirements during construction.</li> </ul>
25 January 2022	Meeting with Winchester County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> <li>▪ Project update including Smart Motorways</li> <li>▪ Feedback from Winchester City Council on Construction phase technical workshop</li> <li>▪ SoCG</li> </ul>
8 February 2022	Meeting with Winchester County Council	Project update and presentation on the Scheme with Winchester City Council Members followed by a question-and-answer session.
18 February 2022	Meeting with Winchester County Council	Project update and Statutory Consultation, key topics include: <ul style="list-style-type: none"> <li>▪ Project update</li> <li>▪ Construction hours update</li> <li>▪ SoCG</li> </ul>
29 March 2022	Meeting with Winchester County Council	Project update meeting: <ul style="list-style-type: none"> <li>▪ Project update</li> <li>▪ SoCG development</li> </ul>
26 May 2022	Meeting with Winchester City Council	Project update meeting: <ul style="list-style-type: none"> <li>▪ Project update</li> </ul>

Date	Form of correspondence	Key topics discussed and key outcomes
		<ul style="list-style-type: none"> <li>▪ Scheme without Smart Motorways Programme (SMP) changes</li> <li>▪ Environmental Statement (ES) update</li> <li>▪ Archaeology and Heritage update</li> <li>▪ SoCG development</li> <li>▪ Designated Funds update</li> </ul>
2 August 2022	Meeting with Winchester City Council	Monthly Update Meeting: <ul style="list-style-type: none"> <li>▪ Project Update</li> <li>▪ Review of SoCG</li> </ul>
6 September 2022	Meeting with Winchester City Council	Monthly Update Meeting: <ul style="list-style-type: none"> <li>▪ Project Update</li> <li>▪ Designated Funds Biodiversity Project</li> <li>▪ Review of SoCG</li> </ul>
21 September 2022	Email from National Highways to Winchester City Council	Project update sharing a Members Briefing and copy of a letter to be sent to land owners.
26 September 2022	Email from National Highways to Winchester City Council	Project update providing a revised version of a previously shared Members Briefing and copy of a letter to be sent to land owners.
27 September 2022	Meeting with Winchester City Council	Monthly Update Meeting: <ul style="list-style-type: none"> <li>▪ Project Update</li> <li>▪ 2022 Public Information Events review</li> <li>▪ SoCG review</li> </ul>
3 October 2022	Meeting with Winchester City Council	Winchester City Council Members Briefing.
25 October 2022	Meeting with Winchester City Council	Monthly Update Meeting: <ul style="list-style-type: none"> <li>▪ Project Update</li> <li>▪ Climate</li> <li>▪ SoCG review</li> </ul>
16 November 2022	Meeting with Winchester City Council	In person briefing on potential diversion routes and traffic management with Winchester City Council Members.
5 December 2022	Meeting with Winchester City Council	Presentation on traffic modelling.
12 December 2022	Meeting with Winchester City Council	Meeting discussing Climate.

Date	Form of correspondence	Key topics discussed and key outcomes
14 December 2022	Meeting with Winchester City Council	Monthly update meeting held: <ul style="list-style-type: none"> <li>▪ Project update</li> <li>▪ SoCG and document review</li> </ul>
30 January 2023	Meeting with Steve Brine Member of Parliament for Winchester and Chandler's Ford	Meeting topics: <ul style="list-style-type: none"> <li>▪ Project update</li> <li>▪ Cart and Horses Junction</li> </ul>
2 February 2023	Meeting with Winchester City Council	Meeting held to discuss Landscape and Visual.
9 February 2023	Meeting with Winchester City Council	Meeting held to discuss ecology and related items on the SoCG, included a presentation on changes to the Scheme since the 2021 statutory public consultation.
15 February 2023	Meeting with Winchester City Council	Meeting to discuss the status of the SoCG.
24 February 2023	Email from National Highways to Winchester City Council	Section 56 notice.
3 March 2023	Meeting with Winchester City Council and South Downs National Park Authority	Meeting to discuss Cultural Heritage items in the SoCG.
20 March 2023	Meeting with Winchester City Council	Meeting to discuss the status of the SoCG.
11 August 2023	Meeting with Winchester City Council	Meeting to discuss the SoCG.
5 September 2023	Meeting with Winchester City Council	Meeting discussing Climate.
3 November 2023	Meeting with Winchester City 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) Winchester City Council in relation to the issues addressed in this SoCG.

### 3 Issues

Table 3.1: Issues Table

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
<b>1. Draft Development Consent Order</b>						
1.1	<b>Requirements</b> Schedule 2, Part 1, 9 (Archaeology)	<b>draft Development Consent Order (3.1, Rev 3)</b>	The City Archaeologist is satisfied that the revised wording provides Winchester City Council with security in terms of any agreement on archiving.	In order to give Winchester City Council greater certainty and a mechanism for securing suitable resources and provisions for archaeological archiving, National Highways proposes that <b>Requirement 9</b> is amended as such: “(6) On completion of the authorised development, suitable resources and provisions for long term storage of the archaeological archive will be <del>agreed</del> <i>discussed</i> with the City Archaeologist.” This follows the wording of requirement 9(6) of the A303 Sparkford DCO, A30 Chiverton to Carland Cross DCO, M20 Junction 10/A3 Wisley Interchange DCO, A57 Link Roads DCO. Changes to this affect are proposed to be submitted at Deadline 5.	Agreed	17 August 2023
1.2	<b>Requirements</b> Schedule 2, Part 1, 10 (Protected Species)	<b>draft Development Consent Order (3.1, Rev 2)</b>	This condition does not involve any pre-consultation with the Winchester City Council Ecologist as per the archaeology/noise approach. Winchester City Council requested that this could be explained and were satisfied with National Highways response.	Winchester City Council is a consultee for the second iteration Environmental Management Plan (siEMP). This will include the requirement for pre-construction ecological surveys. The reason that Winchester City Council is not consultee to the written scheme of protection is because protected species, and the subsequent requirement for protected species licence, is a matter for Natural England. Winchester City Council may raise any concerns over pre-construction ecological surveys through the consultation required on the siEMP, however, it is for Natural England to raise any concerns related to the provisions in the DCO of protected species.	Agreed	30 May 2023
1.3	<b>Requirements</b> Schedule 2, Part 1, 14 (Noise Mitigation)	<b>draft Development Consent Order (3.1, Rev 3)</b>	Winchester City Council were concerned that this refers to 'relevant planning authority'. If the land in question is in the South Downs National Park, the South Downs National Park Authority will be the consultee, however the affected properties will be	National Highways accepts that Winchester City Council is a consultee to the written details of noise mitigation required in requirement 14. Therefore, National Highways propose to provide an updated version of the <b>draft Development Consent Order (3.1, Rev 3)</b> incorporating agreed	Agreed	11 August 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			<p>within Winchester City Council jurisdiction – clarity on this point required.</p> <p>Winchester City Council is satisfied with the proposed change National Highways have suggested to requirement 14.</p> <p>Winchester City Council have confirmed that they are now satisfied with the drafting of <b>Requirement 14</b>.</p>	<p>amendments at Deadline 3. Proposed changes are as follows:</p> <p>“14.—(1) No part of the authorised development is to commence until written details of proposed noise mitigation in respect of the use and operation of that part of the authorised development, including low noise surfacing, have been submitted to and approved in writing by the Secretary of State, <i>following consultation with Winchester City Council</i>, and if required, any additional relevant planning authority.”</p>		
1.4	<b>Compulsory acquisition</b> Winchester City Council land	<b>draft Development Consent Order (3.1, Rev 2)</b>	It is confirmed that Winchester City Council does not own any land within the application site and is not subject to compulsory acquisition.	This matter is agreed with Winchester City Council.	<b>Agreed</b>	31 May 2023
1.5	<b>Requirements</b> Design Principles	<b>draft Development Consent Order (3.1, Rev 6)</b>	<p>The applicant has provided a draft Design Principles Report (REP5-028).</p> <p>It is acknowledged that the applicant may not be able to provide precise detail at this early stage of development. The City Council would be satisfied to include further iterations of the Design Principles Report as a requirement to allow the applicant to provide further detail at a later stage once technical design work has been undertaken. The Requirement should follow the standard wording, being prior to development and allowing consultation with the Authorities.</p>	<p>The purpose of the <b>Design Principles Report (8.18, Rev 1)</b> is to set out the principles that are to be incorporated into the detailed design of the Scheme, that will be considered under <b>Requirement 12</b> of the <b>draft Development Consent Order (3.1, Rev 6)</b>, for which Winchester City Council is a consultee.</p> <p>National Highways do not consider it necessary to include an additional requirement.</p>	<b>Not Agreed</b>	10 November 2023
<b>2. Principle of development</b>						
2.1	The need for the Scheme is comprehensively set out in the <b>Case for the Scheme (7.1, Rev 1)</b> and <b>Statement of Reasons (4.1, Rev 2)</b>	<b>Section 3.6 of Case for the Scheme (7.1, Rev 1)</b> and <b>Statement of Reasons (4.1, Rev 2)</b>	<p>The <i>City of Winchester Movement Strategy (2019)</i> strongly supports enhancing the strategic road network capacity on the M3 to:</p> <ul style="list-style-type: none"> <li>▪ sustaining future growth of the national, regional, and local economy</li> <li>▪ improving the resilience of the strategic network and</li> <li>▪ reducing through traffic in the city leading to improved air quality.</li> </ul> <p>However, consideration of the impact of incidents and accidents north and south of the junction outside of the red line area has not been</p>	<p><b>Section 3.6 of The Case for the Scheme (7.1, Rev 1)</b> outlines the five 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 improve walking, cycle and horse routes. This aligns with the City of Winchester Movement Strategy's key priorities.</p> <p>National Highways position on safety benefits outside of the Application Boundary are outlined in the response to <b>ExQ3 16.3.1</b> within the <b>Applicant Response to the Examining Authority's Third Written Questions (ExQ3) (8.22, REP6-023)</b>.</p>	<b>Agreed</b>	18 January 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			acknowledged, accident data continues to be confined to the red line. Further strategic work is required by the applicant to ensure that in the event of incidents, regional traffic avoids the area (using more suitable routes on the wider strategic network, rather than diverting through the city).	Incident management during construction is considered in the <b>Outline Traffic Management Plan (7.8, Rev 2)</b> .		
