

# **M3 Junction 9 Improvement**

**Scheme Number: TR010055**

## **6.3 Environmental Statement Appendix 7.3 - Schedule of Landscape Effects**

**APFP Regulation 5(2)(a)**

**Planning Act 2008**

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

**Volume 6**

**November 2022**

## Infrastructure Planning

Planning Act 2008

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

M3 Junction 9 Improvement  
Development Consent Order 202[x]

<b>6.3 ENVIRONMENTAL STATEMENT - APPENDIX 7.3: SCHEDULE OF LANDSCAPE EFFECTS</b>
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# 1 Schedule of Landscape Effects

- 1.1.1 As set out in **Chapter 7 (Landscape and Visual)** of the **ES (Document Reference 6.1)**, the scale of the Scheme in relation to the scale of the two National Character Areas (NCA) means that an assessment of the effects on these NCAs is considered to be of only limited relevance. The landscape character of the site and its environs is considered to be accurately and effectively described through the more detailed published landscape character assessment undertaken by the South Downs National Park Authority and Hampshire County Council. The assessment of effects on landscape character is therefore based on these more detailed landscape character assessments, and the NCAs are not considered further.
- 1.1.2 Within the study area, the LCAs identified in the Winchester District Landscape Character Assessment all overlap with those in the more recent South Downs National Park Landscape Character Assessment (which was updated in 2020) and Hampshire Integrated Character Assessment (published in 2012). The more recent published assessments are therefore considered to provide a more up-to-date and comprehensive assessment of existing local landscape character, and the 2004 Winchester assessment is therefore not considered further here.
- 1.1.3 **Table 1.1** outlines relevant mitigation measures and **Table 1.2** the schedule of landscape effects.

Table 1.1: Relevant Mitigation Measures

<b>Embedded Mitigation:</b>	<ul style="list-style-type: none"> <li>• Modifications to topography and landform – use of cuttings and false cuttings to minimise visibility of the Scheme and where possible reduce visibility compared to the existing highways arrangement.</li> <li>• Re-profiling of existing landform with creation of chalk grassland and reversion to arable agriculture.</li> <li>• Improvements to existing PRoWs with crossings under / over the highways and the reconfigured gyratory roundabout</li> <li>• Creation of new bridleway between Easton Lane and Long Walk on east side of M3.</li> <li>• Creation of a new walking, cycling and horse-riding (WCH) link between Easton Lane on the west side of M3 and NCN Route 23 on the east side of M3.</li> <li>• The carriageway and junctions would not be illuminated. The M3 and A34 underpasses would be lit to a 50% of full daytime lighting level, however the exit portals of the underpasses would be unlit during the day and night-time.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Illumination of gantry-mounted signage designed to limit direct upward light and consider the Obtrusive Light Parameters Environmental Lighting Zone E2 (gantry locations) and E1a/b (Receptor locations within South Downs National Park).</li> </ul>
<p><b>Essential Mitigation</b></p>	<ul style="list-style-type: none"> <li>• Retention of existing vegetation where possible as identified on the <b>Figure 2.3 (Environmental Masterplan)</b> of the <b>ES (Document Reference 6.2)</b>.</li> <li>• New woodland and scrub planting alongside new road alignments and within internal land parcels between link roads.</li> <li>• Creation of new areas of chalk grassland (east of the M3 corridor) on the lower slopes of the South Downs adjacent to the highway corridor in areas undergoing land reprofiling, and areas of chalk grassland creation on the lower open downland slopes within the South Downs National Park</li> <li>• Creation of areas of species-rich grassland with chalk grassland characteristics in locations on the west side of the M3 alignment including adjacent to proposed woodland / scrubland, where agricultural land is being lost, and on highway estate verges</li> <li>• Integrate drainage features into surrounding landscape: on the upper slope's drainage (infiltration feature) designed to reflect landform profiles with appearance reflective of surrounding chalk grassland features other drainage features would be seeded with marginal aquatic grass mix</li> </ul>

Table 1.2: Schedule of Landscape Effects

BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
Designation, Character Area, Landscape Feature	Baseline Description (Relevant Key Characteristics)	Value, Susceptibility to Change, OVERALL SENSITIVITY	Description of Changes	Size / scale, Geographical Extent, Duration / Reversibility	Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
<b>Designated Landscapes</b>						
South Downs National Park	<p>A landscape of open rolling downland, river valleys, heathland, ancient woodland, together with villages and market towns. The South Downs National Park is designated at the national / statutory level for its special qualities. Relevant special qualities are:</p> <ul style="list-style-type: none"> <li>▪ <i>“Diverse, inspirational landscapes and breath-taking views</i></li> <li>▪ <i>A rich variety of wildlife and habitats including rare and internationally important species</i></li> <li>▪ <i>Tranquil and unspoilt places</i></li> <li>▪ <i>An environment shaped by</i></li> </ul>	<p><i>Value:</i> Very High</p> <p><i>Susceptibility to Change:</i> High</p> <p><b>OVERALL SENSITIVITY: VERY HIGH</b></p>	<p><u>During Construction:</u></p> <p>Proposed construction activities within the South Downs National Park would be limited to a small geographical area at the western end of the South Downs National Park adjacent to the existing M3/A33/A34. This would include visibility of, and noise from, construction activities (and therefore indirect/experiential effects including on tranquillity) within restricted areas of the wider designation out to approximately 2km from the Application Boundary.</p> <p>Visible activities would include vegetation clearance and thinning to retained trees and other vegetation, earthworks associated with the highway and wider sympathetic land remodelling, installation of drainage features including infiltration basins, ponds and ditches, construction/ reconstruction of the highway including road signage, and construction of new PRowS and improvements to existing PRowS, including new bridge crossings under/over the M3, the A34, and the revised gyratory roundabout. The Application Boundary also includes construction compounds (central and ancillary), haul routes, and temporary storage areas.</p> <p>The construction activity within, or visible from, this limited part of the South Downs National Park would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>▪ Small-scale reversible use of arable farmland for construction compounds and spoil management (temporary storage areas), and small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and chalk grassland. Resulting in slight loss to the farmland a recognised special quality.</li> <li>▪ Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment. Resulting in slight damage to breath taking view and the diverse and inspirational landscape special qualities.</li> <li>▪ Small-scale changes arising from the construction/installation of new gantries, Variable Message Signs (VMS) and motorway signage, resulting in slight damage to breath taking view special quality.</li> <li>▪ Small-scale loss of trees and scrub/shrubs, predominantly within the existing highways estate but also within the wider Application Boundary, which contribute to the special quality of a rich variety of habitats.</li> </ul>	<p><u>During Construction:</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider South Downs National Park out to approximately 2km from the Application Boundary.</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Short-term/ reversible changes to the local PRow network due to diversions and closures. Medium to long term partially reversible and partially permanent effects associated with vegetation removal Long term permanent effects arising from landform changes.</p>	<p><u>South Downs National Park overall</u></p> <p>Direct and Indirect/ experiential</p> <p>Minor adverse</p>	<p><u>South Downs National Park overall</u></p> <p><b>Moderate Significant</b></p>

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	<p><i>centuries of farming and embracing new enterprise</i></p> <ul style="list-style-type: none"> <li>■ <i>Great opportunities for recreational activities and learning experiences</i></li> <li>■ <i>Well-conserved historical features and a rich cultural heritage</i></li> <li>■ <i>Distinctive towns and villages, and communities with real pride in their area.</i></li> </ul> <p>The South Downs National Park includes an area of internationally designated dark night sky. The Scheme lies approximately 15km away from the Dark Skies Core (E0) and is</p>		<ul style="list-style-type: none"> <li>■ Small to medium-scale creation/realignment of roads and reconfiguration of the existing gyratory roundabout, and to the local PRow network due to diversions and closures necessary to facilitate the implementation of the Scheme. This would result in effects on the special qualities of breath taking views, tranquillity and recreational access.</li> </ul> <p>The Scheme would introduce new permanent features to the landscape and view however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity associated with the highway and supporting infrastructure such as gantries, VMS, signage, retaining walls.</p> <p>Construction activities would result in short-term and reversible decreases to tranquillity (a recognised special quality) within the immediate environs to the Scheme due to increased noise levels, the movement of plant and machinery (with flashing beacons) within the Application Boundary, and traffic management measures within the existing highways.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs.</p> <p>Overall whilst it is considered effects would occur to the receptor as identified these would be localised and therefore only result in a small change on the receptor as a whole.</p>	Long-term permanent effects arising from the installation of the new / realigned highway and infrastructure.		



