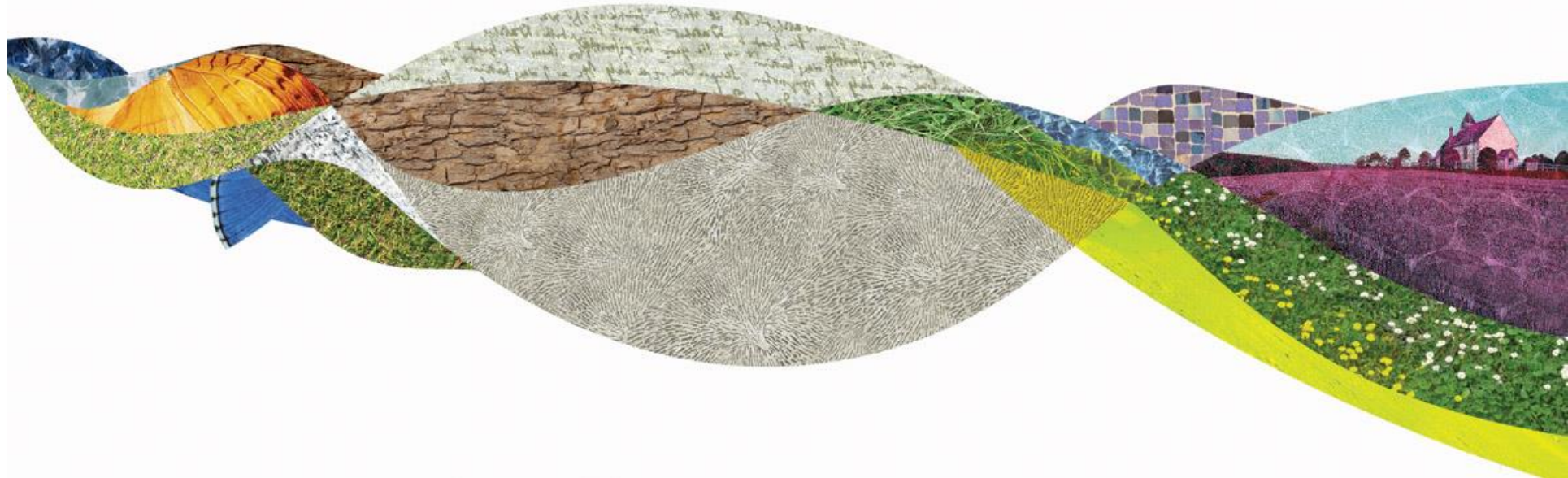


SDNPA response to Highways England M3 Junction 9 proposals



M3J9 Opt 14 Proposal



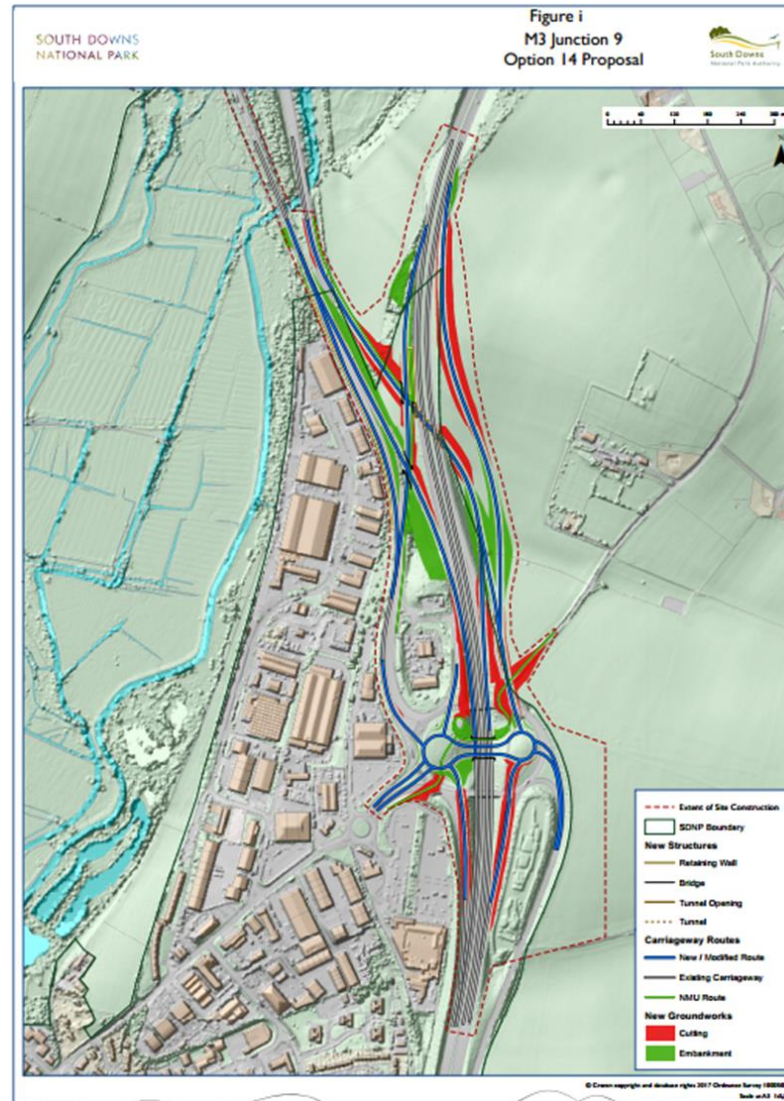
M3 junction 9 improvements scheme



January to February 2018



M3J9 Opt 14 Proposal



M3J9 Rejected Options

Rejected options

The following options were considered in detail alongside our proposal (Option 14).

Option	Description	Comments
Option 11	This option provides free-flow links between the A34 and M3 with the A34 southbound link passing under the M3 with a 70mph speed limit. Junction 9 would be rebuilt with a new roundabout layout.	Rejected due to the significant negative environmental effects resulting from the size of the option and the negative effects on the River Itchen and surrounds as well as demonstrating low value for money.
Option 16 (Incremental delivery of Option 14)	<p>Option 16 replicates the same end result as option 14. The only difference is that this approach was to break it down into 16B and 16C. The aim was to deliver it in two stages, with a period of time in between them where no work would be done.</p> <p>This first stage (Option 16B) provides a free-flow link for the A34 northbound. The southbound A34 would still use the existing A34 through the current junction 9 roundabout.</p> <p>The second stage (Option 16C) would aim to start by 2025. This second stage provides a free-flow link for the A34 southbound, which has a 50mph speed limit. Junction 9 would be rebuilt with a new roundabout layout.</p>	This option meets the key objectives but was considered as a phased delivery to reduce construction impacts on the users. This was rejected as the impacts would not be significantly reduced and it was a very inefficient method of delivery.
Option 18	This was developed, to consider a reduced cost option of converting the current junction 9 layout to a roundabout with the southbound A34 running through the middle. This was considered to be affordable within the scheme budget and did not require any land take outside the highway boundary with minimum environmental impacts.	Rejected as the option is unlikely to have a significant effect on congestion and queuing traffic on the A34 and M3. It is also likely to make queuing worse on the A272 Spitfire Link and Easton Lane. As a result this option does not meet the key objectives.