<b>Environmental Statement (ES)</b>						
<b>3. Chapter 5 Air Quality</b>						
3.1	<b>Scope of Assessment</b> <b>Paragraph 5.4.1 of Chapter 5 (Air Quality) of the Environmental Statement (ES) (6.1, Rev 1)</b> describes the scope of the assessment. The assessment covers the likely effect on air quality during construction, the significance of the local air quality effects during operation and the likely changes in nitrogen deposition rates.	<b>Chapter 5 (Air Quality) of the ES (6.1, Rev 1)</b>	Winchester City Council agrees with the scope of the assessment	The scope of the assessment has been agreed with Winchester City Council.	Agreed	20 March 2023
3.2	<b>Scope of Assessment</b> Construction phase assessments	<b>Chapter 5 (Air Quality) of the ES (6.1, Rev 1)</b>	Winchester City Council agrees that the soil deposition areas have been removed from the Scheme.	<b>Chapter 5 (Air Quality) of the ES (6.1, Rev 1)</b> considers potential short-term impacts associated with the construction of the Scheme, all construction elements have been included that are associated with the Scheme including construction compounds (depots). The soil deposition areas have been removed from the Scheme.	Agreed	23 March 2023
3.3	<b>Assessment methodology</b> <b>Section 5.4 of Chapter 5 (Air Quality) of the ES (6.1, Rev 1)</b> outlines that the assessment is undertaken in accordance with the approach set out in the Design Manual for Roads and Bridges (DMRB) LA 105 Air quality (National Highways, 2019).	<b>Chapter 5 (Air Quality) of the ES (D6.1, Rev 1) and First Iteration Environmental Management Plan (fiEMP) (7.3, Rev 2)</b>	Winchester City Council is satisfied with the assessment methodology.	The methodology of the assessment has been agreed with Winchester City Council.	Agreed	20 March 2023
3.4	<b>Baseline Information</b>	<b>Chapter 5 (Air Quality) of the ES (6.1, Rev 1)</b>	Winchester City Council is satisfied with baseline information and technical supporting documents.	The baseline information has been agreed with Winchester City Council.	Agreed	20 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	<b>Section 5.6 of Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 11)</b> outlines the baseline conditions.					
3.5	<b>Mitigation</b> <b>Section 5.8 of Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 1)</b> outlines the essential mitigation during construction. first iteration Environmental Management Plan	<b>Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 1)</b> and <b>first iteration Environmental Management Plan (fiEMP) (7.3, Rev 6)</b>	The Environmental Statement states identified construction impacts will be mitigated by the EMP however fiEMP does not contain sufficient information.  May be able to confirm once siEMP is available and WCC offer dialogue on SiEMP before its submittal.  WCC is satisfied that they will be consulted on the siEMP at the appropriate time which will allow WCC specialists to comment on the suitability of the mitigation.	The detailed design of the Scheme will not be finalised until after the DCO has been granted. This limits the generation of more detailed mitigation proposals apart from those referred to in the fiEMP and associated Environmental Control Plans. Winchester City Council is a statutory consultee within the DCO and will be consulted as the siEMP is developed.	Agreed	1 November 2023
3.6	<b>Mitigation</b> <b>Section 5.8 of Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 1)</b> outlines the essential mitigation during construction. Compliance with diversion routes	<b>Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 1)</b>	Although this has been covered in Environmental Statement - the air quality and noise impacts assume indicative diversion routes are used that in reality do not seem realistic.  At ISH2 it was confirmed that discussions will be held between the Highway Authority and Applicant concerning advanced positioning of signs and general methods to ensure compliance with diversion routes – Winchester City Council understand that further discussion on this point has taken place with the Highway Authority regarding the Outline Traffic Management Plan and WCC will continue to discuss the implications with HCC.  WCC expect the applicant to maintain a dialogue with the relevant planning authority so that in the event of a deterioration of air quality, measures will be taken to mitigate the impact.	Action <b>G8</b> in <b>table 3.2, Record of Environmental Actions and Commitments (REAC)</b> of the <b>fiEMP (7.3, Rev 6)</b> commits to developing the <b>Outline Traffic Management Plan (7.8, Rev 2)</b> in consultation with the relevant planning authorities.	Agreed	6 November 2023
3.7	<b>Mitigation</b> <b>Section 5.8 of Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 1)</b> outlines the essential mitigation during construction. Ongoing monitoring of air quality during construction	<b>Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 1)</b>	Winchester City Council request ongoing monitoring of air quality during construction in relation to the Winchester Air Quality Action Plan.  Although this has been covered in Environmental Statement - the air quality and noise impacts assume indicative diversion routes are used that in reality do not seem realistic.	The extent to which traffic management during construction could result in increased traffic through Winchester City centre has been assessed through traffic modelling and reported in <b>Chapter 5 (Air Quality)</b> of the <b>ES (6.1, Rev 1)</b> in accordance with DMRB LA 105 Air quality, (National Highways, 2019).	Agreed	6 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			<p>At ISH2 it was confirmed that discussions will be held between the Highway Authority and Applicant concerning advanced positioning of signs and general methods to ensure compliance with diversion routes – Winchester City Council understand that further discussion on this point has taken place with the Highway Authority regarding the Outline Traffic Management Plan and WCC will continue to discuss the implications with HCC.</p> <p>WCC expect the applicant to maintain a dialogue with the relevant planning authority so that in the event of a deterioration of air quality, measures will be taken to mitigate the impact.</p>			
3.8	<b>Residual effects and conclusions Section 5.9 of Chapter 5 (Air Quality) of the ES (6.1, Rev 1)</b> outlines the essential the residual effects of the Scheme following mitigation.	<b>Chapter 5 (Air Quality) of the ES (6.1, Rev 1)</b>	Winchester City Council agrees with the conclusions outlined in the assessment.	The residual effects and conclusions have been agreed with Winchester City Council.	Agreed	20 March 2023
<b>4. Chapter 6 Cultural Heritage</b>						
4.1	<b>Scope of Assessment Section 6.4 of Chapter 6 (Cultural Heritage) of the ES (6.1, APP-047)</b> outlines the scope of the assessment. The assessment covers archaeological remains, historic buildings and historic landscapes.	<b>Chapter 6 (Cultural Heritage) of the ES (6.1, APP-047)</b>	Winchester City Council agrees with the scope of the assessment.	The scope of the assessment has been agreed with Winchester City Council.	Agreed	3 March 2023
4.2	<b>Scope of Assessment</b> Archaeological potential in an area proposed as a deposition area.	<b>Chapter 6 (Cultural Heritage) of the ES (6.1, APP-047)</b>	A geophysical survey is required for the northern deposition area as cropmarks within this area suggest a higher archaeological potential.	The northern deposition area has been removed from the Scheme, and the Application Boundary has been updated to suit this change. Therefore, surveys of this area are not required.	Agreed	20 March 2023
4.3	<b>Scope of the Assessment</b> Inclusion of important hedgerows within the Environmental Statement assessment.	<b>Chapter 6 (Cultural Heritage) of the ES (6.1, APP-047)</b>	Winchester City Council agrees that the identification and assessment of any important hedgerows as defined in the Hedgerow Regulations were undertaken as part of the Environmental Impact Assessment (EIA) and reported in the ES. Winchester City Council	An assessment of important hedgerows and historic Ordnance Survey mapping are provided in <b>Appendix 6.1 (Detailed Cultural Heritage Baseline)</b> of the <b>ES (6.3, APP-089)</b> . <b>Figure 6.12 (Important Hedgerows)</b> of <b>Chapter 6 (Cultural Heritage – Figures)</b> of the <b>ES (6.2, APP-066)</b> shows important hedgerows within 300m of the	Agreed	3 March 2023



Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			suggested that historic Ordnance Survey mapping should be included within the ES baseline report.	Application Boundary. The important hedgerows identified are not designated but do constitute non-designated heritage assets as they preserve part of the historic landscape. They are considered to be of medium value. An assessment of the likely impacts and effects upon these is provided in <b>Section 6.9 of Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b> .		
4.4	<b>Scope of Assessment</b> Study area for designated and non-designated assets.	<b>Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b>	The study area for the Scheme should be 300m for non-designated assets and 1km for designated assets.	The study area comprises 1km around the Application Boundary for designated cultural heritage assets and a 300m study area around the Application Boundary for non-designated cultural heritage assets. Study areas are presented in <b>Figure 6.1 in Chapter 6 (Cultural Heritage – Figures)</b> of the <b>ES (6.2, APP-066)</b> and were agreed with stakeholders in advance of the assessment.	Agreed	1 February 2023
4.5	<b>Assessment methodology</b> <b>Section 6.4 of Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b> provides the methodology used for the assessment.	<b>Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b>	Winchester City Council agrees that the methodologies and data sources used adhere to accepted sector methodologies, standards and guidance.	The assessment methodology has been agreed with Winchester City Council.	Agreed	3 March 2023
4.6	<b>Baseline information</b> <b>Section 6.6 of Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b> outlines the baseline conditions which includes archaeological remains, historic buildings and historic landscape.	<b>Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b>	Winchester City Council agrees the baseline to be suitable to base the assessment on.	The baseline information has been agreed with Winchester City Council.	Agreed	3 March 2023
4.7	<b>Mitigation</b> <b>Section 6.8 of Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b> outlines the essential mitigation during construction and enhancements.	<b>Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b>	Winchester City Council has no objections in principle however still under discussion as per Relevant Representation response.  Revised documents have now been received which address the points raised.  Requirement 9 is also re-worded to address the repository confirmation issue. This is to the satisfaction of the City Council.	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> has been based on discussion with Winchester City Council, Historic England, and South Down National Park Authority.	Agreed	17 August 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
4.8	<b>Mitigation</b> Geophysical survey work	<b>Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b>	Further trial trenching could be undertaken as part of a staged mitigation programme following the granting of any Development Consent Order.	A trial trench evaluation in <b>Appendix 6.6 (Archaeological Trial Trench Evaluation Report)</b> of the <b>ES (6.3, APP-094)</b> has been carried out as part of the assessment on suitable areas not covered during previous work. These have been used to formulate an Archaeology and Heritage Outline Mitigation Strategy in consultation with the Winchester City Council Archaeologist in <b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> .	Agreed	3 March 2023
4.9	<b>Mitigation</b> Mitigation approach	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b>	The broad mitigation approach outlined in this document accords with previous discussions undertaken with National Highway's Archaeological Consultant (Stantec), as indicated in <b>paragraph 2.1.2 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b>	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> will be submitted with the DCO application.	Agreed	3 March 2023
4.10	<b>Mitigation</b> Scheme wide considerations	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> and <b>fiEMP (7.3, Rev 2)</b>	Para. 3.1.1 of the A&H OMS states that placement of gantries, lighting and signage will be considered carefully / placed to limit indirect impacts on heritage receptors. Historic England and Winchester City Council Conservation should be consulted at the detailed design stage to ensure this. Note: reference to this is included in the fiEMP (item CH3) and secured by Requirement's 4 & 12 of the draft DCO. Table 6.1 of ES Chapter 6 also references this.  The Applicant has responded to this point in response to the Relevant Representation which is to the satisfaction of the City Council.	National Highways recognises the significance of the sensitivity of the placement of highways features in the context of heritage receptors. National Highways is reviewing the <b>fiEMP (7.3, Rev 2)</b> , including reference to Winchester City Council comments on this issue.  This matter is now agreed with Winchester City Council.	Agreed	17 August 2023
4.11	<b>Mitigation</b> Scheme wide considerations	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b>	Para. 3.1.2 – The Hampshire Archaeological Strategy should also inform research agendas.	A holistic landscape approach will be taken underpinned by research agendas such as the <i>Hampshire Archaeological Strategy</i> (Hampshire County Council, 2012) and the <i>Solent-Thames Research Framework</i> (Hey and Hind, 2014).	Agreed	3 March 2023
4.12	<b>Mitigation</b> Scheme wide considerations	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b>	Para. 3.1.3 – Winchester City Council very much concur that intensive pre-construct intrusive evaluation should be undertaken to inform appropriate further mitigation in the event that non-traditional techniques such as lime stabilisation for	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> will be submitted with the DCO application.	Agreed	3 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
		<b>Mitigation Strategy) of the ES (6.3, APP-096)</b>	temporary compounds are proposed. The use of such techniques may have wider environmental and ecological implications and, if proposed, the implications of such methods on these receptors should also be assessed.	The assessment considers the worst-case scenarios.		