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	<p>located adjacent to transitional zone (E1b), starting at the boundary of the South Downs National Park.</p> <p>Whilst the South Downs National Park does not include any E2 zones, transitioning immediately from E3 to E1b. Given the existing urban lighting of Winchester in the vicinity (equivalent to an E3 zone) already disrupting the 'darkness' of the area, and the currently unlit M3 corridor bordering and E1b zone of the South Downs National Park it would follow that the application site sits within a narrow band of E2.</p>		<p><u>Operation (Winter Year 1):</u> The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Very small-scale illumination of the PRoW underpasses, with lighting designed to minimise light-spill, and illumination of the gantry-mounted signage.</li> <li>Small-scale conversion of arable and pastoral farmland (a special quality) adjacent to the highway alignment and woodland / scrub / shrub planting and chalk grassland.</li> <li>Continued small-scale loss of trees and scrub/shrubs, predominantly within the existing highways estate but also within the wider Application Boundary, which contribute to the special quality of a rich variety of habitats.</li> <li>Small-scale changes to the topography of the lower slopes of the open downland landscape immediately adjacent to the highway alignment resulting in slight damage to inspirational landscape special quality.</li> <li>Small-scale changes arising from the presence of new gantries / VMS and motorway signage resulting in slight damage to breath taking view special quality.</li> <li>Small to medium-scale creation/realignment of roads and reconfiguration of the existing gyratory roundabout, resulting in damage to breath taking view special quality.</li> <li>Small to medium-scale <del>scale</del> beneficial changes to the local PRoW network through the creation of new WCH routes and enhancement of existing routes to improve connectivity between the city of Winchester and the South Downs National Park. A positive contribution to the special quality of recreational activity.</li> </ul> <p>Vegetation losses would continue to be perceivable in the landscape and mitigation planting would not yet have been established, resulting in a slight increase in visibility of vehicles on the highway and in the worst case increased audibility of traffic within areas of the South Downs National Park (as reported in <b>Chapter 11 (Noise and Vibration)</b> of the <b>ES (Document Reference 6.1)</b>). These would however be localised effects with only negligible changes for the wider designation, with some areas also experiencing reduction in traffic noise. However in a worst case overall this would result in perceived decreases to tranquillity within the immediate environs to the Scheme.</p>	<p><u>Operation (Winter Year 1):</u> <i>Size / scale:</i> Small <i>Geographical Extent:</i> Localised with limited effects within the wider South Downs National Park out to approximately 2km from the Application Boundary <i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent effects associated with vegetation removal. Long term permanent effects arising from landform changes. Long-term permanent effects arising from the installation of the new / realigned roads, associated infrastructure and new gantries / VMS and motorway signage Beneficial long-term/permanent changes to the local PRoW network. Long term permanent (but very small-scale) effects arising from illumination of the PRoW</p>	<p>South Downs National Park overall Direct and Indirect/experiential Minor adverse</p>	<p>South Downs National Park overall <b>Moderate Significant</b></p>



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			<p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p> <p>Light levels would increase within the new underpasses for safety and security. However, the orientation of the underpass, surrounding landform and landscape screening means the change will be very small scale with obtrusive light limited to surrounding environs.</p> <p>Light levels would increase because of the new gantry mounted signage, with elevated light sources visible. Sign luminance falls within guidelines and during the night time environment is typically experienced in the context of Winnall industrial estate as a background lit feature and the M3 corridor with continually changing lit conditions from vehicle head / tail light. It is however considered that this would not alter the Environmental Light Zone (E2) in which the gantries are present.</p> <p>Furthermore as the gantry-mounted illuminated signage is outside the South Downs National Park boundary and meets the requirements of the South Downs National Park Dark Skies Technical Advice Note (TAN) it is not considered this would reduce the quality of dark night skies.</p> <p>Overall it is considered effects as identified would be localised and therefore only result in a small change on the receptor as a whole.</p>	underpasses and gantry-mounted signage.		

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			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal land parcel between highways would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing when seen from higher elevations on the western edge of the South Downs National Park. When viewed from lower elevations, including from the new WCH routes, the visibility of the Scheme would be reduced. Where not hidden by intervening tree cover, gantries / VMS and signage would not form a notable feature.</p> <p>The development of the new areas of chalk grassland (LE1.3) on lower open downland slopes of the South Downs National Park adjacent to new woodland / scrub areas on the engineered side slopes, and areas of species-rich grassland (LE1.3) in locations on the west side of the M3 alignment would provide landscape mitigation in line with the aims and purposes of the South Downs National Park. Improvements to the local PRoW network would maintain improved connectivity between Winchester and the South Downs National Park.</p> <p>Tranquillity within the immediate environs of the Scheme would be improved over that experienced at Year 1. Audibility of traffic would remain as reported at Year 1, however following successful establishment of the proposed landscape mitigation (woodland, scrubland and linear belts of trees and shrubs) there would be less visibility of traffic from the accessible areas of the designation. An improved WCH offer would improve access to the designation from Winchester, with these users able to experience areas of open downland with chalk grassland and engage with the landscape. Albeit these routes may be popular so more people may be present which could impact perceived tranquillity.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that before the implementation of the Scheme resulting in no discernible change. Illumination from the underpasses and gantry-mounted signage would continue and this would not affect the baseline Environmental Light Zones. Furthermore as this is outside the South Downs National Park boundary and meets the requirements of the South Downs National Park Dark Skies Technical Advice Note (TAN) it is not considered this would reduce the quality of dark night skies.</p> <p>Overall whilst it is considered effects would occur to the receptor as identified these would be localised and therefore only result in a very small change on the receptor as a whole.</p>	<p><u>Operation (Summer Year 15):</u></p> <p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider South Downs National Park out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes. Long term partially reversible effects associated with vegetation establishment Long-term permanent effects arising from the installation of the new / realigned roads, associated infrastructure and new gantries / VMS and motorway signage Ongoing beneficial long-term/ permanent changes to the local PRoW network. Long-term beneficial effects on tranquillity within the western part of the South Downs National Park</p>	<p><u>South Downs National Park overall</u></p> <p>Direct and Indirect/ experiential</p> <p>Negligible adverse</p>	<p><u>South Downs National Park overall</u></p> <p>Slight</p> <p>Not significant</p>

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Magdalen Hill Cemetery Grade II Register of Parks and Gardens of Special Historic Interest (RPG)	Early 20 <sup>th</sup> Century cemetery noted for the layout and design of the tree and ornamental planting, this design relating "well to the location of the cemetery on downland above the city" of Winchester. Expansive views are possible to the north and west, these views being a key characteristic and sensitivity of the RPG and its setting.	Value: High  Susceptibility to Change: High  <b>OVERALL SENSITIVITY: HIGH</b>	<u>During Construction:</u> Being located approximately 850m to the south-east of the closest part of the Application Boundary, there would be no direct effects on the RPG as a result of the Scheme.  Boundary vegetation surrounding the cemetery, combined with consecutive layers of other intervening roadside and field boundary vegetation between the RPG and the Scheme, means that there is unlikely to be any visibility of construction activities associated with the Scheme. The Scheme is therefore very unlikely to result in any discernible changes to the setting of the RPG.	N/A	No change	Neutral Not significant
			<u>Operation (Winter Year 1):</u> The Scheme would not result in discernible changes to the setting of the RPG.	N/A	No change	Neutral Not significant
			<u>Operation (Winter Year 15):</u> The Scheme would not result in discernible changes to the setting of the RPG.	N/A	No change	Neutral Not significant
Avington Park Grade II* RPG	"A park of medieval and C17 origins, laid out and landscaped to its present extent in the mid to late C18 by the third Duke of Chandos, surrounding informal C18 gardens with C19 and C20 planting."	Value: High  Susceptibility to Change: High  <b>OVERALL SENSITIVITY: HIGH</b>	<u>During Construction:</u> Being located approximately 1.6km to the south-east of the closest part of the Application Boundary, there would be no direct effects on the RPG as a result of the Scheme.  Strong existing woodland along the western edge of the RPG, combined with undulating topography and other intervening vegetation between the RPG and the Scheme, means that there would be at worst very limited visibility of construction activities associated with the Scheme. The Scheme is therefore very unlikely to result in any discernible changes to the setting of the RPG.	N/A	No change	Neutral Not significant
			<u>Operation (Winter Year 1):</u> The Scheme would not result in discernible changes to the setting of the RPG	N/A	No change	Neutral Not significant
			<u>Operation (Winter Year 15):</u> The Scheme would not result in discernible changes to the setting of the RPG	N/A	No change	Neutral Not significant

