



# M3 junction 9 improvements scheme

Public consultation  
Have your say

July 2019



## Investing in your roads

At Highways England we believe in a connected country and our network makes these connections happen. We strive to improve our major roads and motorways – engineering the future to keep people moving today and moving better tomorrow. We want to make sure all our major roads are more dependable, durable and, most importantly, safe. That's why we're delivering £15 billion of investment on our network – the largest investment in a generation. Improvements to junction 9 are a critical part of this investment and will improve journeys between the A34 and the M3, which is great news for the local and regional economy.

This scheme is categorised as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. As such we are required to make an application for a Development Consent Order (DCO) to obtain consent (a type of planning permission) to build the scheme. A DCO can incorporate a range of consents that normally have to be obtained separately, such as environmental permits. The DCO for the M3 junction 9 improvements scheme will also need to include powers for the compulsory acquisition of land, as the works will require land beyond the current highway boundary.

Applications for a DCO are made to the Planning Inspectorate, the body appointed by the government to examine the merits of proposals and to make recommendations to the Secretary of State on whether consent should be granted. For more information on this process, please visit:

<https://infrastructure.planninginspectorate.gov.uk/application-process>

In this brochure we explain our proposals for the scheme and how you can give us your feedback during our public consultation. Your responses will help us shape the scheme before we submit our application for development consent.

## How to respond

**The public consultation will run for eight weeks, from 2 July to 27 August 2019** and we'd like to hear what you think. Please share with us any ideas, local knowledge or concerns you may have. Information on our proposals will be available at our public consultation exhibitions, or alternatively, you can view all the consultation materials on our webpage at:

<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>

**Please respond using one of the following methods:**

- **Online** – complete the response form online at: <https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>
- **Write** – to us at FREEPOST M3 junction 9 Complete a paper copy of the consultation response form and return it using the freepost address provided above. The response form is available at the consultation events and deposit locations detailed in this brochure.
- **Email** – your response to: [M3junction9Improvements@highwaysengland.co.uk](mailto:M3junction9Improvements@highwaysengland.co.uk)

All responses should be returned by **11.59 pm, 27 August 2019.**

Responses received after this date may not be considered.

## Public consultation exhibitions

One of the best ways to find out more about our proposals and have your say is to come to one of our public consultation exhibitions. You will be able

to find out more about the scheme and speak to members of the project team who will be happy to answer any questions you may have.

Date	Time	Location	Address
<b>Saturday 6 July 2019</b>	<b>10.30am – 4.30pm</b>	Winchester Guildhall	The Broadway Winchester, SO23 9GH
<b>Wednesday 10 July 2019</b>	<b>2pm – 8pm</b>	Winchester Guildhall	The Broadway Winchester, SO23 9GH
<b>Friday 12 July 2019</b>	<b>2pm – 8pm</b>	Kings Worthy Community Centre	Fraser Road Kings Worthy, SO32 7PJ
<b>Saturday 13 July 2019</b>	<b>10.30am – 4.30pm</b>	Kings Worthy Community Centre	Fraser Road Kings Worthy, SO32 7PJ
<b>Saturday 20 July 2019</b>	<b>10.30am – 4.30pm</b>	Tesco Extra Winnall	Easton Lane Winchester, SO23 7RS
<b>Saturday 3 August 2019</b>	<b>10.30am – 4.30pm</b>	Tesco Extra Winnall	Easton Lane Winchester, SO23 7RS

## Where to get the brochure

Paper consultation brochures and response forms will be available at the following locations from **Tuesday 2 July 2019 to Tuesday 27 August 2019** (availability will depend on opening times).