4.13	<b>Mitigation</b> Section 3 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096) describes the outline mitigation strategy.	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)</b>	The outline mitigation strategy outlined in Sections 3.2 Ground Investigation works; 3.3 Main works area; 3.4 New foot and cycle bridge; 3.5 Landscaping and environmental mitigation; 3.6 Temporary compounds and 3.7 Other associated works are agreed.	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)</b> will be submitted with the DCO application.	Agreed	3 March 2023
4.14	<b>Mitigation</b> Ground investigation works	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)</b>	Para. 3.2.1 – Ground investigation works – it is assumed that these works are those previously discussed with the Archaeological Consultant and for which a WSI has been previously agreed (Wessex Archaeology, Doc. Ref.: 218412.02, September 2021). If so, then the OMS should reference this.	The Winchester City Council Archaeologist requested that GI works were included in the OMS. Subsequently the works have been carried out.	Agreed	3 March 2023
4.15	<b>Mitigation</b> Main works area	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)</b>	Para. 3.3.1 – the proposed mitigation programme will need to include all working zones.  The works are covered by 'temporary works' in the A&H OMB	The archaeological strategy is based upon conversations with WCC Archaeologist, SDNPA and Historic England. Strip, map, and sample in areas where larger areas are to be excavated and watching briefs on areas of smaller intrusive works where strip map and sample is not appropriate.	Agreed	3 March 2023
4.16	<b>Mitigation</b> Excess spoil management areas	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)</b>	The Outline Mitigation Strategy (OMS) does not specifically refer to mitigation of excess spoil management areas; from previous emails it has been confirmed that the potential southern and northern areas have now been omitted from the scheme, but Winchester City Council assume that the central area has been retained within the scheme? What mitigation is proposed for this area if this is to be utilised?	The three deposition areas, as shown in the 2021 Statutory Consultation, have been removed from the Scheme as the material can be used to deliver the revised landscape proposals.	Agreed	3 March 2023
4.17	<b>Mitigation</b> Section 4 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)</b>	Post-excavation. Relevant information from the pre-submission evaluation work should be included in the post-excavation phase.	Reference to pre-submission evaluation work is referenced in <b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy) of the ES (6.3, APP-096)</b> which will be submitted with the DCO application.	Agreed	3 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
4.18	<b>Mitigation</b> <b>Section 5 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> outlines additional opportunities.	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b>	The OMS should include requirements for outreach and engagement during the archaeological work (onsite and post-excavation) and this should also be detailed within the ES. Para. 5.1.1 – it would be helpful to understand more about the archiving options and the detailed mitigation package referred to, so that Winchester City Council can be sure that the final project archive is suitably housed and made publicly available.  Issues raised during Relevant Representation response.  Revised documents have now been received which address the points raised.  Requirement 9 is also re-worded to address the repository confirmation issue. This is to the satisfaction of the City Council.	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> outlines the outreach, engagement and archiving that will be developed during the detailed design stage.	Agreed	17 August 2023
4.19	<b>Mitigation</b> <b>Section 5 of Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> outlines additional opportunities.	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b>	Additional information on the further enhancement referred to in Para. 5.1.2 should be provided. (without sight of the ES and relevant appendices it is difficult to know what is proposed).  Issues raised during Relevant Representation response.  Satisfied with response.	This reference to further enhancement has been removed from <b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> and included within the <b>fiEMP (7.3, Rev 2)</b> .	Agreed	17 August 2023
4.20	<b>Mitigation</b> Item CH1 of <b>table 3.2</b> of the <b>fiEMP (7.3, Rev 2)</b>	<b>Appendix 6.8 (Archaeology and Heritage Outline Mitigation Strategy)</b> of the <b>ES (6.3, APP-096)</b> and <b>fiEMP (7.3, Rev 2)</b>	Winchester City Council would like the detailed Archaeology and Heritage Mitigation Strategy and WSI should also be agreed with the City Archaeologist ahead of submission to the SoS.  Consultation with City Archaeologist is now appropriately secured.	National Highways recognises the particular significance of archaeological and heritage assets in proximity to the application site and will refer to the City Archaeologist. National Highways is reviewing the <b>fiEMP (7.3, Rev 2)</b> , including reference to Winchester City Council comments on this issue.  This item is now agreed with Winchester City Council.	Agreed	17 August 2023
4.21	<b>Residual effects and conclusions</b> <b>Section 6.9 of Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b> outlines the essential the residual effects of the Scheme following mitigation.	<b>Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b>	Winchester City Council agrees with the conclusions outlined in <b>Chapter 6 (Cultural Heritage)</b> of the <b>ES (6.1, APP-047)</b> .	The residual effects and conclusions have been agreed with Winchester City Council.	Agreed	3 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
<b>5. Chapter 7 Landscape and Visual</b>						
5.1	<b>Scope of Assessment</b> <b>Section 7.4 of Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> outlines the scope of the assessment. An evaluation of the character, features and designations is made to identify the landscape qualities, values and sensitivities, which could potentially be affected by the Scheme.	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	Winchester City Council has published an updated Landscape Character Assessment. Available here and mapping is available upon request - <a href="https://www.winchester.gov.uk/planning/landscape-countryside/landscape-character-assessment">https://www.winchester.gov.uk/planning/landscape-countryside/landscape-character-assessment</a>	National Highways has updated <b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> at Deadline 1 to incorporate an assessment of the Landscape Character Assessments provided by Winchester City Council and South Downs National Park Authority.	Agreed	11 August 2023
5.2	<b>Scope of assessment</b> Characterisation of the landscape	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	A bespoke characterisation of the landscape should be undertaken as the landscape character of the area is unique being urban/rural fringe. Further information required on updated WCC Landscape Character Assessment (referred to above).	National Highways has updated <b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> at Deadline 1 to incorporate an assessment of the Landscape Character Assessments provided by Winchester City Council and South Downs National Park Authority.	Agreed	11 August 2023
5.3	<b>Assessment methodology</b> <b>Section 7.4 of Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> outlines the methodology of the assessment.	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	The methodology has not used guidance produced by the Landscape Institute: Guidelines for Landscape and Visual Impact Assessment (LVIA) (GLVIA3). Highways England (National Highways) guidance has been used instead and this must be clarified.  The DMRB sets standards and guidance – Winchester City Council is not currently aware of what the standards are so is unable to confirm these standards are being followed.	The methodology for the assessment of landscape and visual effects is in accordance with DMRB LA 107 Landscape and visual effects (National Highways, 2020) with reference to GLVIA3 (Landscape Institute and IEMA, 2013) and other relevant published guidance where appropriate.  DMRB LA 107 Landscape and visual effects (National Highways, 2020) is appropriate for determining the methodology for LVIA for highway schemes.	Agreed	15 February 2023
5.4	<b>Assessment methodology</b> Creation of unnecessary light pollution to rural areas and impact on Dark Skies Reserve of the South Downs National Park.	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> and <b>Appendix 7.7 (Technical Note Lighting Assessment of Gantry Signage) of the ES (6.3, APP-103)</b>	The efforts undertaken to minimise upward lighting in areas with a baseline of no lighting are acknowledged and accepted.  Winchester City Council welcomes the commitments in the <b>fiEMP (7.3, Rev 2)</b> , that lighting would be designed in consultation with the South Downs National Park Authority and in accordance with the <i>South Downs National Park Authority Dark Skies Technical Advice Note Version 2 (May 2021)</i> , which accompanies Policy SD8.	The methodology for the lighting design is agreed with Winchester City Council.	Agreed	31 May 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
5.5	<b>Baseline information</b> <b>Section 7.6 of Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> outlines the baseline conditions.	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	Winchester City Council agrees the baseline is suitable however additional precise sections have been requested as part of the Relevant Representation.	The baseline information has been agreed with Winchester City Council.	Agreed	15 February 2023
5.6	<b>Mitigation</b> <b>Section 7.8 of Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> outlines the embedded and essential mitigation, and enhancement.	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	Winchester City Council agrees with the principle of mitigation however full confirmation can be provided once more detailed sections and landscape proposals have been submitted (including planting plans). WCC have no further comments on the submitted information however wish to repeat that this refers to the areas within its jurisdiction. WCC defer to SDNPA officers for their views on mitigation within the National Park.	Information on the proposed and existing ground is detailed in a series of long sections in <b>Figure 2.8 (Scheme Long Sections) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 4 of 4)) of the ES (6.2, APP-064)</b> and these have been shared with Winchester City Council. This matter is now agreed with Winchester City Council.	Agreed	25 August 2023
5.7	<b>Mitigation</b> Landscape Strategy	<b>Design and Access Statement (7.9, APP-162)</b>	Winchester City Council is satisfied. WCC continues to seek a Design Code in association with the South Downs National Park Authority. It has been requested this is completed as a Requirement.	A landscape strategy forms part of the documentation prepared for the Application. This has been presented as part of the <b>Design and Access Statement (7.9, APP-162)</b> .	Agreed	21 March 2023
5.8	<b>Mitigation</b> Landscape and Ecological Management Plan	<b>Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102)</b>	Winchester City Council is satisfied.	<b>Appendix 7.6 (Outline Landscape and Ecological Management Plan) of the ES (6.3, APP-102)</b> was submitted with the DCO Application. The OLEMP commits that the Principal Contractor would be responsible for monitoring the establishment of new planting and seeding as set out below and in line with the detailed landscape scheme specification. They would also be responsible for replacing planting defects during the contracted 5-year establishment period, and any other management prescriptions that are scheduled to be undertaken during the establishment period. The Principal Contractor would appoint an appropriately experienced and qualified landscaping contractor. Beyond the establishment period, as the mitigation is within National Highways land ownership it is expected that the long-term management of the	Agreed	15 February 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
				plots would be undertaken by National Highways or their appointed maintenance agent.		