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Worthy Park	<p>The parkland itself is not formally designated but provides the setting for the Grade II* Listed Worthy House (now a private school).</p> <p>The Hampshire Gardens Trust listing notes that the house is visible from the M3, but that new houses have been built in some of the garden areas, "...destroying the original layout and designs of the gardens. The old walls remain as well as some specimen trees such as oaks, chestnuts, yews, and a magnificent Holm Oak, in the parkland and woods. However, little feel of the 19th century parkland." [The online entry appears to be incomplete – based on the rest of the description, the missing word is assumed to be "remains".] The summary reads: "Georgian house designed by Sir Robert Smirke a few parkland trees remain with views across open farmland to the river Itchen. Land was sold off in the 1950s and the house became Prince's Mead School in 1999."</p>	<p><i>Value:</i> Medium</p> <p><i>Susceptibility to Change:</i> Medium</p> <p><b>OVERALL SENSITIVITY: MEDIUM</b></p>	<p><u>During Construction:</u></p> <p>Being located approximately 100m to the north-west of the Application Boundary, there would be no direct effects on the parkland as a result of the Scheme.</p> <p>A very small part of the Scheme between the A34 and M3 is visible in long distance views from the park. Overall it is considered that construction activities (including some vegetation removal) are unlikely to result in any noticeable alteration to the existing perceptual characteristic of the existing park, and the current character experienced would be retained.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Local <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p>	Indirect/ experiential Negligible adverse	Slight Not significant	
			<p><u>Operation (Winter Year 1):</u></p> <p>Being located approximately 100m to the north-west of the Application Boundary, there would be no direct effects on the RPG as a result of the Scheme.</p> <p>A very small part of the Scheme between the A34 and M3 is visible in long distance views from the park. Overall it is considered that the Scheme would not materially alter the quality of the views or perceptual characteristics of the park. In a worst case some vegetation removal may be perceptible.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Local <i>Duration / Reversibility:</i> Long-term/ permanent</p>			Indirect/ experiential Negligible adverse
			<p><u>Operation (Winter Year 15):</u></p> <p>Following successful establishment of landscape mitigation the Scheme would not result in discernible changes to the setting of the park.</p>	N/A			
Protected trees and vegetation (Tree Preservation Orders (TPOs) and Important Hedgerows)	<p>There are a number of Tree Preservation Orders (TPOs) within or immediately adjacent to the Application Boundary, as summarised below:</p> <ul style="list-style-type: none"> <li>Area TPO 00065-2003-TPO, which covers a number of tree groups located adjacent to the B3047 highway as it passes under the M3, near Graces Farm. These lie outside</li> </ul>	<p><i>Value:</i> High</p> <p><i>Susceptibility to Change:</i> Medium</p>	<p><u>During Construction:</u></p> <p>TPO 00039-2003-TPO which comprises a small section of tree group 43, would be partially lost as a result of the realigned highway and M3 J9 gyratory. All other TPO's would remain unaffected.</p> <p>The important hedgerows removed comprise small sections of larger features which would be largely retained and protected during construction.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Local <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p>	Direct Negligible adverse	Slight Not significant	



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	<p>the area surveyed as part of <b>Appendix 7.5 (AIA) of the ES (Document Reference 6.3)</b></p> <ul style="list-style-type: none"> <li>Area TPO 00652-2003-TPO located on land on the northern edge of Kings Worthy adjacent to the A33. As identified in the <b>Appendix 7.5 (AIA) of the ES (Document Reference 6.3)</b>, this comprises of tree groups 133 (category B) and 134 (Category C), and woodland W2 (Category A)</li> <li>Area TPO 00039-2003-TPO located on land on the south-west corner of the existing gyratory roundabout. As identified in the <b>Appendix 7.5 (AIA) of the ES (Document Reference 6.3)</b>, this comprises a small section of tree group 43 (Category B)</li> <li>Area TPO 00039-2003-TPO located on land to the south of the Tesco superstore. As identified in the <b>Appendix 7.5 (AIA) of the ES (Document Reference 6.3)</b>, this comprises of tree group 44 (Category A)</li> <li>Area TPO 00039-2003-TPO, located south of Winchester Sports Stadium within the M3 corridor approx. 50m south on the proposed 1mile ADS sign. This TPO does not reflect the current tree coverage in this area and the TPO extent partially overlaps with the M3 corridor. This TPO is not considered further in this chapter.</li> </ul> <p>The Application Boundary includes a number of Important Hedgerows (under the Hedgerow Regulations 1997), these along Easton Lane (H6 and H7) located east of the existing M3 Junction 9 gyratory, and Long Walk (H1, H2, and H3) as shown on the Protected Trees and Hedgerows to be Removed Plans (Document Reference 2.13). Hedgerows are noted as being important</p>	<p><b>OVERALL SENSITIVITY: HIGH</b></p>	<p>Construction access would result in a number of small sections of hedgerow and hedgerow trees being removed.</p>	<p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes.</p>		
<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects resulting from construction phase activity after the end of the construction phase. There would be very small-scale loss to vegetation.</p>			<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Local <i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent effects associated with vegetation changes.</p>	<p>Direct Negligible adverse</p>	<p>Slight Not significant</p>	
<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 woodland, LE2.4 linear belts of tree and shrub planting, LE2.8 scrub planting, and LE4.1 hedgerow) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. This would partially replace the features lost during construction.</p>			<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Local <i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent effects associated with vegetation changes.</p>	<p>Direct Negligible adverse</p>	<p>Slight Not significant</p>	

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	due to their cultural heritage value and species rich nature, and presence as habitats of principal importance. Given the recognised ecological and cultural value these features are being assessed as being of high landscape value.					

BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
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South Downs National Park LCAs						
Designation, Character Area, Landscape Feature	Baseline Description (Relevant Key Characteristics)	Value, Susceptibility to Change, OVERALL SENSITIVITY	Description of Changes	Size / scale, Geographical Extent, Duration / Reversibility	Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
LCA A5: East Winchester Open Downs	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>“Open rolling upland chalk landscape of rolling downs</li> <li>Occasional areas of species rich unimproved chalk grassland occur, for example at Cheesefoot Head and St Catherine’s Hill, Magdalene Hill and Satterley Bowl</li> <li>Large open skies ensure that weather conditions are a dominant influence creating a dynamic, moody landscape, particularly on higher ground e.g. at Cheesefoot Head</li> <li>A strong sense of remoteness and tranquillity away from the</li> </ul>	<p>Value:</p> <p>Very High</p> <p>Susceptibility to Change:</p> <p>High</p> <p><b>OVERALL SENSITIVITY:</b></p> <p><b>VERY HIGH</b></p>	<p><u>During Construction:</u></p> <p>Proposed construction activities within LCA A5 would be limited to a small geographical area at the western end of the LCA adjacent to the existing M3/A33/A34. This would include visibility of, and noise from, construction activities (and therefore indirect/experiential effects including tranquillity) within restricted areas of the wider LCA out to approximately 2km from the Application Boundary.</p> <p>Visible activities would include vegetation clearance / and thinning to retained trees and other vegetation, earthworks associated with the highway and wider sympathetic land remodelling, installation of drainage features including infiltration features, ponds and ditches, construction/ reconstruction of the highway including gantries / VMS and road signage, and construction of new PRoWs and improvements to existing PRoWs, including new bridge crossings under/over the M3, the A34, and the revised gyratory roundabout. The Application Boundary also includes construction compounds (central and ancillary), haul routes, and temporary storage areas, which lie within the LCA boundary.</p>	<p><u>During Construction:</u></p> <p>Size / scale:</p> <p>Medium</p> <p>Geographical Extent:</p> <p>Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p>Duration / Reversibility:</p> <p>Construction activities would be short-term (3 years) and reversible.</p>	<p>Direct and indirect/experiential</p> <p>Moderate adverse</p>	<p><b>Large Significant</b></p>



BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
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	<p><i>major transport routes (M3, A31, A272) which cross the landscape</i></p> <ul style="list-style-type: none"> <li>■ <i>The typical settlement form is relatively late in origin and comprises isolated farmsteads of 18th-19th century with more modern buildings along the B3404 on the edge of Winchester</i></li> <li>■ <i>Chilcomb village is located in a dry valley, surrounded by an area of small-scale irregular enclosures dating back to the medieval period</i></li> <li>■ <i>Expansive views over Winchester and the Itchen Valley due to the open character of the landscape, including panoramic views from Cheesefoot Head and from St Catherine's Hill"</i></li> </ul>		<p>The construction activity within, or visible from, this limited part of LCA A5 would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>■ Small-scale use of arable farmland for construction compounds and spoil management (temporary storage areas).</li> <li>■ Small-scale loss of trees and scrub/shrubs, predominantly within the existing highways estate but also within the wider Application Boundary (including partial loss of an important hedgerow on Easton Lane).</li> <li>■ Small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and chalk grassland.</li> <li>■ Small-scale conversion of pastoral farmland adjacent to the highway alignment/new A33 roundabout to new woodland/ scrub/shrub planting and species-rich grassland with chalk grassland characteristics.</li> <li>■ Small-scale changes arising from the installation of new gantries (and illumination of gantry-mounted signage) / VMS and motorway signage.</li> <li>■ Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment.</li> <li>■ Medium-scale changes to the local PRoW network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> <li>■ Medium-scale creation/realignment of roads and reconfiguration of the existing gyratory roundabout</li> </ul> <p>The Scheme would introduce new permanent features to the landscape and view however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity associated with the highway and supporting infrastructure such as gantries / VMS, signage, and retaining walls.</p> <p>Construction activities would result in short-term and reversible reduced perception of tranquillity within the immediate environs of the Scheme due to increased noise levels, the movement of plant and</p>	<p>Short-term/ reversible changes to the local PRoW network due to diversions and closures</p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new gantries / VMS and motorway signage</p>		

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			<p>machinery (with flashing beacons) within the Application Boundary, and traffic management measures within the existing highways.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs</p> <p>Overall it is considered that in a worst case (in the immediate vicinity of the Scheme) effects would be heightened but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>			
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>■ Very small-scale long-term/permanent illumination of the PRoW underpasses, with lighting designed to minimise light-spill.</li> <li>■ Small-scale conversion of arable farmland adjacent to the highway alignment and woodland / scrub / shrub planting and chalk grassland</li> <li>■ Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment</li> <li>■ Small-scale changes arising from the presence of new retaining walls / gantries (including illumination of gantry-mounted signage) / VMS and motorway signage</li> <li>■ Medium-scale creation/realignment of roads and reconfiguration of the existing gyratory roundabout</li> <li>■ Medium-scale beneficial changes to the local PRoW network through the creation of new WCH routes and enhancement of existing routes to improve connectivity</li> </ul>	<p><u>Operation (Winter Year 1):</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Medium to long term partially</p>	<p>Direct and indirect/ experiential</p> <p>Minor adverse</p>	<p><b>Moderate Significant</b></p>

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			<p>Vegetation losses would continue to be perceivable and mitigation planting would not yet have been established, resulting in a slight increase in visibility of vehicles and in the worst case increased audibility of traffic within areas of the South Downs National Park (as reported in <b>Chapter 11 (Noise and Vibration)</b> of the <b>ES (Document Reference 6.1)</b>). In a worst case this would result in perceived decrease to tranquillity within the immediate environs to the Scheme, however these would be localised effects with only negligible changes for the wider area.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p> <p>Light levels would increase within the new underpasses for safety and security within this LCA, however, the location adjacent to the highway network and the orientation of the underpass, surrounding landform and landscape screening means the change would be very small scale with obtrusive light limited to surrounding environs.</p> <p>The new gantry mounted signage would increase the perception of light sources from limited areas of the LCA (due to the elevated light sources). Sign luminance falls within guidelines and during the night time environment is typically experienced in the context of Winnall industrial estate as a background lit feature and the M3 corridor with continually changing lit conditions from vehicle head / tail light. It is considered that this would not alter the Environmental Light Zone (E2) in which the gantries are present.</p> <p>Furthermore as the gantry-mounted illuminated signage is outside the South Downs National Park boundary and meets the requirements of the South Downs National Park Dark Skies Technical Advice Note (TAN) it is not considered this would reduce the quality of dark night skies from this receptor.</p> <p>Overall it is considered that in a worst case (in the immediate vicinity of the Scheme) that reported effects would be heightened but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>	<p>reversible and partially permanent effects associated with vegetation changes and new / realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new retaining walls / gantries / VMS and motorway signage.</p> <p>Beneficial long-term/permanent changes to the local PRow network.</p> <p>Long term permanent (but very small-scale) effects arising from illumination of the PRow underpasses and small scale effects from the gantry-mounted signage.</p>		

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			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal land parcel between highways would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing junction arrangement when seen from higher elevations in LCA A5. When viewed from lower elevations, including from the new WCH routes created as part of the Scheme, the visibility of the Scheme would be reduced from the existing situation. Where not hidden by intervening tree cover, gantries / VMS and signage would not form a notable feature in views.</p> <p>The development of the new areas of chalk grassland (LE1.3) on lower open downland slopes of the South Downs National Park would provide landscape mitigation in line with the aims and purposes of the South Downs National Park. Improvements to the local PRoW network would remain in place, maintaining improved connectivity between Winchester and the South Downs National Park.</p> <p>Tranquillity within the immediate environs of the Scheme would be improved over that experienced at Year 1 with a slight improvement from the baseline implementation of the Scheme. Audibility of traffic would remain as reported at Year 1, however following successful establishment of the proposed landscape mitigation (woodland, scrubland and linear belts of trees and shrubs) there would be less visibility of traffic from the accessible areas of the designation. An improved WCH offer would allow more users to access the designation from Winchester, with these users able to experience areas of open downland with chalk grassland.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Illumination from the underpasses and gantry-mounted signage would continue. Overall this would result in no discernible change to the baseline Environmental Light Zones or effects on dark night skies.</p> <p>It is considered that in the immediate vicinity of the Scheme effects would be beneficial but that these would reduce within the wider</p>	<p><u>Operation (Summer Year 15):</u></p> <p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes. Long term partially reversible and partially permanent effects associated with vegetation changes and new / realigned roads. Long term permanent (but very small-scale) effects arising from illumination of the PRoW underpasses and small scale effects from the gantry-mounted signage arising</p>	<p>Direct and indirect/ experiential</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>



BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
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			character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.	from its elevated nature. Ongoing beneficial long-term / permanent changes to the local PRoW network. Long-term beneficial effects on tranquillity within the western part of the LCA		

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LCA F5: Itchen Floodplain	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>“Flat valley floor of the Itchen Valley that flows through and provides a landscape setting for Winchester.</li> <li>A landscape with flat landform and predominantly pastoral.</li> <li>Contains the meandering course of the River Itchen.</li> <li>The watercourse and banks of the Itchen are</li> </ul>	<p>Value: Very High</p> <p>Susceptibility to Change: High</p> <p><b>OVERALL SENSITIVITY: VERY HIGH</b></p>	<p><u>During Construction:</u> Proposed construction activities within LCA F5 would be limited to two small areas where the existing A34/A33 and M3 cross the floodplain. There would also be visibility of, and noise from, construction activities (and therefore indirect / experiential effects) within restricted areas of the wider Application Boundary.</p> <p>Visible activities would include vegetation clearance / and thinning to retained trees and other vegetation, earthworks and land remodelling (very limited within this LCA), installation of drainage features including ponds and ditches, construction / reconstruction of the highway (including the proposed A33 roundabout and new road signage), and construction of new PRoWs and improvements to existing PRoWs.</p> <p>The construction activity within, or visible from, this limited part of LCA F5 would occur over a short-term period (3 years) and result in the following:</p>	<p><u>During Construction:</u> Size / scale: Small Geographical Extent: Localised, with limited indirect effects experienced from restricted locations within the wider LCA out to approximately 1km from the Application Boundary</p> <p>Duration / Reversibility:</p>	<p>Direct and indirect/experiential</p> <p>Minor adverse</p>	<b>Moderate Significant</b>