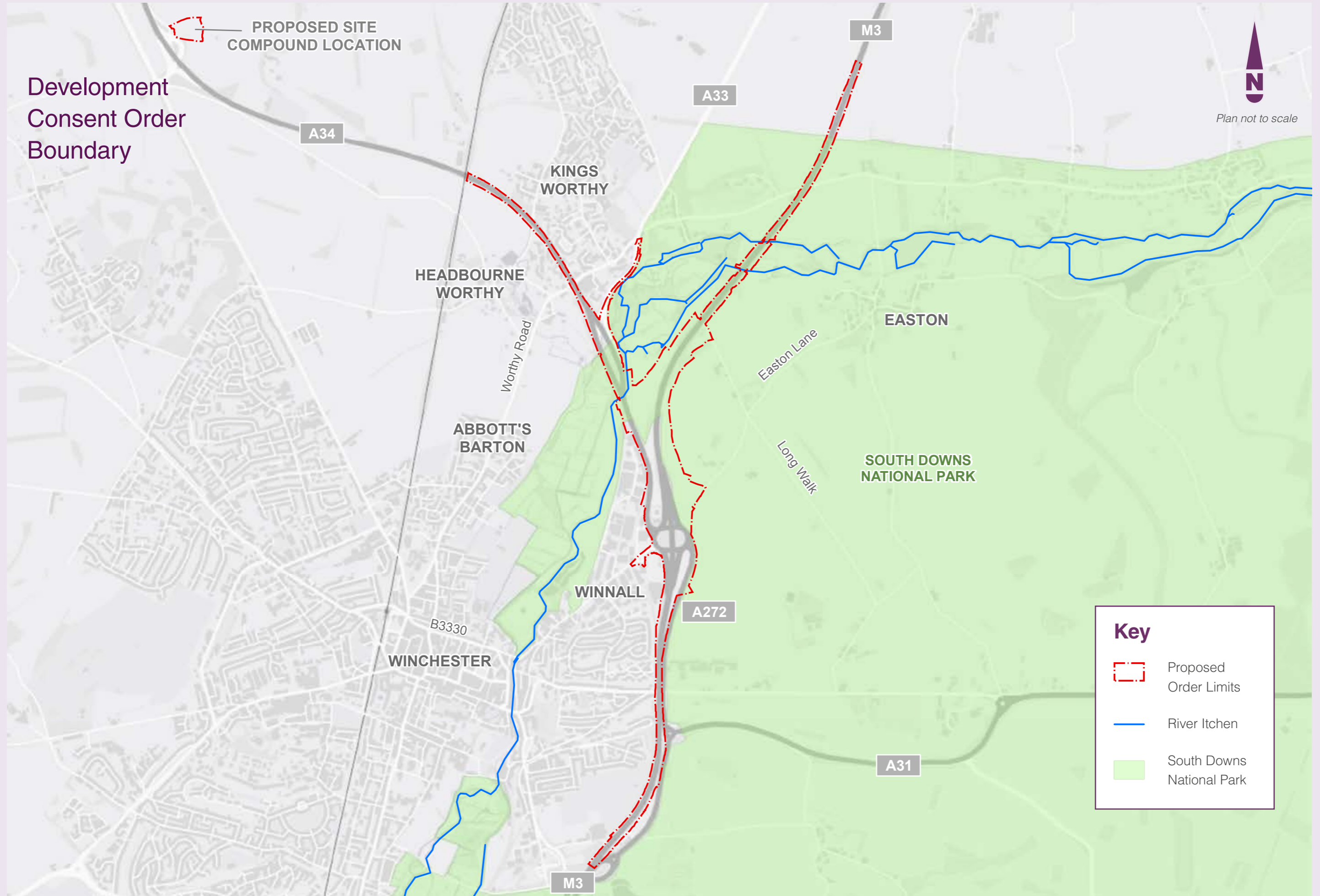
- **Winchester Discovery Centre** – Jewry Street, Winchester, SO23 8SB
- **Winchester Tourist Information Centre** – Winchester Guildhall, High Street, Winchester SO23 9GH
- **Winchester City Council Customer Services Centre** – City Offices, Colebrook Street, Winchester, SO23 9LJ
- **Kings Worthy Community Centre** – Fraser Road, Kings Worthy, SO23 7PJ
- **Winnall Community Centre** – Garbett Road, Winchester SO23 0NY
- **M3 Moto Services** – Winchester, M3 between junctions 8 and 9, SO21 1PP

- **A34 Road Chef Services** – Sutton Scotney, SO21 3JY
- **Tesco Extra** – Winnall (foyer), Easton Lane, Winnall, SO23 7RS

Paper copies of our consultation materials can also be provided on request. Paper copies of this scheme consultation brochure, the consultation response form and the Statement of Community Consultation will be supplied free of charge. For paper copies of the Preliminary Environmental Information Report (PEIR), a reasonable charge to cover printing, postage and VAT (at 20%), up to a maximum of £200 will be applied.