5.9	<b>Mitigation</b> Large scale mitigation	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	Winchester City Council agrees with the principle of mitigation however full confirmation can be provided once more detailed sections and landscape proposals have been submitted (including planting plans).  WCC have no further comments on the submitted information however wish to repeat that this refers to the areas within its jurisdiction. WCC defer to SDNPA officers for their views on mitigation within the National Park.	Embedded and essential mitigation is proposed in <b>Section 7.8 of Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> .  <b>Figure 2.3 (Environmental Masterplan) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1)</b> sets out the embedded and essential mitigation measures being proposed for the Scheme.  Information on the proposed and existing ground is detailed in a series of long sections in <b>Figure 2.8 (Scheme Long Sections) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1)</b> and these have been shared with Winchester City Council.  This matter is now agreed with Winchester City Council.	Agreed	25 August 2023
5.10	<b>Mitigation</b> <b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> considers the short and long term effects of installation and presence of new gantry mounted motorway signage.	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	3D visuals of the gantry signage should be submitted to assess short and long distance views.	These features have been considered as part of the LVIA. See <b>Figures 7.10.1 to 7.10.9 (Landscape and Visual : ZTV of the Scheme (gantries percentage visibility) of Chapter 7 (Landscape and Visual – Figures (Part 1 of 3)) of the ES (6.2, Rev 1)</b> .	Agreed	15 February 2023
5.11	<b>Mitigation</b> Changes to landform	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	Winchester City Council is satisfied on this issue.	<b>Figure 2.3 (Environmental Masterplan) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1)</b> and accompanying <b>Figure 2.8 (Scheme Long Sections) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 4 of 4)) of the ES (6.2, APP-064)</b> provide detail on the existing and proposed topography and how new features sit within the landscape.	Agreed	21 March 2023
5.12	<b>Residual effects and conclusions</b> <b>Section 7.9 of Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b> outlines the likely significant effects for construction and	<b>Chapter 7 (Landscape and Visual) of the ES (6.1, Rev 1)</b>	Currently unclear from landscape documents where construction compounds are proposed following revision – clarification required on this point.  Location now understood – no comment made on suitability as compounds are within SDNP.	The proposed compounds are shown in <b>Figure 2.1 (Preliminary Construction Plan) of Chapter 2 (The Scheme and its Surroundings – Figures (Part 1 of 4)) of the ES (6.2, APP-061)</b> and these have been shared with Winchester City Council.	Agreed	17 August 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	operation on landscape and visual receptors.					
<b>6. Chapter 8 Biodiversity</b>						
6.1	<b>Scope of Assessment</b> Section 8.4 of Chapter 8 (Biodiversity) of the ES (6.1, APP-049) outlines the scope of the assessment. The assessment covers the impacts upon biodiversity receptors during the construction and operation of the Scheme.	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Further information requests were made throughout the process which have been supplied by the applicant. The additional information addresses WCC concerns and no further comments are made.	National Highways considers that the baseline and the subsequent assessment of potential impacts and effects presented in the <b>Environmental Statement (ES) (6.1-6.3, APP-042 – APP153)</b> is considered valid. Baseline surveys have continued to be updated to ensure that data remains current and is sufficient to inform the ongoing design development, mitigation strategies, and licencing (where required). Since publication of the <b>Environmental Statement (ES) (6.1-6.3, APP-042-APP-153)</b> the following update surveys have been undertaken: <ul style="list-style-type: none"> <li>▪ Dormice survey 2022</li> <li>▪ Bat tree surveys (ground level assessments and aerial inspections) 2022</li> <li>▪ Reptile surveys during spring 2023</li> <li>▪ Breeding bird surveys during 2023</li> </ul> The results of these surveys show that there have been no substantive changes to the baseline presented in the <b>Environmental Statement (ES) (6.1-6.3, APP-042 – APP-153)</b> .	Agreed	9 November 2023
6.2	<b>Scope of Assessment</b> Bat surveys	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Bat trapping surveys were undertaken in 2020 and 2021. Bat transect survey data is over 5 years old. Further surveys are required on trees with bat roost potential as the presence/likely absence of roosts remains unknown.	Bat trapping surveys are reported in <b>Appendix 8.1q (Bat trapping surveys 2021)</b> of the <b>ES (6.3, APP-120)</b> . Survey work during 2020 and 2021 confirmed that this area is not used by high numbers of bats and higher levels of bat activity in this area may be sporadically encountered.	Agreed	11 August 2023
6.3	<b>Scope of Assessment</b> Dormouse data	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	The applicant has provided WCC with the latest surveys and provided further confirmation that the carrying capacity will be increased in the receptor sites prior to translocation and persuasion clearance. This addresses WCC concerns.	Dormouse data has been supplemented with habitat appraisals in 2020 and desk study data. Based on current evidence, dormouse have been assumed present in all suitable habitat. Natural England has been consulted on this approach and are broadly in agreement with the outline mitigation strategy. Dormouse surveys have been updated in 2022 to inform a draft licence application, and Natural	Agreed	9 November 2023



Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
				England's comments were shared with Winchester City Council on 19 April 2023.		
6.4	<b>Scope of Assessment</b> Bird surveys	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	A survey was undertaken in June and July 2017. This level of survey effort is considered inadequate and is unlikely to provide a robust level of information on the diversity of either breeding or non-breeding bird species using the survey area. Further bird surveys are required in accordance with current bird survey guidelines. WCC have reviewed updates surveys and are satisfied.	Baseline breeding bird surveys undertaken in 2017 have been supplemented with habitat appraisals in 2020 and 2022, and desk study data, which indicate there have been no substantive changes to habitats which might affect the species assemblage. As such the baseline presented in <b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b> is considered sufficient to inform the assessment of potential effects.  Update bird surveys have been undertaken during spring 2023 to inform the detail of any required construction mitigation. These surveys, which have been undertaken in line with current bird survey guidelines, have demonstrated that the baseline presented in <b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b> is accurate.  A breeding bird survey report undertaken in July 2023 was shared with Winchester City Council on 8 August 2023. Winchester City Council are reviewing this information.	Agreed	6 November 2023
6.5	<b>Scope of Assessment</b> Reptile surveys	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Reptile survey data is over 5 years old.	Baseline reptile surveys undertaken in 2017 have been supplemented with habitat appraisals in 2020 and 2022, and desk study data, which indicate there have been no substantive changes to habitats which might affect the species assemblage. As such the baseline presented in <b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b> is considered sufficient to inform the assessment of potential effects.  To inform construction phase mitigation, a commitment has been made in <b>Table 3.2 Record of Environmental Actions and Commitments (REAC) of the fiEMP (7.3, Rev 2)</b> to update surveys where required prior to construction, and to prepare a Reptile Mitigation Strategy to ensure reptiles are safeguarded during construction and operation.	Agreed	11 August 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
				An update reptile study undertaken in July 2023 was shared with Winchester City Council on 8 August 2023.		
6.6	<b>Scope of Assessment</b> Badger surveys	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Badger Survey Report 2017 identified 'Sett 4' north of the redline boundary (near artificial set location 2) as a main Sett. This Sett is not included in any of the subsequent surveys, clarification is required as to why this Sett was scoped out.	The woodland containing 'Sett 4' from the 2017 badger survey report was included within the 2021 survey area. The badger surveyors have confirmed no badger setts were present during the survey in 2021. As such it seems badgers moved out of this area in the intervening 4 years. In addition, further surveys of this area are being undertaken during 2023 and 2024 prior to closure of the main active sett on site in preparation for establishing new badger habitat including setts.	Agreed	17 August 2023
6.7	<b>Scope of Assessment</b> Terrestrial invertebrate surveys	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049) and Appendix 8.1o (Terrestrial invertebrate survey and southern damselfly habitat assessment) of the ES (6.3, APP-118)</b>	Winchester City Council agree that surveys during 2020 identified twelve notable species largely associated with the flower rich grasslands within the motorway roundabout. The surveys informed the ES.	Terrestrial invertebrate surveys are reported in <b>Appendix 8.1o (Terrestrial invertebrate survey and southern damselfly habitat assessment)</b> of the <b>ES (6.3, APP-118)</b> . The results have been used to inform the assessment of potential impacts to biodiversity receptors presented in <b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b> , and the design of mitigation measures proposed.	Agreed	20 March 2023
6.8	<b>Scope of Assessment</b> Biodiversity Net Gain assessment.	<b>Appendix 8.2 (Biodiversity Net Gain Assessment Report) of the ES (6.3, APP-131)</b>	Appendix 8.2 (Biodiversity Net Gain Assessment Report) shows that the scheme would result in a predicted net gain in biodiversity (+4.14%) and in hedgerow units (+3.60%). Winchester City Council supports the commitment to provide chalk grassland, which is of local significance, rather than another type of grassland which is considered easier to create and would score more highly on the metric.	<b>Appendix 8.2 (Biodiversity Net Gain Assessment Report)</b> of the <b>ES (6.3, APP-131)</b> presents the results of a biodiversity metric calculation using Defra 3.1 which assesses the predicted habitat losses and gains.	Agreed	20 March 2023
6.9	<b>Scope of Assessment</b> At the 2021 statutory consultation, a deposition area was proposed adjacent to a recreation field at Chilcomb. Hedgerow removal was proposed.	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Concern over the impacts on biodiversity connectivity due to hedgerow removal at southern deposition area.	The southern spoil area has been removed from the Scheme.	Agreed	19 April 2022

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
6.10	<b>Assessment methodology</b> <b>Section 8.4 of Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b> outlines the methodology of the assessment. The assessment outlines the desk study and field surveys undertaken.	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Winchester City Council agrees with the assessment methodology.	The assessment methodology has been agreed with Winchester City Council.	Agreed	20 March 2023