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	<p><i>designated as a SAC incorporating a diversity of habitats including the clear alkaline river, fen/marsh/swamp, neutral grassland and pockets of woodland.</i></p> <ul style="list-style-type: none"> <li>Historic features associated with the presence of the River and the Itchen Navigation are apparent today. Remnant features relating to water management and agricultural/industrial use of the river, including fragments of water meadows, weirs and mill ponds, fish farms, trout lakes, and watercress beds.</li> <li>Downstream of Itchen Abbas the landscape is of recent enclosure, comprising regular field systems with very little woodland.</li> <li>General absence of settlement, but the area is close to Winchester and crossed by the M3 and A roads which interrupt the otherwise tranquil landscape.”</li> </ul>		<ul style="list-style-type: none"> <li>Small to medium scale loss of trees and scrub / shrubs, predominantly within the existing highways estate</li> <li>Small-scale creation/realignment of roads</li> <li>Small-scale changes arising from the construction/installation of new retaining walls / VMS and motorway signage</li> <li>Medium-scale changes to the local PRoW network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> </ul> <p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity.</p> <p>Construction activities would result in short-term and reversible decreases to tranquillity within the immediate environs to the Scheme due to increased noise levels, the movement of plant and machinery (with flashing beacons) within the Application Boundary, and traffic management measures within the existing highways.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs</p>	<p>Construction activities would be short-term (3 years) and reversible.</p> <p>Short-term/ reversible changes to the local PRoW network due to diversions and closures</p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation removal and new / realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new VMS</p>		
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Small-scale creation of species-rich grassland</li> <li>Small-scale creation/realignment of roads</li> <li>Small-scale changes arising from the presence of new retaining walls / VMS / motorway signage</li> </ul>	<p><u>Operation (Winter Year 1):</u></p> <p><i>Size / scale: Very Small</i></p> <p><i>Geographical Extent: Localised, with limited indirect effects experienced from restricted locations</i></p>	<p>Direct and indirect/ experiential</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>



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			<ul style="list-style-type: none"> <li>Medium-scale beneficial changes to the local PRoW network through the creation of new WCH routes and enhancement of existing routes to improve connectivity between the city of Winchester and the South Downs National Park</li> </ul> <p>Small scale vegetation loss would continue to be perceivable in the landscape and mitigation planting would not yet have established, however the baseline visibility of vehicles on the highway (which is filtered) would remain due to the retained vegetation. In the worst case increased audibility of traffic within areas of the South Downs National Park would occur (as reported in <b>Chapter 11 (Noise and Vibration)</b> of the <b>ES (Document Reference 6.1)</b>). These would however be localised effects with only negligible changes for the wider character area. Overall it is considered this would result in only a very minor perceived decrease to tranquillity this within the immediate environs of the Scheme.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p>	<p>within the wider LCA out to approx. 1km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Medium to long term partially reversible / partially permanent effects associated with vegetation loss and new / realigned roads.</p> <p>Long term permanent effects arising from landform changes and from the installation of new VMS.</p> <p>Beneficial long-term/permanent changes to the local PRoW network.</p>		

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			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing arrangement when seen from within LCA F5.</p> <p>Where not hidden by intervening tree cover, VMS and signage would not form a notable feature in views.</p> <p>The development of the new areas of species-rich grassland (LE1.3) in locations on the west side of the M3 alignment would provide landscape benefits in line with the aims and purposes of the South Downs National Park of which LCA F5 is a part.</p> <p>Improvements to the local PRoW network would remain in place, maintaining improved connectivity between Winchester and the South Downs National Park.</p> <p>Tranquillity within the immediate environs to the Scheme would be no worse than that experienced before implementation of the Scheme. Traffic would continue to be an influence however less congestion and queuing traffic would occur.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p>	<p><u>Operation (Summer Year 15):</u></p> <p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes.</p> <p>Long term partially reversible and partially permanent effects associated with vegetation changes and new / realigned roads.</p> <p>Ongoing beneficial long-term/ permanent changes to the local PRoW network.</p> <p>Long-term beneficial effects on tranquillity within the western part of the LCA.</p>	<p>Direct and indirect/ experiential</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>

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LCA G5: Itchen Valley Sides	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>“Smoothly rounded valley sides carved from chalk, generally less steep than the valley sides of the major chalk valleys in east of the National Park.</li> <li>Shallow well drained, calcareous silty soils support intensive arable cultivation on shallower slopes of the valley sides. Other areas are pasture.</li> <li>Field patterns are a mixture of informal fieldscapes resulting from piecemeal enclosure and formal fieldscapes resulting from planned enclosure – the smaller fields are around settlements.</li> <li>Generally little woodland, but some distinctive belts along the edge of the floodplain and on steeper slopes e.g. ancient woodland at Beech Hill.</li> <li>A sequence of villages and settlements occur along the lower valley sides, linked by roads which run parallel to the</li> </ul>	<p>Value: Very High</p> <p>Susceptibility to Change: High</p> <p><b>OVERALL SENSITIVITY: VERY HIGH</b></p>	<p><u>During Construction:</u></p> <p>Proposed construction activities within LCA G5 would be limited to two small areas where the existing A34/A33 and M3 cross the Itchen Valley. There would also be visibility of, and noise from, construction activities (and therefore indirect/ experiential effects) within restricted areas of the wider Application Boundary. ZTV modelling indicates that there would not be any theoretical visibility of the Scheme from the part of the LCA adjacent to Junction 10 of the M3 to the west of Chilcomb village.</p> <p>Visible activities would include vegetation clearance / and thinning to retained trees and other vegetation, earthworks and land remodelling, installation of drainage features including ponds and ditches, construction / reconstruction of the highway (including the proposed A33 roundabout, road signage, gantries and VMS), and construction of new PRoWs and enhancement of existing PRoWs.</p> <p>The construction activity within, or visible from, this limited part of LCA G5 would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>Small-scale short-term and reversible use of arable farmland for construction activities and spoil management (temporary storage areas)</li> <li>Small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and species rich grassland with chalk grassland qualities including land between the M3 and the A33/A34</li> <li>Small-scale changes arising from the construction/installation of new retaining walls / gantries / VMS / motorway signage</li> <li>Small-scale changes to the topography of the lower slopes of the South Downs immediately adjacent to the highway alignment</li> <li>Small-scale loss of trees and scrub/shrubs, predominantly within the existing highways estate but also within the wider Application Boundary</li> <li>Small-scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout</li> <li>Small-scale changes to the local PRoW network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> </ul> <p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part</p>	<p><u>During Construction:</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised, with limited indirect effects experienced from restricted locations within the wider LCA out to approximately 1km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p> <p>Short-term/ reversible changes to the local PRoW network due to diversions and closures</p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new / realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new gantries / VMS and motorway signage</p>	<p>Direct and indirect/ experiential</p> <p>Minor adverse</p>	<p><b>Moderate Significant</b></p>

BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
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	<p><i>floodplain – many are designated as conservation areas, and some are associated with designed landscapes.</i></p> <ul style="list-style-type: none"> <li>▪ <i>The large landscape park at Avington, which is listed on the English Heritage register, is the most notable of the designed landscapes.</i></li> <li>▪ <i>Crossed by the M3 and A roads which interrupt the otherwise tranquil valley landscape.”</i></li> </ul> <p>Key sensitivities:</p> <ul style="list-style-type: none"> <li>▪ <i>“Historic villages and designed landscapes parks which provide a sense of history.</i></li> <li>▪ <i>The panoramic views over the valley from St Catherine’s Hill also increase the sensitivity of the valley to change.</i></li> <li>▪ <i>The dark skies associated with the South Downs International Dark Skies Reserve. The visibility of this landscape from opposite valley sides and from the adjacent downs</i></li> </ul>		<p>of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity.</p> <p>Construction activities would result in short-term and reversible decreases to tranquillity within the immediate environs to the Scheme due to increased noise levels, the movement of plant and machinery (with flashing beacons) within the Application Boundary, and traffic management measures within the existing highways.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs.</p> <p>It is considered that in a worst case (in the immediate vicinity of the Scheme) effects would be heightened but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>			
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>▪ Small-scale conversion of arable farmland on east side of M3 alignment to woodland/ scrub/shrub planting and species rich grassland with chalk grassland qualities on the west side of M3</li> <li>▪ Small-scale changes to the topography of the lower slopes of the South Downs immediately adjacent to the highway alignment</li> <li>▪ Small-scale changes arising from the presence of new retaining walls / gantries / VMS / motorway signage</li> <li>▪ Small-scale creation/realignment of roads, and construction of the new A33 roundabout</li> <li>▪ Small-scale beneficial long-term/permanent changes to the local PRoW network through the creation of new WCH routes and enhancement of</li> </ul>	<p><u>Operation (Winter Year 1):</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised, with limited indirect effects experienced from restricted locations within the wider LCA out to approximately 1km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Medium</p>	<p>Direct and indirect/ experiential</p> <p>Minor adverse</p>	<p><b>Moderate Significant</b></p>



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	<p><i>increases the visual sensitivity of the valley sides. From within the valleys, the valley crests are seen against an open sky and are particularly visually sensitive which are vulnerable to light sources.</i></p>		<p>existing routes to improve connectivity between the city of Winchester and the South Downs National Park</p> <p>Vegetation loss would continue to be perceivable in the landscape and mitigation planting would not yet have established, resulting in increased visibility of vehicles on the highway. In the worst case increased audibility of traffic within areas of the South Downs National Park would occur (as reported in <b>Chapter 11 (Noise and Vibration)</b> of the <b>ES (Document Reference 6.1)</b>). These would however be localised effects, and overall it is considered this would result in only a very minor perceived decrease to tranquillity this within the immediate environs of the Scheme.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p> <p>From this receptor, due to the orientation of the underpass, surrounding landform and landscape screening, the change from new light sources would be very small scale with no discernible change to the baseline Environmental Light Zones of this receptor.</p> <p>The new gantry mounted signage would increase the perception of light sources from limited areas of the LCA (due to the elevated light sources). Sign luminance falls within guidelines and during the night time environment is typically experienced in the context of the M3 corridor with continually changing lit conditions from vehicle head / tail light. It is considered that this would not alter the Environmental Light Zone (E2) in which the gantries are present or the Environmental Light Zone of this receptor.</p> <p>Furthermore as the gantry-mounted illuminated signage is outside the South Downs National Park boundary and meets the requirements of the South Downs National Park Dark Skies Technical Advice Note (TAN) it is not considered this would reduce the quality of dark night skies from this receptor.</p> <p>Overall it is considered that in a worst case (in the immediate vicinity of the Scheme) reported effects would be heightened but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>	<p>to long term partially reversible and partially permanent effects associated with vegetation changes and new / realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new retaining walls / gantries / VMS and motorway signage.</p> <p>Beneficial long-term/permanent changes to the local PRow network.</p>		

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			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing arrangement when seen from within LCA G5.</p> <p>Where not hidden by intervening tree cover, retaining walls / VMS / signage would not form a notable feature in views.</p> <p>The development of the new areas of species-rich grassland (LE1.3) in locations on the west side of the M3 alignment would provide landscape enhancements in line with the aims and purposes of the South Downs National Park of which LCA G5 is a part.</p> <p>Improvements to the local PRow network would remain in place, maintaining improved connectivity between Winchester and the South Downs National Park.</p> <p>Tranquillity within the immediate environs to the Scheme would be no worse than that experienced before implementation of the Scheme. Traffic would continue to be an influence however less congestion and queuing traffic would occur, with a slight increase in the filtering of traffic in the view.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Illumination from the underpasses and gantry-mounted signage would continue. Overall this would result in no discernible change to the baseline Environmental Light Zones or effects on dark night skies.</p>	<p><u>Operation (Summer Year 15):</u></p> <p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes.</p> <p>Long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads.</p> <p>Ongoing beneficial long-term/ permanent changes to the local PRow network.</p> <p>Long-term beneficial effects on tranquillity within the western part of the LCA</p>	<p>Direct and indirect/ experiential</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>



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<b>Hampshire County LCAs/TCAs</b>						
LCA 3C: Itchen Valley	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>“The Itchen is a classic chalk stream, running through an area of soft permeable rock, supplied by underground aquifers.</li> <li>A valley of contrasts from a small stream to a fast-flowing river and then deep estuary but the largely undeveloped floodplain is a unifying feature.</li> <li>The stream and some of floodplain is internationally designated as a SAC because of its chalk stream habitat, rich in plants, invertebrates and fish.</li> <li>Important concentration of remnant water meadows.</li> <li>The valley floor is mainly neutral</li> </ul>	<p>Value: High</p> <p>Susceptibility to Change: High</p> <p><b>OVERALL SENSITIVITY: HIGH</b></p> <p>(a very high sensitivity has been applied to LCA F5: Itchen Floodplain and LCA G5: Itchen Valley Sides which fall entirely within the South Downs National Park as detailed above)</p>	<p><u>During Construction:</u></p> <p>The majority of the land within the Application Boundary for permanent works of the Scheme lies within LCA 3C: Itchen Valley as the existing alignment of the M3, A33 and A34 all lie predominantly within this LCA.</p> <p>Proposed construction activities within LCA 3C would be limited to the existing road alignments and their immediate environs, with limited visibility of, and noise from, construction activities (and therefore indirect/experiential effects) within restricted areas of the wider LCA out to approximately 1km from the Application Boundary, and in some locations out to 2km.</p> <p>Visible activities would include vegetation clearance / and thinning to retained trees and other vegetation, earthworks, and land remodeling, installation of drainage features including ponds and ditches, construction/ reconstruction of the highway including road signage, and construction of new PRoWs and enhancement of existing PRoWs, including new bridge crossings under/over the M3, the A34, and the revised gyratory roundabout. The Application Boundary also includes ancillary construction compounds, haul routes and temporary storage areas.</p> <p>The construction activity within, or visible from, this limited part of the LCA would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>Small-scale use of arable farmland for construction compounds and spoil management (temporary storage areas)</li> <li>Small to medium scale loss of trees and scrub/shrubs, predominantly within the existing highways estate but also within the wider Application Boundary (including partial loss of TPO 00039-2003-TPO)</li> <li>Small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and chalk grassland creation on the east side of the M3 corridor</li> <li>Small-scale conversion of arable farmland adjacent to the highway alignment to species rich grassland creation with chalk grassland qualities on the west side of the M3 corridor</li> <li>Small-scale changes arising from the construction/installation of new gantries / VMS and motorway signage</li> <li>Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment</li> </ul>	<p><u>During Construction:</u></p> <p>Size / scale: Medium</p> <p>Geographical Extent: Localised direct effects with limited indirect effects within the wider LCA out to approximately 1km from the Application Boundary</p> <p>Duration / Reversibility: Construction activities would be short-term (3 years) and reversible. Short-term/ reversible changes to the local PRoW network due to diversions and closures Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads. Long term permanent effects arising from landform changes. Long-term permanent effects arising from the installation of new retaining walls / gantries / VMS and motorway signage</p>	<p>Direct and indirect/ experiential</p> <p>Moderate adverse</p>	<p><b>Moderate Significant</b></p>