Important View Points



PHOTOS

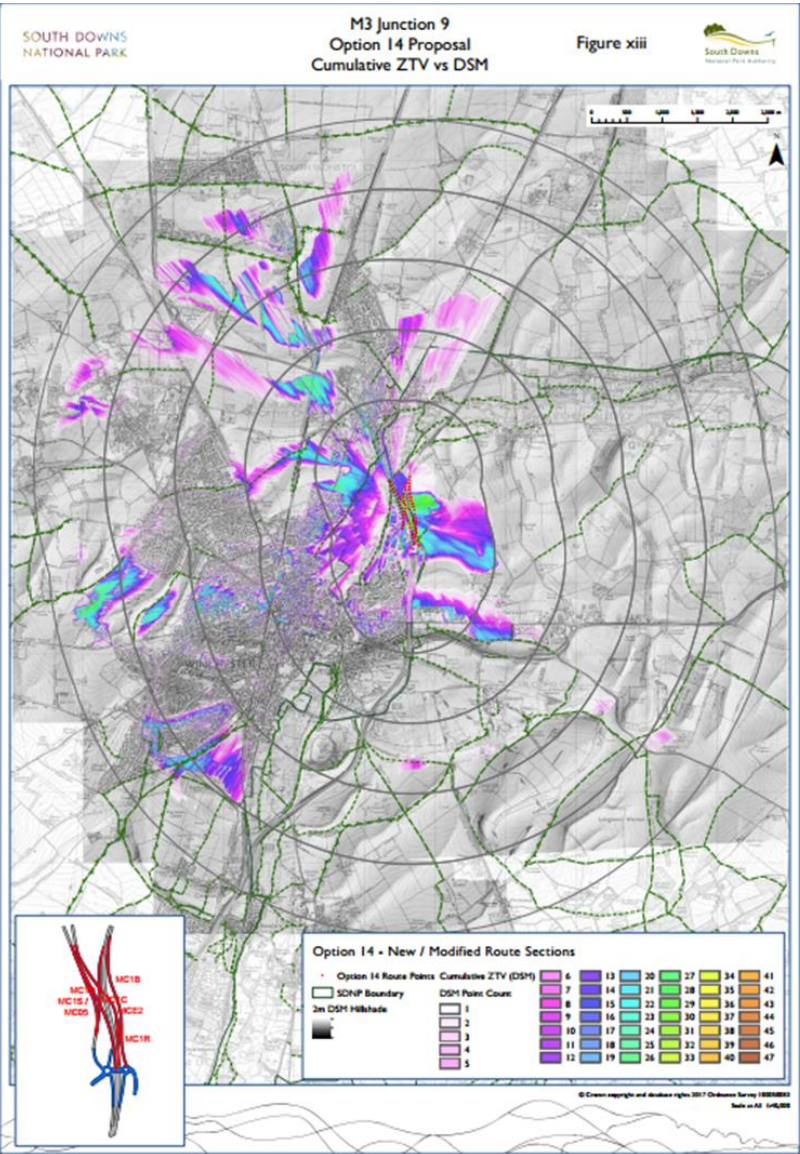


VP5 Looking north east from Clarendon Way

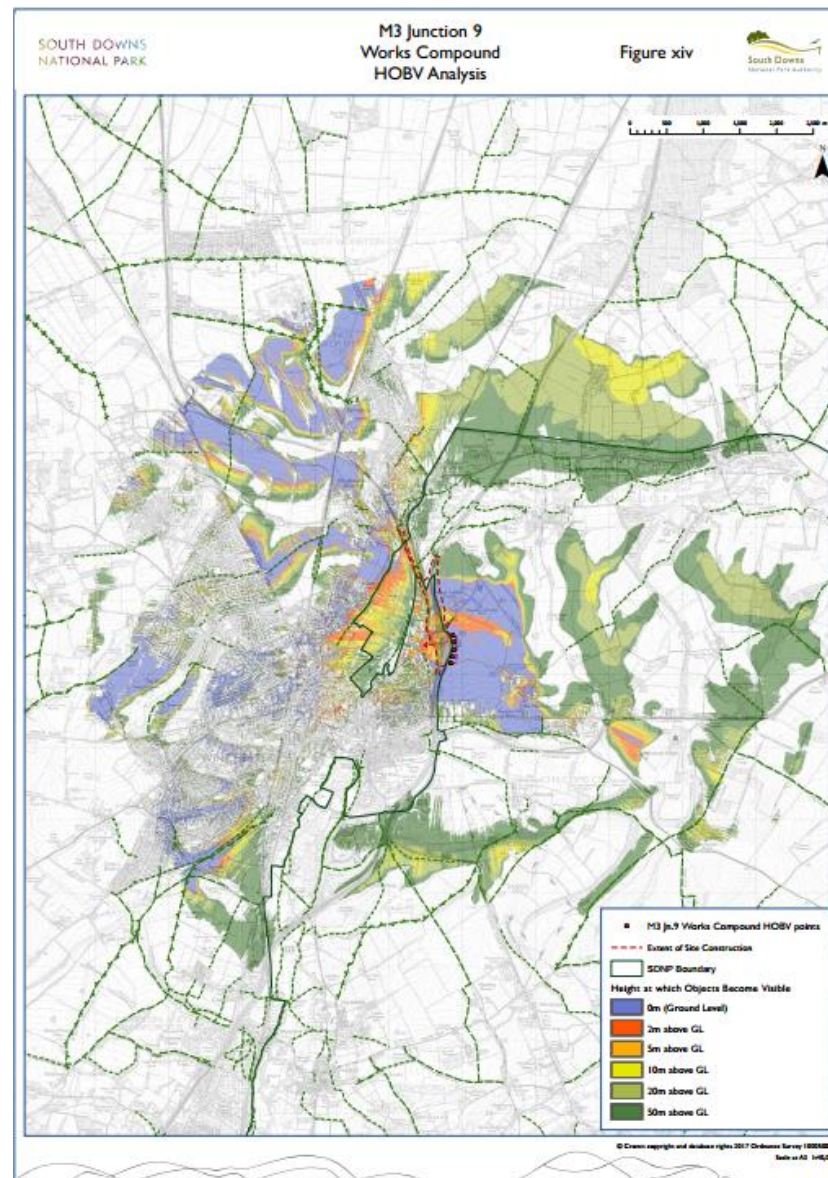
View from
VP5



Cumulative Zones of Theoretical Visibility
i.e. where the road could be seen from
assuming a 2m viewer looking to
ground level



ZTV for the compound
with different height
structures in it



Suggested additional final paragraph to draft SDNPA Response



The SDNPA would like to see a fully costed and committed mitigation and compensation package proposed by HE to accompany the preferred route announcement and consultation that delivers benefits and enhancements on a landscape scale, and that reconnects Winchester to the SDNP for people and wildlife.



Timeline for Process

Mid 2018

We will produce a public consultation report to document feedback received and Preferred route announcement

Early to Mid 2019

We will submit a planning application which will be followed by a Development Consent Order (DCO) application.

Mid 2019

Statutory public consultation on details of the preferred route. This is subject to the scheme being classed as a NSIP.

2019

The Planning Inspectorate will evaluate the scheme and application.

2020

The Planning Inspectorate will give a recommendation to the government. The government will decide whether to give the scheme consent.

2021

If planning consent is granted by the government, construction will commence.

2023

Junction improvements will be fully open for traffic.