6.11	<b>Baseline information</b> The methodologies adopted to undertake the data gathering and the results are outlined within <b>Appendices 8.1a – 8.1y of the ES (6.3, APP-104 -APP-128).</b> <b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049), Section 8.6</b> outlines the existing baseline and future baseline scenario and describes European designations, other statutory designations, non-statutory designations, habitats and species.	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Winchester City Council agrees with the baseline provided in the report and the anticipated future baseline.	The baseline information has been agreed with Winchester City Council.	Agreed	20 March 2023
6.12	<b>Mitigation</b> <b>Section 8.8 of Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b> outlines embedded and essential mitigation proposed to be implemented to reduce environmental effects. Dormouse mitigation	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Whilst certain elements are agreed, further clarification is required on certain points including individual habitat mitigation (outlined individually below).  The applicant has provided WCC with the latest surveys and provided further confirmation that the carrying capacity will be increased in the receptor sites prior to translocation and persuasion clearance. This addresses WCC concerns.	National Highways has shared draft details of phasing of vegetation clearance during construction, and information on methods and timings for the dormouse licence.	Agreed	9 November 2023
6.13	<b>Mitigation</b> Hedgerow removal	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Winchester City Council agrees that Hedgerows which cannot be retained, including a section along Easton Lane, will be replaced or translocated where possible.	To ensure the ecological baseline is suitable to inform the detail of required mitigation measures at construction phase, baseline ecological surveys would be updated prior to construction. Where hedgerows cannot be retained, either during construction or following landscaping activities, these would be replaced or translocated where possible.	Agreed	20 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
6.14	<b>Mitigation</b> Bat bridges and green bridges	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049) and Figure 2.3 of (Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1)</b>	Winchester City Council agrees that the new areas of habitat (including woodland, scrub, chalk grassland) within the landscape design have been located to maintain and enhance connectivity for wildlife (including bats and dormice) within the Scheme and wider landscape during operation. Figure 2.3 (Environmental Masterplan) of the ES.	The landscape design includes provision of habitats located to link to existing areas of high-quality bat foraging habitat. The Scheme will increase the area of foraging resource for bats. Assessment work concludes further improvements aren't required. In addition, research indicates bats do not typically use bat bridges. Enhancements are reported in <b>Section 8.8 of Chapter 8 (Biodiversity) of the ES (6.1, APP-049).</b>	Agreed	20 March 2023
6.15	<b>Mitigation</b> Badger	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Clarification required on whether crossing points will be maintained.	Badger setts will be closed under a class license of a specialist. Confidential Technical Note HE551511-VFK-EAC-XXXX_XX-SP-LE-53010 that sets out the strategy for moving badgers from the main sett on site to the proposed new artificial sett was shared with Winchester City Council on 19 April 2023.	Agreed	11 August 2023
6.16	<b>Mitigation</b> Reptiles	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049) and the first iteration Environmental Management Plan (7.3, Rev 4)</b>	Translocation, destructive search and habitat manipulation methodologies are detailed but the precise mitigation strategy will be finalised as part of the siEMP. Clarification required on which areas will be retained and protected for reptiles as receptor sites.  Updated surveys have been provided so WCC are satisfied this has been reviewed and mitigation is appropriate.  Requirement 3 provides sufficient opportunity for WCC to review finalized mitigation plans.	Potential receptor sites exist within the Application Boundary such as verges of the M3, farmland between the A33 and A34, and the farmland east of the M3. Reptile mitigation measures (hibernacula) are shown on <b>Figure 2.3 of Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4)) of the ES (6.2, Rev 1).</b>  A Reptile Mitigation Strategy Essay Plan was included at Appendix K of the <b>fiEMP (7.3, Rev 4)</b> , submitted at Deadline 2. The purpose of this essay plan is to provide a framework on which a detailed Reptile Mitigation Strategy can be developed through future iterations. Entry <b>B13 in table 3.2 (Record of Environmental Actions and Commitments (REAC)) of the fiEMP (7.3, Rev 5)</b> commits to producing a Reptile Mitigation Strategy.	Agreed	1 November 2023
6.17	<b>Mitigation</b> Dormouse licence	<b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b>	Concern over suitable mitigation and whether an EPS license will be granted. Draft mitigation and compensation strategy required.  WCC have discussed this matter further with the applicant and no further concerns are raised.	National Highways has shared with Winchester City Council information about the draft dormouse licence being undertaken with Natural England. This includes draft details of phasing of vegetation clearance during construction, and information on methods and timings for the dormouse licence.  National Highways met with Natural England on 24 August 2023. Natural England indicated that they	Agreed	9 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
				<p>were satisfied with the draft licence application for dormice and should be in a position to issue a 'Letter of No Impediment'. However, following further review with different advisors, on 15 September and 9 October Natural England provided additional comments and requested further information to support the mitigation strategy set out in the draft dormouse licence application.</p> <p>National Highways met with Natural England on 18 October 2023 to discuss these comments, and on 19 October National Highways responded in writing to Natural England, providing responses to each of the comments and additional supporting information where requested.</p> <p>It is National Highways' view that Natural England has all the information it requires to be in a position to issue a 'Letter of No Impediment' to the DCO Examination, in respect of the draft dormouse licence application, before Deadline 8.</p>		
6.18	<p><b>Mitigation</b> Red list plants</p>	<p><b>Chapter 8 (Biodiversity) of the ES (6.1, APP-049)</b></p>	<p>Concern that mitigation does not include translocation of red list plants or turf from the flower-rich grasslands within the motorway roundabout and to the east of the motorway roundabout.</p> <p>The loss of these red list plants is a concern because their continued existence is threatened and therefore to have due regard for biodiversity in accordance with the NPPF and Policy CP16, these species should be retained or translocated where possible. The City Council Ecologists questions whether there are truly no suitable receptor sites due to the construction phasing.</p> <p>However, the loss of these plants is intrinsically linked to the loss of the grassland habitats they are associated with. The proposal to create 8ha of new chalk grassland is considered sufficient to compensate for the loss of the existing grassland and therefore to some extent the loss of these plants.</p>	<p>This issue was discussed with Winchester City Council during a meeting on 9 February 2023. National Highways explained that translocation of flower rich chalk grassland habitats from the motorway roundabout or those to the east of the roundabout was not possible as a suitable receptor site would not be available at the time impacts were incurred. However, the loss of these small areas of habitat will be readily compensated through provision of over 9 ha of flower rich chalk grassland east of the M3, which will provide a significant increase in chalk grassland across the site. This will be created using suitable seed mixes of local provenance and managed in the long term for biodiversity benefit. The provision of extensive areas of flower rich chalk grassland will provide new habitats which are more varied and extensive in area than existing habitats to be lost.</p>	<p><b>Agreed</b></p>	<p>8 November 2023</p>

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
6.19	<b>Residual effects and conclusions</b> <b>Section 8.9 of Chapter 8 (Biodiversity)</b> of the <b>ES (6.1, APP-049)</b> outlines the residual effects of the Scheme following the implementation of mitigation.	<b>Chapter 8 (Biodiversity)</b> of the <b>ES (6.1, APP-049)</b>	Various residual adverse effects were identified to biodiversity receptors in the Environmental Statement but with the proposed mitigation measures these are not considered significant. Winchester City Council agrees with this conclusion.	The residual effects and conclusions are agreed with Winchester City Council.	Agreed	20 March 2023
<b>7. Chapter 9 Geology and Soils</b>						
7.1	<b>Scope of Assessment</b> <b>Section 9.4 of Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b> outlines the scope of the assessment. The assessment looks at the impacts upon geology, soils, contamination and the build environment during both the construction and operation of the Scheme.	<b>Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b>	Winchester City Council is satisfied all matters relating to Chapter 9 items have now been covered to our satisfaction within the Environmental Statement.	The scope of the assessment has been agreed with Winchester City Council.	Agreed	20 March 2023
7.2	<b>Scope of Assessment</b> There is a former petrol station situated on the A33.	<b>Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b>	Winchester City Council is satisfied all matters relating to Chapter 9 items have now been covered to our satisfaction within the Environmental Statement.	Winchester City Council provided information about these sites. Records show that subsequent remediation or removal was undertaken. Historic land use is investigated in <b>Section 9.6 of Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b> .	Agreed	18 January 2023
7.3	<b>Assessment methodology</b> The sensitivity of receptors has been determined in accordance with guidance and criteria provided in DMRB LA 109 Geology and soils (National Highways, 2019) and LA 113 Road Drainage and the Water Environment (National Highways, 2020).	<b>Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b>	Winchester City Council is satisfied all matters relating to Chapter 9 items have now been covered to our satisfaction within the Environmental Statement.	The assessment methodology has been agreed with Winchester City Council.	Agreed	20 March 2023
7.4	<b>Baseline information</b> <b>Section 9.6 of Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b> outlines the baseline conditions.	<b>Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b>	Winchester City Council is satisfied all matters relating to Chapter 9 items have now been covered to our satisfaction within the Environmental Statement.	The baseline information has been agreed with Winchester City Council.	Agreed	20 March 2023
7.5	<b>Mitigation</b> <b>Section 9.8 of Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b>	<b>Chapter 9 (Geology and Soils)</b> of the <b>ES (6.1, APP-050)</b>	Winchester City Council is satisfied all matters relating to Chapter 9 items have now been	The mitigation has been agreed with Winchester City Council.	Agreed	20 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	outlines the embedded and essential mitigation, and enhancement.		covered to our satisfaction within the Environmental Statement.			