Please contact Highways England regarding payment methods – you can call our Customer Contact Centre on **0300 123 5000** or email

[M3junction9Improvements@highwaysengland.co.uk](mailto:M3junction9Improvements@highwaysengland.co.uk)



## Why is the scheme needed?

Approximately 110,000 vehicles use this junction every day, and the current junction design cannot cope. If improvements aren't made then the problem will only become worse. This will not only have a negative impact on junction 9 itself, but also on many of the surrounding roads.

The objectives of the scheme are to:

- **improve safety** as a result of a reduction in delays and queue lengths
- **support economic growth** by unlocking development capacity for jobs, business and housing creation
- **reduce congestion** and increase journey time reliability
- **improve the environment** by reducing adverse noise, improving air quality and making sure there is no net loss to biodiversity
- **improve accessibility** for pedestrians, cyclists, and horse riders.

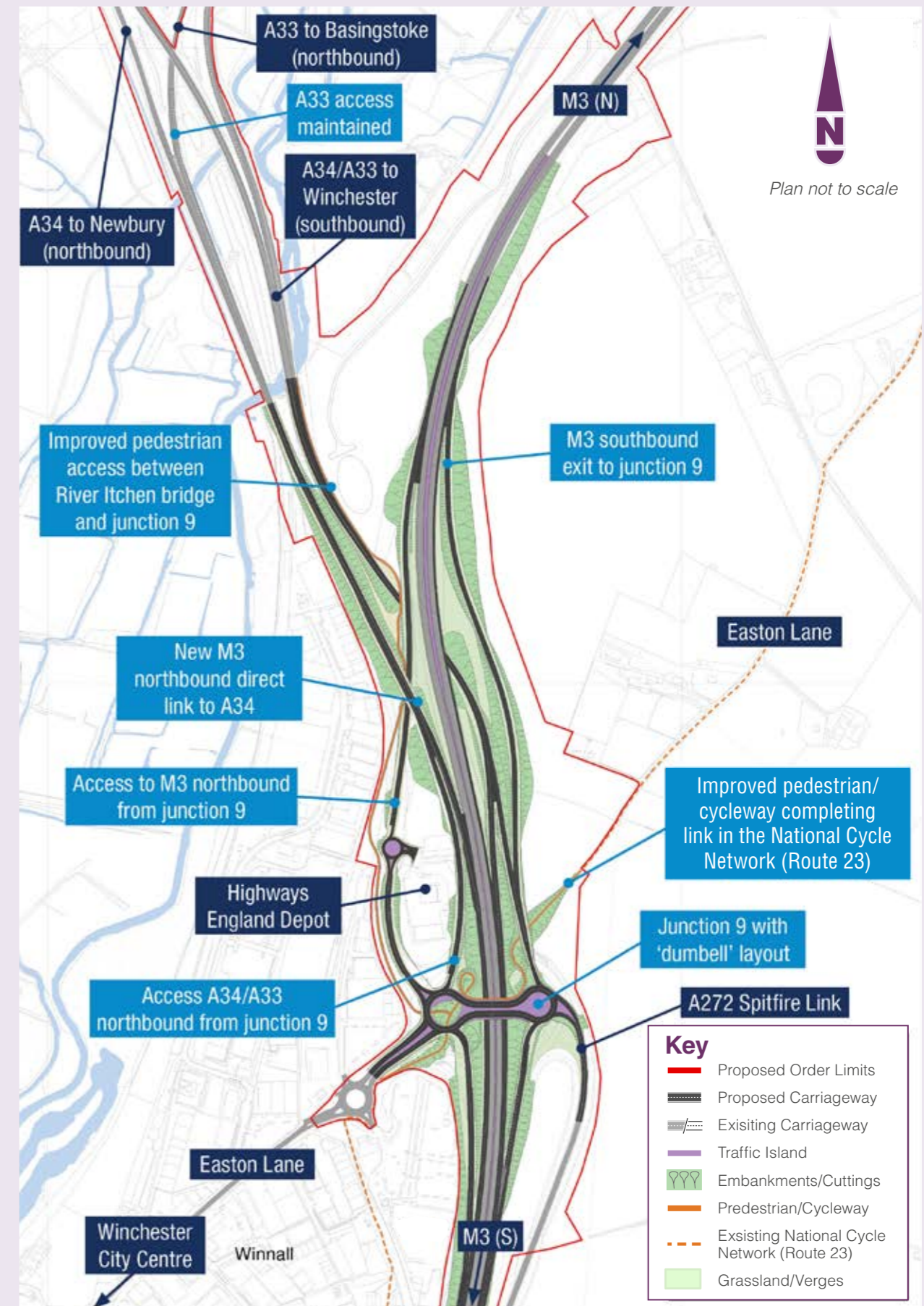
## Our proposed design

Our proposal provides free-flowing road links between the M3 and the A34 both northbound and southbound, with no need to enter the junction 9 roundabout to travel between the M3 and A34. The A34 southbound link will pass the M3 with a 50mph speed limit. These changes will reduce congestion on the newly designed dumbbell road layout, helping to make journey times more reliable, improve road safety and reduce air pollution.

A number of improvements are proposed to the junction:

- traffic between the M3 and the A33/A34 will use free-flowing links between these roads, instead of the existing junction
- the M3 will be widened from two to four lanes between the south-facing roundabout slips and the new free-flow links with the A33/A34
- new subways through the junction will create a continuous, segregated route for pedestrians and cyclists between the South Downs National Park, Winnall and Abbots Worthy
- existing traffic signals will be removed and slip roads between the M3 and the new dumbbell roundabout will be realigned.

## Proposed scheme



## You said, we did - feedback from the previous options consultation

We held our previous public consultation on the scheme in early 2018. In this previous consultation a preferred option was presented, along with details of other rejected options.

96% of those who responded to the 2018 consultation agreed with the need for improvements at the junction and the majority believed that the option presented at that stage would meet the scheme objectives in terms of:

- reducing traffic congestion (91%)
- improving safety of the junction (75%)
- improving facilities for pedestrians, cyclists and horse riders (66%).

A number of key issues and concerns were raised during the 2018 consultation. The table below outlines how we have sought to address these in developing the preferred design option taken forward.