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	<p><i>grassland, a complex mosaic of fen species rich meadow and improved meadows, considered to be the largest assemblage of species rich neutral grassland in England</i></p> <ul style="list-style-type: none"> <li>▪ <i>The small villages and scattered farms sit comfortably within the valley.</i></li> <li>▪ <i>An extremely rich built heritage and setting to Winchester and developed valley sides in lower reaches.</i></li> <li>▪ <i>There is fairly good access to the valley by rights of way, and the Itchen Valley path follows the former towpath from Cheriton to Southampton."</i></li> </ul>		<ul style="list-style-type: none"> <li>▪ Medium scale changes to the local PRow network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> <li>▪ Medium scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout and associated link roads</li> </ul> <p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity.</p> <p>Construction activities would result in short-term and reversible decreases to tranquility within the immediate environs to the Scheme due to increased noise levels, the movement of plant and machinery (with flashing beacons) within the Application Boundary, and traffic management measures within the existing highways.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs.</p> <p>It is considered that in a worst case (in the immediate vicinity of the Scheme) effects would be heightened but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>			
	<p>A key detractor is noted as "more modern infrastructure development such as the M3 cutting, increasing commuter traffic and rapid expansion of</p>		<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>▪ Very small-scale long-term/permanent illumination of the PRow, M3 and A34 underpasses, with lighting designed to minimise light-spill.</li> </ul>	<p><u>Operation (Winter Year 1):</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider</p>	<p>Direct and indirect/experiential</p> <p>Minor adverse</p>	<p>Slight</p> <p>Not significant</p>

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	<p><i>settlements in the south are significant detractors which threaten to subsume increasingly isolated and small areas of a rural landscape.</i></p> <p>Opportunities to create extensive chalk grassland areas on south-facing valley sides within the LCA are noted.</p>		<ul style="list-style-type: none"> <li>■ Small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and chalk grassland creation on the east side of the M3 corridor</li> <li>■ Small-scale conversion of arable farmland adjacent to the highway alignment to species rich grassland creation with chalk grassland qualities on the west side of the M3 corridor</li> <li>■ Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment</li> <li>■ Small-scale changes arising from the presence of new retaining walls / gantries / VMS and motorway signage</li> <li>■ Medium-scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout</li> <li>■ Medium-scale beneficial changes to the local PRow network through the creation of new WCH routes and enhancement of existing routes to improve connectivity between the city of Winchester and the South Downs National Park and</li> </ul> <p>Vegetation loss would continue to be perceivable in the landscape and mitigation planting would not yet have established, resulting in increased visibility of vehicles on the highway. Increased audibility of traffic within this character area would also occur (as reported in <b>Chapter 11 (Noise and Vibration)</b> of the <b>ES (Document Reference 6.1)</b>). These would however be localised effects with only negligible changes for the wider character area. Overall it is considered this would result in only a very minor perceived decrease to tranquillity, this within the immediate environs of the Scheme.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p> <p>Light levels would increase within the new underpasses for safety and security within this LCA, however, the location adjacent to the highway network and the orientation of the underpass, surrounding landform and landscape screening means the change would be very small scale with obtrusive light limited to surrounding environs.</p> <p>The new gantry mounted signage would increase the perception of light sources from limited areas of the LCA (due to the elevated light sources). Sign luminance falls within guidelines of the South Downs National Park Dark Skies Technical Advice Note (TAN) and during the night time environment is typically experienced in the context of Winnall industrial</p>	<p>South Downs National Park out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i></p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new retaining walls / gantries / VMS and motorway signage.</p> <p>Beneficial long-term/permanent changes to the local PRow network.</p> <p>Long term permanent (but very small-scale) effects arising from illumination of the PRow underpasses and small scale effects from the illumination of gantry-mounted signage.</p>		



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			estate as a background lit feature and the M3 corridor with continually changing lit conditions from vehicle head / tail light. It is considered that this would not alter the Environmental Light Zone (E2) in which the gantries are present.			
			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing junction arrangement when seen from within LCA 3C.</p> <p>Where not hidden by intervening tree cover, gantries / VMS and signage would not form notable features in views.</p> <p>The development of the new areas of species rich grassland with chalk grassland characteristics alongside the new road alignments (LE1.3) and species-rich grassland (LE1.3) in locations on the west side of the M3 alignment and chalk grassland on the east side of the M3 corridor would provide landscape enhancements in line with the aims and purposes of the South Downs National Park of which this part of LCA 3C is a part.</p> <p>Improvements to the local PRow network would improve connectivity between Winchester and the South Downs National Park.</p> <p>Overall tranquillity within the immediate environs to the Scheme would be maintained to that experienced before implementation of the Scheme. The Scheme would be no more visible than the baseline situation following successful establishment of the intervening structural planting and only negligible changes to the noise associated with the Scheme would occur. The immediate environs to the Scheme would continue to be influenced by traffic using the revised junction arrangement, but with less congestion and queuing traffic, less visibility of traffic using the Scheme.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Illumination from the underpasses and gantry-mounted signage would continue. Overall this would result in no discernible change to the baseline Environmental Light Zones.</p>	<p><u>Operation (Summer Year 15):</u></p> <p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes. Long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads. Ongoing beneficial long-term/ permanent changes to the local PRow network. Long term permanent (but very small-scale) effects arising from illumination of the PRow underpasses and small scale effects from the illumination of gantry-mounted signage</p>	<p>Direct and indirect/ experiential</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>

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LCA 8G: East Winchester Open Downs	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>“Topographically varied and striking rolling landscape including steep scarps, extensive branching dry valleys systems which produce deep, narrow, rounded combes for example at Chilcomb and the Devil’s Punchbowl.</li> <li>Dominated by large 18th and 19th century fields of arable and pasture, bounded by sparse thorn hedgerows, creating an open landscape.</li> <li>Tracks surviving from the earlier manorial downland landscape are important historic landscape features.</li> <li>Occasional areas of species rich unimproved chalk grassland occur, for example at Cheesefoot Head and St Catherine’s</li> </ul>	<p>Value: Very High</p> <p>Susceptibility to Change: High</p> <p><b>OVERALL SENSITIVITY: VERY HIGH</b></p>	<p><u>During Construction:</u></p> <p>Proposed construction activities within LCA 8G would be limited to a small area at the north-western edge of the LCA adjacent to the existing M3/A33/A34, with limited visibility of, and noise from, construction activities (and therefore indirect/experiential effects) within restricted areas of the wider LCA out to approximately 2km from the Application Boundary.</p> <p>Visible activities would include vegetation clearance / and thinning to retained trees and other vegetation, earthworks and land remodelling (limited within the LCA) installation of drainage features including ponds, construction/ reconstruction of the highway including road signage, and construction of new PRowS and enhancement of existing PRowS, including new crossings over the M3, and the revised gyratory roundabout. The Application Boundary also includes construction compounds (central and ancillary), haul routes and temporary storage areas, which lie within the LCA boundary.</p> <p>The construction activity within, or visible from, this limited part of LCA 8G would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>Small-scale use of arable farmland for construction compounds and spoil management (temporary storage areas)</li> <li>Small-scale loss of trees and scrub/shrubs, predominantly within the existing highways estate but also within the wider Application Boundary (including partial loss of an important hedgerow on Easton Lane)</li> <li>Small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and chalk grassland</li> <li>Small-scale changes arising from the construction/installation of new gantries / VMS and motorway signage</li> <li>Small-scale changes to the topography</li> <li>Small-scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout</li> <li>Small-scale changes to the local PRow network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> </ul>	<p><u>During Construction:</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Short-term/ reversible changes to the local PRow network due to diversions and closures Medium to long term partially reversible and partially permanent effects associated with vegetation removal and new/ realigned roads. Long term permanent effects arising from landform changes. Long-term permanent effects arising from the installation of new retaining walls / gantries / VMS / motorway signage</p>	<p>Direct and indirect/experiential</p> <p>Minor adverse</p>	<p><b>Moderate Significant</b></p>