7.6	<b>Mitigation</b> The proposed Scheme will generate waste soil.	<b>Chapter 9 (Geology and Soils) of the ES (6.1, APP-050) and the fiEMP (7.3, Rev 2)</b>	Winchester City Council is satisfied all matters relating to Chapter 9 items have now been covered to our satisfaction within the Environmental Statement.	A draft Soil Management Plan is appended to the <b>fiEMP (7.3, Rev 2)</b> . Any soils that do not meet chemical acceptability criteria for reuse on site would be treated or disposed of to a suitable licenced facility.	Agreed	12 April 2023
7.7	<b>Residual effects and conclusions Section 9.9 of Chapter 9 (Geology and Soils) of the ES (6.1, APP-050)</b> presents the assessment of likely significant effects for construction and operation on geology and soils, taking into account the potential impacts to each receptor following the implementation of embedded and essential mitigation measures to determine the significant of the residual effects.	<b>Chapter 9 (Geology and Soils) of the ES (6.1, APP-050)</b>	Winchester City Council is satisfied all matters relating to Chapter 9 items have now been covered to our satisfaction within the Environmental Statement.	The residual effects and conclusions have been agreed with Winchester City Council.	Agreed	20 March 2023
<b>8. Chapter 11 Noise and Vibration</b>						
8.1	<b>Scope of Assessment Paragraph 11.4.1 of Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b> outlines the scope of the assessment. The assessment looks at the impacts upon construction and demolition noise and vibration and operational noise.	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b>	Agreed in principle subject to further information requested in individual issues below.	The scope of the assessment has been agreed with Winchester City Council.	Agreed	27 March 2023
8.2	<b>Scope of assessment</b> Further assessment on alternative routes during construction	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b>	Winchester City Council Environmental Health Officer maintains concern on the suitability of diversion routes, particularly when they are used for more than 24 hours.  At ISH2 it was confirmed that discussions will be held between the Highway Authority and applicant concerning advanced positioning of signs and general methods to ensure compliance with diversion routes.  The Outline Traffic Management Plan has been reviewed with the Highway Authority and it is	National Highways has consulted on the <b>Outline Traffic Management Plan (7.8, Rev 2)</b> to the satisfaction of Hampshire County Council as local highway authority.	Agreed	1 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			<p>noted that the Highway Authority have further opportunity for review during detailed design stage to ensure that the routes remain appropriate and the correct amount of advanced noticed and signage is used to ensure that alternative routes (not official diversions) are not used.</p> <p>WCC will continue to liaise with the Highway Authority on this point during their discussions with the Applicant.</p> <p>WCC expect the applicant to maintain a dialogue with the relevant planning authority so that in the event of continued noise and vibration disturbance, measures will be taken to mitigate the impact.</p>			
8.3	<b>Assessment methodology</b> <b>Section 11.4 of Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b> outlines the assessment methodology. The assessment has been undertaken in accordance with DMRB LA 111 Noise and vibration (National Highways, 2020), with thresholds determined in accordance with British Standard 5228 Code of practice for noise and vibration control on construction and open sites Part 1: Noise (BS 5228-1) (BSI, 2009a).	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b>	<p>Winchester City Council is satisfied with assessment methodology.</p> <p>WCC expect the applicant to maintain a dialogue with the relevant planning authority so that in the event of continued noise and vibration disturbance, measures will be taken to mitigate the impact.</p>	The methodology of the assessment has been agreed with Winchester City Council.	Agreed	27 March 2023
8.4	<b>Assessment methodology</b> Operational noise on sensitive receptors.	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b>	This has been covered to Winchester City Council's satisfaction in the Environmental Statement and supporting technical documents.	Operational noise changes are outlined in <b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b> . Noise impacts less than 3dB have also been reported. It is predicted that the majority of dwellings anticipated to experience a noise increase are as an indirect result of the Scheme due to an increase in traffic flow and are located along Easton Lane. The highest modelled noise increase at these receptors is 2.1dB (minor adverse).	Agreed	27 March 2023
8.5	<b>Baseline information</b> <b>Section 11.6 Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b>	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b>	This has been covered to Winchester City Council's satisfaction in the Environmental Statement and supporting technical documents.	The baseline information has been agreed with Winchester City Council.	Agreed	27 March 2023



Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	sets out the baseline conditions. An acoustic model has been created from baseline (2015) traffic data. Environmental sound surveys carried out in July 2019 and January-February 2021 to validate the noise model.					
8.6	<b>Mitigation</b> <b>Section 11.8 of Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052)</b> outlines the embedded and essential mitigation to reduce noise impacts associated with the construction and operation of the Scheme.	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052) and the fiEMP (7.3, Rev 4)</b>	<p>The fiEMP and lack on information on proposed Section 61 Code of Pollution Act (COPA) 1974 approval (as proposed in draft DCO) means this element cannot be agreed as it is not adequately covered for the construction phase at this stage.</p> <p>An Outline Noise and Vibration Management Plan has been provided and WCC are satisfied with this document.</p> <p>WCC also note the addition of Action NV20 (REAC Table, fiEMP) which is supported.</p> <p>WCC are satisfied matters of remaining detail can be agreed with the main contractor prior to the finalisation of the 2<sup>nd</sup> iteration of the EMP.</p>	<p>A Noise and Vibration Management Plan (NVMP) will be prepared during detailed design and will be appended to the second iteration Environmental Management Plan (siEMP). The NVMP will outline how construction noise and vibration will be managed (and monitored) throughout the construction of the Scheme including any noise limits agreed with the Winchester City Council Environmental Health Officer (EHO).</p> <p>Following ISH2, National Highways is preparing an Outline NVMP which will be submitted at Deadline 4. See <b>Appendix L of the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 4)</b>. Please refer to National Highways response to <b>ExQ2 13.2.5</b> within the <b>Applicant Response to the Examining Authority's Second Written Questions (ExQ2) (8.17, REP5-026)</b> on how construction monitoring will be undertaken.</p>	Agreed	1 November 2023
8.7	<b>Mitigation</b> Diversion routes	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052) and the fiEMP (7.3, Rev 4)</b> .	<p>Although this has been covered in Environmental Statement - the air quality and noise impacts assume indicative diversion routes are used that in reality do not seem to realistic to likely resultant patterns at such times.</p> <p>At ISH2 it was confirmed that discussions will be held between the Highway Authority and applicant concerning advanced positioning of signs and general methods to ensure compliance with diversion routes.</p> <p>The Outline Traffic Management Plan has been reviewed with the Highway Authority and it is noted that the Highway Authority have further opportunity for review during detailed design stage to ensure that the routes remain appropriate and the correct amount of advanced noticed and</p>	<p>Diversion routes have been assessed as part of the EIA, in-line with guidance provided within DMRB LA 111 Noise and vibration (National Highways, 2020).</p> <p>Engagement with Winchester City Council is ongoing with respect to diversion routes. National Highways has discussed minor changes made to the <b>Outline Traffic Management Plan (7.8, Rev 2)</b> at Deadline 5 and expect that changes made resolve Hampshire County Council queries.</p>	Agreed	1 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			<p>signage is used to ensure that alternative routes (not official diversions) are not used.</p> <p>WCC will continue to liaise with the Highway Authority to discuss the implications.</p> <p>WCC expect the applicant to maintain a dialogue with the relevant planning authority so that in the event of continued noise and vibration disturbance, measures will be taken to mitigate the impact.</p>			
8.8	<b>Mitigation</b> Working hours	<b>Chapter 2 (The Scheme and its surroundings) of the ES (6.1, APP-043) and the first iteration Environmental Management Plan (fiEMP) (7.3, Rev 6)</b>	<p>Agreed in principle (including core working hours). The missing detail within the fiEMP and lack of information on proposed Section 61 COPA approval (as proposed in draft DCO) means issue cannot be fully agreed until this matter has been fully covered for the construction phase at this stage.</p> <p>In agreement with over-arching hours however at ISH2 request made for greater understanding of the likelihood of exceptions and work required.</p> <p>Further information has been supplied by the Applicant. WCC have no specific concerns as this is as expected however it emphasises the need to ensure such matters are comprehensively identified within the Noise and Vibration Management Plan. In addition, these matters will need to be fully assessed with any section 61 Control of Pollution Act 74 prior consent application.</p> <p>An Outline Noise and Vibration Management Plan has been provided and WCC are satisfied with this document. WCC also note the addition of Action NV20 (REAC Table, fiEMP) which is supported.</p> <p>WCC are satisfied matters of remaining detail can be agreed with the main contractor prior to the finalisation of the 2<sup>nd</sup> iteration of the EMP.</p>	<p>The core working hours as proposed by National Highways hours are Monday – Friday 7am – 7pm, with work on Saturday taking place from 7am – 1pm, with no working on a Sunday.</p> <p>Please refer to National Highways response to <b>ExQ2 9.2.13</b> within the <b>Applicant Response to the Examining Authority's Second Written Questions (ExQ2) (8.17, REP5-026)</b> for clarification on the likelihood and frequency of working hour exceptions.</p> <p>A Section 61 application under Control of Pollution Act 1974 for the works would be made (prior consent for work on construction sites) and agreed with the Winchester City Council, and further controlled through the Noise and Vibration Management Plan secured by the <b>fiEMP (7.3, Rev 6)</b>.</p>	Agreed	1 November 2023
8.9	<b>Residual effects and conclusions Section 11.9 of Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052) determines the significance of the residual effects of the Scheme on each receptor following the</b>	<b>Chapter 11 (Noise and Vibration) of the ES (6.1, APP-052), first iteration Environmental</b>	<p>Further information on how it has been concluded that the identified impacts will be mitigate by the embedded mitigation is requested. Environmental Statement states that this will be the case without providing a coherent referenced justification.</p>	<p>At Deadline 4, National Highways submitted an Outline Noise and Vibration Management Plan <b>Appendix L</b> of the <b>first iteration Environmental Management Plan (fiEMP) (7.3, Rev 6)</b> which sets out how construction noise and vibration will be managed and monitored during construction of</p>	Agreed	1 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	implementation of embedded mitigation measures (but not essential mitigation).	<b>Management Plan (fiEMP) (7.3, Rev 6)</b>	An Outline Noise and Vibration Management Plan has been provided and WCC are satisfied with this document. WCC also note the addition of Action NV20 (REAC Table, fiEMP) which is supported.  WCC are satisfied matters of remaining detail can be agreed with the main contractor prior to the finalisation of the 2 <sup>nd</sup> iteration of the EMP.	the Scheme. The second iteration Environmental Management Plan (siEMP) is secured through <b>Requirement 3</b> of the <b>draft Development Consent Order (3.1, Rev 4)</b> .  At Deadline 6, National Highways added entry <b>NV20 to table 3.2</b> (Record of Environmental Actions and Commitments (REAC)) of the <b>fiEMP (7.3, Rev 6)</b> commits to producing a post-construction validation report to ensure noise mitigation is appropriate and satisfactory.		