Issue/concern	How this is being addressed
<p><b>Safety concerns in relation to A34/A33 merging:</b> concern was expressed that the weaving length (the distance allowed for traffic to change lanes) was too short along the A34 carriageway between the merges and diverges of the A33 and junction 9.</p>	<p>The layout of the A34 slip roads between junction 9 and the A33 has been revised to increase the weaving length. The revised layout, which has been safety risk assessed, includes altering the location of the junction 9 slip road and enhancing the diverge arrangements for the A33.</p> <p>The weaving length for the southbound merge from the A33 to the A34 will be increased by reducing the A33 slip road to one lane entry. Improved traffic signing and reduced speed limits will also help to increase safety in this section.</p>
<p><b>Facilities for walkers, cyclists and horse riders:</b> respondents felt that the proposed shared surface path for walkers, cyclists and horse riders should be separated from the junction 9 motorway and have a safety barrier provided between the pathway and the road.</p>	<p>The walking, cycling and horse riding facilities are designed to the latest standards, and to accommodate both the existing and likely levels of use in the future.</p> <p>There will be appropriate clearance from walls and other vertical surfaces. Barriers will be included to separate high speed traffic from path users where appropriate, and fencing will also be included where appropriate.</p>
<p><b>Disruption during construction:</b> respondents expressed concern about disruption to local journeys during construction.</p>	<p>A Traffic Management Plan will be developed with the relevant local stakeholders to ensure that disruption is kept to a minimum and that routes are appropriately designed. This information will be shared with the public prior to construction work starting.</p>
<p><b>Environmental impacts of the scheme:</b> concerns about the potential environmental impacts of the scheme included noise and air quality, as well as visual impact – particularly in relation to the landscape of the South Downs National Park.</p>	<p>Our PEIR, published as part of this consultation process, provides the information compiled to date about the predicted environmental impacts of the scheme and the proposed mitigation measures. We no longer plan to use the site compound previously proposed to the east of the A272 Spitfire Link. In response to the South Downs National Park Authority's concerns regarding this compound we are now considering alternative locations.</p>



## Benefits and effects of the proposed design

In assessing the benefits and effects of the proposed design, we look at a number of factors. This information is based on our findings from detailed surveys and assessments that we have carried out.

Environmental impacts are assessed based on national guidance. The PEIR, which is available from the consultation web page:

<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>

provides an initial statement of the main environmental information available from our assessments to date, along with descriptions of

the likely environmental effects and mitigation measures envisaged for the scheme.

Measures to avoid, reduce or offset any environmental impacts will continue to be investigated as the project progresses and will be detailed further in the Environmental Statement which will form part of our application for development consent.

Some of the main findings from our preliminary assessment of different impacts and benefits associated with the scheme – including mitigation measures – are summarised in the table that can be found on pages 12-14. Further information on most of these areas can be found in the PEIR.

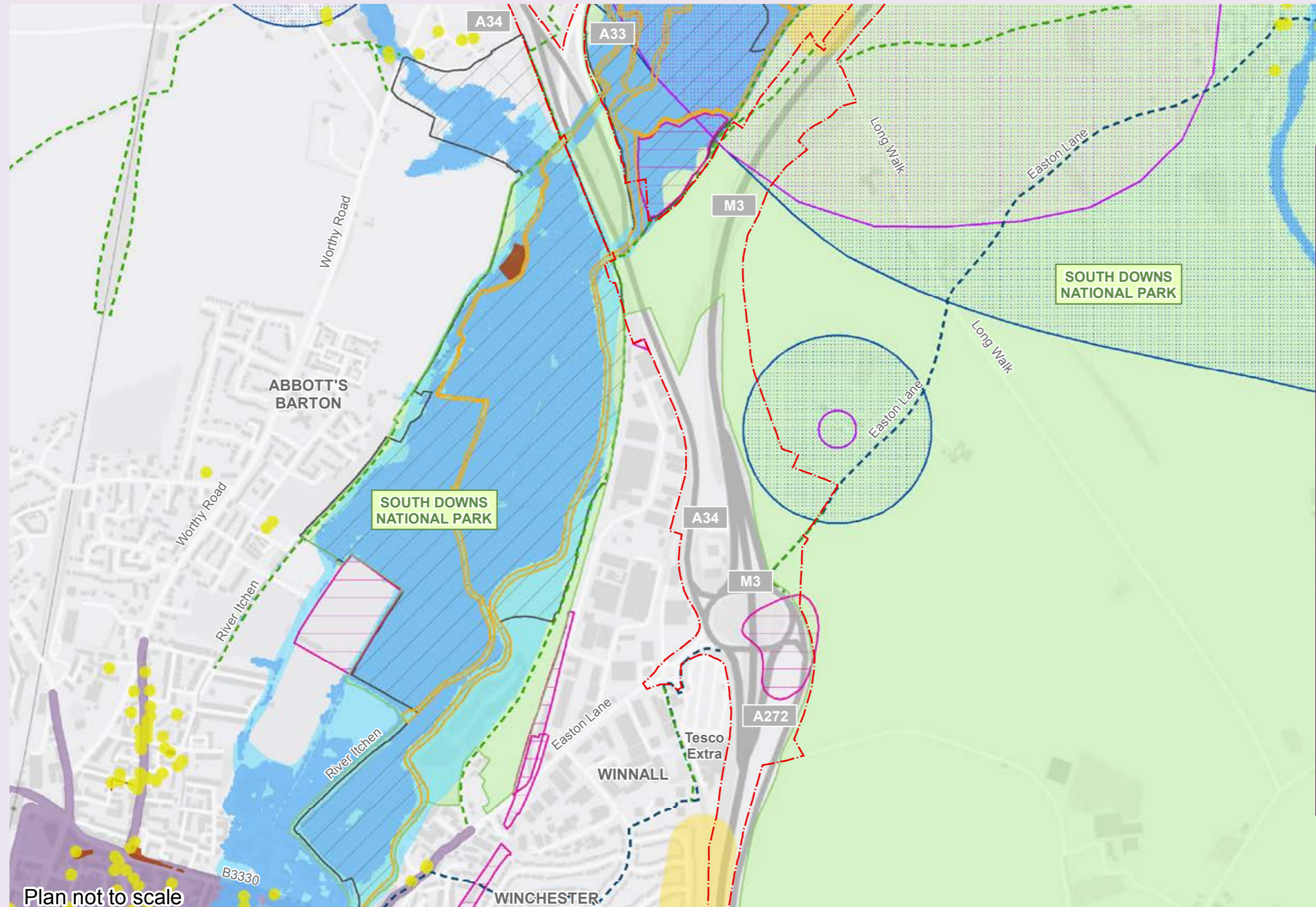
## Minimising environmental impacts

The environmental constraints we have considered whilst developing our design for the scheme are illustrated in the following map. A wider plan showing environmental constraints for the entire

extent of the Order Limits will be displayed at the Public Consultation exhibitions and will also be made available online.



Plan not to scale



**Key**

- Listed Building
- Public Right of Way
- National Cycle Network Route 23
- Proposed Order Limits
- Special Areas of Conservation
- Historic Landfill
- Sites of Special Scientific Interest

**Groundwater Source Protection Zones**

- Zone 1 - Inner Protection Zone
- Zone 2 - Outer Protection Zone

- Scheduled Monument
- Flood Zone 3
- Flood Zone 2
- Air Quality Management Area
- Noise Important Area
- Registered Parks and Gardens
- South Downs National Park

Plan not to scale

## Findings from our preliminary assessment

Consideration	Description
<b>Residents and community</b>	<p>There would likely be some temporary disruption during construction to routes used by pedestrians and cyclists. However, once in operation the scheme will bring improvements to local rights of way.</p> <p>In the long-term the scheme would improve connectivity for pedestrians and cyclists – in particular by improving National Cycle Network 23 and access onto the South Downs National Park. In turn these improvements would promote health benefits and improvements to local amenity.</p>