<b>9. Chapter 12 Population and Human Health</b>						
9.1	<b>Scope of Assessment</b> <b>Paragraph 12.4 of Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> outlines the scope of the assessment. The assessment outlines the impacts on land use and accessibility during construction and operation of the Scheme.	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	Winchester City Council agree with the scope of the assessment.	The scope of the assessment has been agreed with Winchester City Council.	Agreed	27 March 2023
9.2	<b>Assessment methodology</b> <b>Section 12.4 of Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> outlines the assessment methodology. The assessment has been carried out in accordance with DMRB LA112 Population and human health (National Highways, 2020).	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	Winchester City Council is satisfied with the assessment methodology and notes the over-lap with other specialist topic such as Air Quality. Feedback has been provided within these specialist sections on their individual assessment methodology.	The assessment methodology has been agreed with Winchester City Council.	Agreed	27 March 2023
9.3	<b>Baseline information</b> <b>Section 12.6 of Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> sets out the baseline conditions for land use and accessibility, agricultural land holdings and health.	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	Winchester City Council is satisfied the baseline is suitable to base the assessment.	The baseline information has been agreed with Winchester City Council.	Agreed	27 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
9.4	<b>Mitigation</b> <b>Section 12.8 of Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> outlines the embedded and essential mitigation.	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	Winchester City Council is satisfied section 12.8 sufficiently covers mitigation and further information is provided in sections below.	The mitigation has been agreed with Winchester City Council.	Agreed	27 March 2023
9.5	<b>Mitigation</b> The Easton Lane to Kings Worthy footway is restricted to pedestrians only.	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	The route to Kings Worthy is now a combined walking and cycling route.	The combined walking and cycling route to Kings Worthy is agreed with Winchester City Council.	Agreed	27 March 2023
9.6	<b>Mitigation</b> There will be diversions of current walking and cycling routes during the construction phase of the Scheme.	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> and the <b>Outline Traffic Management Plan (OTMP) (7.8, Rev 1)</b>	Consultation with relevant parties is noted and Hampshire Countryside Services must be satisfied with any diversion or temporary closure. The measures outlined in <b>Table 3.1</b> of the <b>OTMP (7.8, Rev 1)</b> are supported – in particular the requirement for advanced publicity of any closures and diversion routes alongside clear signage.	Suitable diversions during construction are proposed which have been shared with local ramblers' groups and Winchester City Council. These routes are shown on <b>Figure 2.6 (Temporary diversion of walking, cycling and horse-riding routes)</b> of <b>Chapter 2 (The Scheme and its Surroundings – Figures (Part 3 of 4))</b> of the <b>ES (6.2, APP-063)</b> and assessed in <b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> . Public Right of Way (PRoW) routes will be diverted for approximately 18 months during construction.	Agreed	31 May 2023
9.7	<b>Mitigation</b> Employment and Skills Plan	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	Winchester County Council seek an Employment and Skills Plan (ESP). This will secure opportunities to promote apprenticeships, the use of local firms as sub-contractors and to promote wider career opportunities and educational/learning roles from the scheme. The ESP should be secured as part of any consent.	A Tier 1 contractor is likely to be appointed for the construction of the Scheme. It is expected that there would be a degree of sub-contracting, providing the opportunity for local employment. The Employment and Skills Plan (ESP) will be developed in detailed design stage and updated as our understanding of the projects sub-contractor requirements are understood and translated into opportunities in the area. National Highways will work with local organisations to ensure that the ESP is relevant and welcome Winchester City Council's input.	Agreed	27 March 2023
9.8	<b>Mitigation</b> The junction as it stands is a barrier to non-motorised modes of transports and it is vital this opportunity is used to improve the connectivity between the city, outer villages and the wider countryside of the National Park	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	The routes have been revised to the satisfaction of Winchester City Council however further details on surface treatment is requested. WCC expect to see specification details including surface treatment within the Design Code secured by a Requirement.	The routes have been revised. The route to the east of the M3 between Easton Lane and Long Walk has been amended to include provision for horse riders. A combined user path through the junction gyratory is proposed to connect the National Cycle Network Route 23 which is currently severed by the current junction layout.	Agreed	27 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	beyond using a wider range of transport options.					
9.9	<b>Mitigation</b> The Easton Lane to Kings Worthy route is restricted to pedestrians only.	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> and <b>Figure 2.4 (Existing and new walking, cycling and horse-riding routes)</b> of <b>Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4))</b> of the <b>ES (6.2, Rev 1)</b>	The route is now a combined walking and cycling route which is to the satisfaction of Winchester City Council, WCC expect to see this detail within the Design Code secured by a Requirement.	The route to Kings Worthy is now a combined walking and cycling route, see <b>Figure 2.4 (Existing and new walking, cycling and horse-riding routes)</b> of <b>Chapter 2 (The Scheme and its Surroundings – Figures (Part 2 of 4))</b> of the <b>ES (6.2, Rev 1)</b> .	Agreed	27 March 2023
9.10	<b>Residual effects and conclusions</b> <b>Section 12.9 of Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b> presents the assessment of likely significant effects for construction and operation on population and human health.	<b>Chapter 12 (Population and Human Health)</b> of the <b>ES (6.1, APP-053)</b>	Winchester City Council is satisfied the impact assessment and conclusions are appropriate and comments have been made on specialist topics which have been cross-referenced in other sections of the SoCG.	The residual effects and conclusions have been agreed with Winchester City Council.	Agreed	27 March 2023
<b>10. Chapter 14 Climate</b>						
10.1	<b>Scope of assessment</b> <b>Section 14.5 and Section 14.12 of Chapter 14 (Climate)</b> of the <b>ES (6.1, Rev 2)</b> outlines the scope of the assessment. The assessment covers the impact of the Scheme on climate change and the vulnerability of the Scheme to climate change. Climate impact consideration	<b>Chapter 14 (Climate)</b> of the <b>ES (6.1, Rev 2)</b>	Winchester City Council declared a climate change emergency in 2019. The City Council expect climate impact to be a key consideration. Although it is acknowledged in Chapter 14, we do not believe that the solution proposed addresses the need to avoid an overall increase in emissions over the 'do nothing' scenario. The council considers the increase in emissions of 160,624,500 tCO <sub>2</sub> e over the 60 year lifespan as Significant. The scheme must be designed to be carbon neutral as a minimum to meet both the council's policies but also those of the Climate Change Act 2008.	The Climate Emergency, declared by Winchester City Council, is acknowledged in <b>Chapter 14 (Climate)</b> of the <b>ES (6.1, Rev 2)</b> . The Applicant has responded on the assessment of significance in <b>RR-096</b> within the <b>Applicant Responses to Relevant Representations (8.2, REP1-031)</b> . As noted in the Applicants response to <b>RR102b</b> contained within the <b>Applicant's Response to Relevant Representations (8.2, REP1-031)</b> , there is no legal requirement for road transport or this Scheme to become net zero. National Highways' position is stated in response to <b>ExAQ3 6.3.1 and 6.3.4</b> of the <b>Applicant Response to Examining Authority's Third Written Questions (ExQ3) (8.22, REP6-023)</b> .	Not Agreed	1 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			WCC have provided the latest response on this issue during ExAQ3. WCC have reviewed and note the applicant's responses provided at ExAQ3.			
10.2	<p><b>Assessment methodology</b> <b>Section 14.5 and Section 14.12 of Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> outlines the assessment methodology. The methodology used for assessing climate is DMRB LA114 Climate (National Highways, 2021). There are no calculations or assessments of the operation end user emissions beyond the opening year. Furthermore, there is no calculation and assessment of carbon emissions associated with the 3- year construction phase of the proposed scheme.</p>	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b>	<p>Winchester City Council need to understand the longer-term effects and assess how this will impact on the district-wide carbon neutrality targets.</p> <p>The calculations presented suggest an increase in emissions of 160,624,500 tCO<sub>2</sub>e over the 60 lifetime of the scheme.</p> <p>Winchester City Council accept the assessment methodology but cannot accept the increase in emissions that we consider significant. The scheme must be redesigned to be carbon neutral as a minimum, if necessary using mitigation or offsetting to achieve this.</p>	<p>Greenhouse gas emissions from construction have been calculated using the Defra Emissions Factor Toolkit. Operation emissions for modelled opening year (2027), design year (2042) and total over the assumed 60-year operational period (2027 – 2087) have been investigated. <b>Table 14-10 in Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> provides the calculated construction greenhouse gas emissions for the Scheme.</p> <p>The Applicant has responded on the assessment of significance in <b>RR-096</b> within the <b>Applicant Responses to Relevant Representations (8.2, REP1-031)</b>.</p> <p>As noted in the Applicants response to <b>RR-102b</b> contained within the <b>Applicant Responses to Relevant Representations (8.2, REP1-031)</b>, there is no legal requirement for road transport or this Scheme to become net zero.</p>	<b>Not Agreed</b>	1 November 2023
10.3	<p><b>Assessment methodology</b> Further detail required on the description of methods/evidence used to identify and assess the GHG emissions (in line with Article 6 of Schedule 4).</p>	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b>	Winchester City Council welcomes the detail on the assessment methodology, however detail is missing on the mitigation and offsetting for the scheme which we would like to see in place, and this should be added.	The method is described to some extent in the 2021 PEIR and 2020 Scoping Report and confirms that the assessment follows DMRB methodology for calculating emissions, although more detail is provided in the ES. Emissions from purchased materials, waste, construction processes and operational energy have been calculated using the National Highways Carbon Tool. Emissions from land use change and carbon sequestration have been calculated using Natural England carbon stock factors (Natural England, 2012 and Natural England, 2021). Emissions from transport (for both construction and operation stages) have been calculated using Defra's Emissions Factor Toolkit (EFT). The limitations of each method, along with any assumptions made on project information used within the assessment is set out in <b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> .	<b>Not Agreed</b>	1 November 2023
10.4	<b>Baseline information</b>	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b>	Further baseline information has been provided during the hearings and in written responses from	National Highways' position regarding study areas is outlined in response to <b>ExAQ3 6.3.1</b> of the	<b>Not Agreed</b>	1 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	<b>Section 14.7 and Section 14.14 of Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> outlines the baseline conditions. It defines the existing greenhouse gas emissions at a national (UK), sector (transport) and regional (south-east England) level, as well as outlining the baseline GHG emissions of land within the Scheme's Application Boundary.		the applicant. However in relation to emissions arising from the scheme, more information to incorporate baseline for walking/cycling mitigations is requested, as this is the mitigation put forward.	<b>Applicant Response to Examining Authority's Third Written Questions (ExQ3) (8.22, REP6-023).</b>		