<b>Landscape</b>	<p>Our preliminary assessment of the scheme shows that there would likely be temporary adverse effects during construction on landscape character and people's views, particularly for local residents and users of public rights of way and recreational paths. To mitigate these adverse effects during construction we would look to retain vegetation wherever practicable and employ considerate site management.</p> <p>Our preliminary indication of the landscape strategy is included within the PEIR and sets out how we plan to mitigate any potentially adverse effects on local landscape character (including the South Downs National Park) and local views. This includes landscape forms being designed to integrate the scheme into the surrounding topography.</p>
<b>Geology and soils</b>	<p>The scheme would likely have effects on geological and soil resources and early modelling has identified some potential sources of contamination such as historic landfills (including at the A272 Spitfire Link).</p> <p>Ground investigations are currently being carried out, the results of which will inform our assessment and proposed mitigation (such as designing out likely issues and employing good practice construction methods).</p>
<b>Water environment and flooding</b>	<p>The water environment in the area of the scheme includes surface water (for example, River Itchen, Nun's Walk Stream and other streams), areas associated with flood risk and groundwater resources. Our preliminary assessments identify some potential impacts to the water environment during construction but suggest there would be no increase in flood risk or negative impacts on water quality as a result of the scheme once in operation.</p> <p>Potential impacts during construction could be mitigated using good practice construction methods, such as locating potential pollution sources away from waterbodies. Further investigations and assessments will inform the design and mitigation measures to reduce the impact of the scheme once in operation.</p>

Consideration	Description
<b>Safety and effects on local travel</b>	<p>The junction upgrade would have a beneficial effect on commuter journey times due to a reduction in congestion between the M3 and the A34.</p> <p>Our proposal provides free-flowing road links between the M3 and the A34 both northbound and southbound, separating the traffic going into Winchester and the through-traffic on to the A34/A33 with no need to enter junction 9. This will benefit the local road network by reducing rat-running of traffic through Winchester city centre.</p> <p>Improved traffic flow will also enhance safety by reducing collision incidents resulting from queuing on the approaches to the junction, as well as vehicles changing lanes on the A34 and on the roundabout at the junction.</p>
<b>Nature conservation</b>	<p>The scheme is close to the River Itchen Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI), St. Catherine's Hill (SSSI) and several sites of importance for nature conservation. We have carried out a number of surveys that have identified the presence of protected species such as common reptiles, nesting birds, bats, badgers and hazel dormice.</p> <p>Preliminary assessments have shown it would be possible to mitigate potential adverse effects through sensitive design and construction methods. Measures to reduce the potential adverse effect on protected species would include replacing lost habitat and providing enhancements to existing habitats.</p>
<b>Cultural heritage</b>	<p>Our archaeological investigations have revealed a low level of archaeological remains and confirmed the survival of a prehistoric ring ditch and prehistoric pits within the scheme area. There is the potential for a minor adverse effect on historic buildings and the historic landscape. However, the scheme largely involves improvements to the existing highway layout and so the overall setting would not be greatly modified.</p> <p>Mitigation through design (the use of cuttings, bunds, and vegetation) would be used to mitigate significant effects on the setting of historic landscapes and buildings.</p>



Consideration	Description
<b>Air quality</b>	<p>The Winchester city centre air quality management area is approximately 1.2 km away from the scheme. This is an area subject to an action plan developed by Winchester City Council to ensure national air quality objectives are met. There are also residences, schools and ecologically designated sites that could be affected by changes in air quality.</p> <p>Our early assessments have found that no significant impacts on human health or local ecology would occur during construction. However, there is the potential for air quality to be adversely affected in certain locations once the scheme is in operation, including some locations within the River Itchen SAC and SSSI. We will continue to refine this assessment as traffic data becomes available and this will inform appropriate mitigation measures.</p>
<b>Noise</b>	<p>The scheme is near to several residences and schools, and three noise important areas - areas identified as being particularly susceptible to traffic noise. People within these areas would likely be affected by a higher level of noise during construction of the scheme. Our preliminary noise modelling suggests that once the scheme is in operation, the majority of residences and other sensitive locations would experience no more than a negligible increase in noise.</p> <p>Modelling will be developed further as traffic data and construction information becomes available to inform mitigations for construction and operation.</p>
<b>Walkers/ cyclists/horse riders</b>	<p>Existing routes for walkers, cyclists and horse riders within the scheme boundary will be maintained or upgraded as appropriate. The current path through junction 9, which is part of the National Cycle Route Network (route 23 or NCR 23), will be upgraded to provide a safe continuous link through to Easton Lane, which gives access to Winnall and Winchester.</p> <p>A new walking, cycling and horse riding route is proposed on the eastern side of the M3, between Easton Lane and Long Walk. This would run parallel to (but separate from) the motorway. A safe walking and cycling link will be provided to the Highways Depot from Easton Lane, and along the north-east side of A34.</p>

## Next steps

The consultation closes on 27 August 2019 at 11.59pm. We will then review and analyse all the suggestions and comments received and produce a short summary of the feedback we received. This will be published in Winter 2019 on the consultation website:

<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>

Your feedback will be considered as we make further refinements to the proposed design and develop our planned mitigation measures. A more detailed summary of the feedback received will be provided in our consultation report, which will also explain how our proposals have been informed and influenced by this feedback. This consultation report will form part of our application for development consent and will be available to the public following submission of the application on the consultation website:

<https://highwaysengland.citizenspace.com/he/m3-junction-9-improvements-statutory-consultation>

We expect to submit our application for development consent by the beginning of 2020 and, provided it is granted, work will start in 2021.

In addition to this consultation process, we will continue to engage with anyone interested in, or impacted by the scheme. To help us shape the final design in preparation for our submission to the Planning Inspectorate it is important you are involved at this stage of the consultation process.

Once we submit our application, the Planning Inspectorate (acting on behalf of the Secretary of State) may examine the application and make a recommendation to the Secretary of State for Transport, who will decide whether or not the scheme will go ahead.

The process for this is explained in the table below.



For more information, please visit our webpage where you can also sign up for email alerts whenever the webpage for this scheme is updated. If you have any queries about this scheme please email:

[M3junction9Improvements@highwaysengland.co.uk](mailto:M3junction9Improvements@highwaysengland.co.uk)

or contact our Customer Contact Centre by calling: 0300 123 5000



If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.



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For an accessible version of this publication please call **0300 123 5000** and we will help you.

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