10.5	<b>Mitigation</b> <b>Section 14.9 and Section 14.16 of Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> outlines the embedded mitigation in construction and operation. Emissions are mitigated by applying the carbon reduction hierarchy set out in DMRB LA114 Climate (National Highways, 2021). This hierarchy follows avoid / prevent, reduce, and remediate.	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2), first iteration Environmental Management Plan (7.3, Rev 5)</b>	<p>National Highways is following a hierarchy of avoid / prevent, reduce, and remediate, broadly similar to the 'prevent, reduce, mitigate, offset' hierarchy now commonly used. The mitigation proposed is walking and cycling lanes, however emissions reduction impact of these is not quantified and these routes are not along the main M3/A34 routes but local traffic and therefore are unlikely to match the proposed annual increase in emissions caused. An attempt at quantifying the modal shift from car transport to walking cycling should be attempted.</p> <p>It does not seem that the 'prevent, reduce' or 'offset' options have been considered for the M3/A34 traffic.</p> <p>A realistic mitigation or offsetting option put forward to ensure the scheme is carbon neutral. This should be a reliable and robust offsetting or mitigation choice with sufficient longevity to match the lifetime of the scheme.</p> <p>An increase of 160,624,500 tCO<sub>2</sub>e over the 60 year life of the scheme is incompatible with the Climate Change Act 2008, the policies of Winchester City and Hampshire County Council.</p> <p>WCC have provided the latest response on this issue during ExAQ3. WCC have reviewed and note the applicant's responses provided at ExAQ3.</p>	<p>Responses have been provided on the quantification of mitigation measures in <b>Q6.1.10</b> in the <b>Applicant Response to the Examining Authority's First Written Questions (ExQ1) (8.5, REP2-051)</b> and <b>RR-102b</b> in <b>Applicant Responses to Relevant Representations (8.2, REP1-031)</b>.</p> <p>National Highways position on mitigation measures is outlined in response to <b>ExAQ3 6.3.1, 6.3.2 and 6.3.5</b> of the <b>Applicant Response to Examining Authority's Third Written Questions (ExQ3) (8.22, REP6-023)</b>.</p>	<b>Not Agreed</b>	1 November 2023
10.6	<b>Mitigation</b> Carbon offsetting funds	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b>	Winchester City Council look to National Highways to provide carbon offsetting funds or solutions to reduce the carbon emissions from the proposed solutions. Activities that provide local employment	Greenhouse gas design, mitigation, and enhancement measures are outlined in <b>Section 14.9 of Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> .	<b>Not Agreed</b>	1 November 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			<p>or active travel opportunities would be encouraged.</p> <p>One means of mitigation would be to provide the council with Carbon Offsetting Funds that could reduce emissions by the annual emissions. Whilst employment of apprentices is encouraged, we do not see how this equates to offsetting.</p> <p>A renewed proposal should be put forward that achieves carbon neutrality for the scheme.</p>	<p>Active travel is enabled by the additional walking, cycle and horse provision proposed by the Scheme. For example, the cycle route from the M3 Junction 9 to Kings Worthy.</p> <p>The contractor will ensure that they comply with the National Highways Skills and Apprenticeships requirements by:</p> <ul style="list-style-type: none"> <li>▪ The greater of one apprentice per £3m included in the price of work done, or</li> <li>▪ 5% of the total workforce forecast on a formal apprenticeship programme.</li> </ul> <p>As noted in the Applicants response to RR102b contained within the <b>Applicant Responses to Relevant Representations (8.2, REP1-037)</b>, there is no legal requirement for road transport or this Scheme to become net zero.</p> <p>National Highways has responded on why additional mitigation measures are not required in <b>ExAQ3 6.3.2 and 6.3.5</b> of the <b>Applicant Response to Examining Authority's Third Written Questions (ExQ3) (8.22, REP6-023)</b>, in addition to <b>ExAQ2 6.2.22</b> of the <b>Applicant Response to Examining Authority's Second Written Questions (8.17, REP5-026)</b>. National Highways will therefore not be providing additional mitigation in the form of a Carbon Fund.</p>		
10.7	Mitigation GHG emissions	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b>	<p>The ES should include details of mitigation measures in place to avoid, prevent, reduce or offset any GHG emissions produced (in line with Article 7 of Schedule 4) covering both construction and operation phases and a description of how these will be monitored.</p> <p>We do not believe that mitigation for materials or lifetime operation are sufficient and these must be redesigned with possibility of robust offsetting to ensure the scheme is at a minimum carbon neutral.</p> <p>WCC have reviewed the ExAQ3 response 6.3.1(ii) however this mitigation has only been described qualitatively and we have been unable to assess the effectiveness of this mitigation on the scheme.</p>	<p>Mitigation for the construction and operation stages are set out in <b>Chapter 14 (Climate)</b> of the <b>ES (6.1, Rev 2)</b>. This includes (but not limited to) design efficiencies, selection of materials that have lower embodied carbon emissions, facilitating active and sustainable travel and tree planting.</p> <p>Please see National Highways response to <b>ExAQ3 6.3.1(ii)</b> of the <b>Applicant Response to Examining Authority's Third Written Questions (ExQ3) (8.22, REP6-023)</b> regarding National Highways Net Zero Highway Plans.</p>	<b>Not Agreed</b>	1 November 2023



Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
10.8	<b>Residual effects and conclusions Section 14.10 and Section 14.17 of Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> presents assessment of likely significant effects for construction and operation on climate. The assessment of effects takes into account the impacts following the implementation of embedded measures to determine the significance of the residual effects. Rise in emissions from the Scheme	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b>	Calculation of nature and magnitude of GHG emissions associated with all stages of the project lifecycle (particularly the 3 year construction phase).  We are satisfied with the calculations, however these must include the revised mitigation and offsetting schemes that will be required to ensure there is no rise in emissions from the Scheme.	An assessment of lifecycle emissions has been undertaken in the <b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> . The lifecycle stages follow the DMRB LA 114 and PAS2080 methodology for the construction and operation stages of the Scheme. Emissions from the 3 year construction stage that have assessed and quantified include embodied carbon (purchased materials), transport of materials and staff to, from and within the site, waste, construction processes (equipment use and welfare facilities) and land use change. The 2021 PEIR and <b>Appendix E (EIA Scoping) of the ES (5.1, APP-031)</b> provide further information on the scope of assessment that has been undertaken within the Environmental Statement.	<b>Not Agreed</b>	1 November 2023
10.9	<b>Residual effects and conclusions</b> GHG emissions calculations	<b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b>	Winchester City Council accept the methodology.	Construction emissions from the transport of staff and materials to, from and within the site have been calculated and included in <b>Chapter 14 (Climate) of the ES (6.1, Rev 2)</b> .	<b>Agreed</b>	12 April 2023
<b>11. Chapter 15 Cumulative Effects</b>						
11.1	<b>Scope of Assessment Section 15.1 of Chapter 15 (Cumulative Effects) of the ES (6.1, APP- 056)</b> outlines the scope of the assessment. The assessment covers cumulative effects, effects that occur as a result of changes caused by other developments acting cumulatively with the effects of the Scheme, and combined effects, effects from the combined effect of several different impacts acting together on a single receptor, such that the combined effect would be more significant than the individual effects.	<b>Chapter 15 (Cumulative Effects) of the ES (6.1, APP-056)</b>	Winchester City Council agrees with the scope of the assessment.	The scope of the assessment has been agreed with Winchester City Council.	<b>Agreed</b>	27 March 2023
11.2	<b>Assessment methodology Section 15.3 of Chapter 15 (Cumulative Effects) of the ES (6.1, APP- 056)</b> outlines the assessment	<b>Chapter 15 (Cumulative Effects) of the ES (6.1, APP-056)</b>	Winchester City Council agrees with the assessment methodology however notes that a 5 year limit has been placed on assessing approved permitted applications (paragraph 15.3.22) which risks excluding long-term allocations. It is noted	The assessment methodology has been agreed with Winchester City Council.	<b>Agreed</b>	27 March 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
	methodology. The methodology used for assessing cumulative effects is the Planning Inspectorate's Advice Note 17: Cumulative Effects Assessment (Planning Inspectorate, 2019), the 2020 Scoping Opinion (Planning Inspectorate, 2020), DMRB LA 104 Environmental assessment and monitoring (National Highways, 2020).		these are however included in the list through other means.			
11.3	<b>Economic and social impacts</b> Winchester District Local Plan 2018 – 2039	<b>Chapter 15 (Cumulative Effects) of the ES (6.1, APP-056)</b>	<p>No future policies or allocations are directly dependent on the junction improvement.</p> <p>There may be implications for the Cart &amp; Horses junction, which will be the access point for one of the Local Plan site allocations (KW2, Land Adjoining the Cart &amp; Horses PH). Discussions are underway between HCC and the applicant and this becomes more important if the junction is to also service the allocated site which may be built in the future.</p> <p>Policy W6 of the emerging Plan provides for development within Winnall (generally) and includes a requirement (v) for this to demonstrate how it will link with the J9 improvements.</p> <p>There are several other site allocations in and around Winchester which may have an impact on the junction, either individually (particularly Sir John Moore Barracks) or cumulatively. These are:</p> <ul style="list-style-type: none"> <li>▪ W1 Barton Farm (already permitted),</li> <li>▪ W2 Sir John Moore Barracks,</li> <li>▪ W3 St Peters Car Park,</li> <li>▪ W4 Courtenay Road,</li> <li>▪ W5 Bushfield Camp,</li> <li>▪ W7 Central Winchester Regeneration,</li> <li>▪ W8 Station Approach,</li> <li>▪ W9 Bar End Depot,</li> <li>▪ W10 River Park,</li> <li>▪ W11 Winchester University / Hospital,</li> <li>▪ KW1 Cornerways and Merrydale.</li> </ul>	Where the sites are also within the adopted <i>Winchester District Local Plan 2018-2039 (Emerging)</i> these have been considered within the assessment on cumulative effects and transport, and included where appropriate, in accordance with the criteria and methodology set out in <b>Chapter 15 (Cumulative Effects)</b> of the <b>Environmental Statement (ES) (6.1, APP-056)</b> and the <b>Combined Modelling and Appraisal Report (7.10, Rev 1)</b> .	Agreed	11 August 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
			Improvement of the junction is likely to benefit all of these sites in general terms, some more directly than others			
11.4	<b>Mitigation</b> Section 15.7 of Chapter 15 (Cumulative effects) of the ES (6.1, APP- 056) outlines that no mitigation is proposed.	<b>Chapter 15 (Cumulative effects) of the ES (6.1, APP- 056)</b>	Winchester City Council is satisfied mitigation is included in other sections sufficiently.	The mitigation has been agreed with Winchester City Council.	Agreed	27 March 2023
11.5	<b>Conclusions</b> Section 15.8 of Chapter 15 (Cumulative Effects) of the ES (6.1, APP- 056) states that no significant combined effects have been identified.	<b>Chapter 15 (Cumulative Effects) of the ES (6.1, APP- 056)</b>	Winchester City Council is satisfied with the impact assessment and conclusions outlined in section 15.8.	The conclusions have been agreed with Winchester City Council.	Agreed	27 March 2023
<b>12. Traffic and Transport</b>						
12.1	The Cart and Horses junction has been excluded from the Scheme.	<b>Transport Assessment Report (7.13, Rev 1) and Combined Modelling and Appraisal Report (7.10, Rev 1)</b>	Concern over the exclusion of any traffic management improvements to the Cart and Horses junction. WCC continues to seek a Design Code in association with the South Downs National Park Authority. It has been requested this is completed as a Requirement. This should include the approved design of the Cart and Horses Junction following the recent HCC consultation.	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 (20 years after opening), the inclusion of M3 Junction 9 Improvement is predicted to: <ul style="list-style-type: none"> <li>Decrease average delay per vehicle in the morning and evening peak hours</li> <li>Decrease conflicting "right turning" traffic by 22% in the morning and 11% in the evening</li> <li>Decrease B3047 approach flows at the junction by 13% in the morning and 7% in the evening</li> <li>Increase in A33 approach flows at the junction by 10% in the morning and 27% in the evening</li> <li>Reduce delay at B3047 approaches</li> </ul>	Not Agreed	15 June 2023

Reference	Issue	Document References (if relevant)	Winchester City Council's Position	National Highways' Position	Status	Date
<b>13. Water Framework Directive Assessment</b>						
13.1	There are significant concerns regarding the amount of nitrates which enter a group of protected sites collectively known as the 'Solent SPAs'.	<b>Water Framework Directive Assessment (7.7, APP-160)</b>	The watercourses which traverse the site lead to the Solent SPAs and the Environmental Statement will therefore need to cover any nutrient run-off into the system.	Consultation has been completed with Natural England to confirm that a Nutrient Neutrality Assessment is not required as there is no increase in foul drainage as a result of the proposals.	Agreed	19 April 2022