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	<p><i>Hill along with patches of scrub and woodland on steeper slopes, and game coverts, linear tree features and visually distinctive beech clumps on hill tops (notably at Cheesefoot Head and Beacon Hill).</i></p> <ul style="list-style-type: none"> <li>▪ <i>A strong sense of remoteness and tranquillity away from the major transport routes (M3, A31, A272) which cross the landscape.</i></li> <li>▪ <i>Large number of prehistoric and later earthworks, long barrows and round barrows, providing a strong sense of historical continuity.</i></li> <li>▪ <i>Good public access with a network of public rights of way, including the South Downs Way national trail, and open access land at Magdalen Hill Down and St Catherine's Hill.</i></li> <li>▪ <i>Sparse settlement including medieval</i></li> </ul>		<p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity.</p> <p>Construction activities would result in short-term and reversible decreases to tranquillity within the immediate environs to the Scheme due to increased noise levels, the movement of plant and machinery (with flashing beacons) within the Application Boundary, and traffic management measures within the existing highways.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs.</p> <p>It is considered that in a worst case (in the immediate vicinity of the Scheme) effects would be heightened but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>			
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>▪ Very small-scale illumination of the PRow underpasses, with lighting designed to minimise light-spill.</li> <li>▪ Very small-scale conversion of arable farmland adjacent to the highway alignment and woodland / scrub / shrub planting and chalk grassland</li> <li>▪ Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment</li> <li>▪ Small-scale changes arising from the presence of new retaining walls / gantries / VMS and motorway signage</li> </ul>	<p><u>Operation (Winter Year 1):</u></p> <p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i></p>	<p>Direct and indirect/ experiential</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>

BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
Designation, Character Area, Landscape Feature	Baseline Description (Relevant Key Characteristics)	Value, Susceptibility to Change, OVERALL SENSITIVITY	Description of Changes	Size / scale, Geographical Extent, Duration / Reversibility	Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
	<p><i>village of Chilcomb and isolated farmsteads of 18th-19th century, with more modern buildings along the B3404 on the edge of Winchester.</i></p> <ul style="list-style-type: none"> <li>■ <i>Panoramic views from Cheesefoot Head and from St Catherine's Hill across the Itchen Valley.</i></li> <li>■ <i>Large open skies ensure that weather conditions are a dominant influence creating a dynamic, moody landscape, particularly on higher ground.</i></li> <li>■ <i>The area forms an important eastern setting to Winchester."</i></li> </ul> <p>Main roads on the western edge of the LCA are noted as restricting access and causing fragmentation of the recreational experience, while light pollution arising from Winchester is also noted as affecting tranquillity in the western part of the LCA. The potential for carefully</p>		<ul style="list-style-type: none"> <li>■ Small-scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout</li> <li>■ Small-scale beneficial changes to the local PRoW network through the creation of new WCH routes and enhancement of existing routes to improve connectivity between the city of Winchester and the South Downs National Park</li> </ul> <p>Vegetation losses during the construction phase would not yet have been compensated for by new planting, resulting in adverse effects on tranquillity in the vicinity of the Scheme due to traffic noise from the realigned carriageways and junctions, and increased visibility of traffic.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p> <p>From this receptor due to the orientation of the underpass, surrounding landform and landscape screening the change from new light sources would be very small scale with no discernible change to the baseline Environmental Light Zones of this receptor.</p> <p>The new gantry mounted signage would increase the perception of light sources from limited areas of the LCA (due to the elevated light sources). Sign luminance falls within guidelines of the South Downs National Park Dark Skies Technical Advice Note (TAN) and during the night time environment is typically experienced in the context of the M3 corridor with continually changing lit conditions from vehicle head / tail light. It is considered that this would not alter the Environmental Light Zone (E2) in which the gantries are present or the Environmental Light Zone of this receptor.</p> <p>It is considered that in a worst case (in the immediate vicinity of the Scheme) reported effects would be heightened but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>	<p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new retaining walls / VMS / motorway signage.</p> <p>Beneficial long-term/permanent changes to the local PRoW network.</p> <p>Long term permanent (but very small-scale) effects arising from illumination of the PRoW underpasses and small scale effects from the illumination of the gantry-mounted signage.</p>		
			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. The</p>	<p><u>Operation (Summer Year 15):</u></p> <p>Size / scale: Very Small</p>	<p>Direct and indirect/experiential</p>	<p>Slight Not significant</p>

BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
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	designed planting schemes to assist in integrating urban fringe land uses into the landscape and thereby enhancing the setting of Winchester is identified as an opportunity for the future, but the importance of appropriate species choice (including considering the potential implications of climate change) and management is also highlighted.		<p>visibility of the Scheme would be no greater than that of the existing junction arrangement when seen from higher elevations in LCA A5. When viewed from lower elevations, including from the new WCH routes created as part of the Scheme, the visibility of the Scheme would be reduced from the existing situation. Where not hidden by intervening tree cover, gantries / VMS and signage would not form a notable feature in views.</p> <p>The development of the new areas of chalk grassland (LE1.3) on lower slopes of the South Downs would provide landscape mitigation in line with the aims and purposes of the South Downs National Park of which LCA 8G is a part.</p> <p>Improvements to the local PRow network would remain in place, maintaining improved connectivity between Winchester and the South Downs National Park.</p> <p>Tranquillity within the immediate environs of the Scheme would be improved over that experienced at Year 1. Audibility of traffic would remain as reported at Year 1, however following successful establishment of the proposed landscape mitigation (woodland, scrubland and linear belts of trees and shrubs) there would be less visibility of traffic from the accessible areas of the designation. An improved WCH offer would allow more users to access the designation from Winchester, with these users able to experience areas of open downland with chalk grassland.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Illumination from the underpasses and gantry-mounted signage would continue. Overall this would result in no discernible change to the baseline Environmental Light Zones.</p> <p>Overall it is considered that in the immediate vicinity of the Scheme effects would be beneficial but that these would reduce within the wider character area which is reflected in the overall judgement for this receptor. Effects on the landscape character within the Application Boundary are considered below.</p>	<p><i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes. Long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads. Long term permanent (but very small-scale) effects arising from illumination of the PRow underpasses and small scale effects from the illumination of the gantry-mounted signage. Ongoing beneficial long-term/ permanent changes to the local PRow network. Long-term beneficial effects on tranquillity within the western part of the LCA</p>	Negligible adverse	



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LCA 8E: Mid Hampshire Open Downs	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>▪ <i>“A sense of elevation, space and expansive views.</i></li> <li>▪ <i>A landscape of straight edges and sense of planned countryside on a large scale.</i></li> <li>▪ <i>Straight and direct fast roads, some of Roman origin.</i></li> <li>▪ <i>Large farm holdings dominated by cereal crops with little grazing.</i></li> <li>▪ <i>Woodland is rare and largely consists of 19th century shelterbelts – apart from assart woodland in the Downland Mosaic Small Scale landscape.</i></li> <li>▪ <i>Historic drove routes survive as prominent hedgerow lines in the landscape. These provided the framework for the ladder field systems which serviced the open field system and downland prior to formal enclosures.</i></li> <li>▪ <i>A landscape of considerable perceptual time-depth and an early focus for farming. Extensive crop marks visible, especially on higher ground associated with the east-west ridge between the Itchen and Test valleys.</i></li> <li>▪ <i>Very few settlements. Most are farmsteads, often with large modern storage sheds.”</i></li> </ul>	<p>Value: Medium</p> <p>Susceptibility to Change: Medium</p> <p><b>OVERALL SENSITIVITY: MEDIUM</b></p>	<p>LCA 8E lies beyond the Application Boundary but within the study area.</p> <p>The modelled ZTVs indicate that there may be some limited visibility of the Scheme from restricted locations along the southern edge of LCA 8E, and therefore potential for indirect/experiential effects on landscape character within the LCA.</p> <p><b>Figure 7.5 (Comparative ZTV) of the ES (Document Reference 6.2)</b> identifies limited differences in visibility between the existing highway and proposed Scheme when considering the worst case Digital Terrain Model analysis.</p> <p>Furthermore it is considered consecutive layers of field boundary and roadside vegetation mean that the Scheme is unlikely to be discernible in views from LCA 8E, and the Scheme would not therefore result in even indirect changes to landscape character.</p>	N/A	No change	Neutral Not significant
LCA 7B: Hannington and Dummer Downs	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>▪ <i>“High elevated open chalk plateau covered by a thick and continuous clay with flints cap giving rise to a gently undulating topography.</i></li> <li>▪ <i>Large open arable farmland enclosed with low hedgerows, trees and extensive woodland blocks.</i></li> <li>▪ <i>Varying inter-visibility due to areas of extensive semi-natural woodland blocks and small linear plantations on more open slopes.</i></li> </ul>	<p>Value: Medium</p> <p>Susceptibility to Change: Medium</p> <p><b>OVERALL SENSITIVITY: MEDIUM</b></p>	<p>LCA 7B lies beyond the Application Boundary but within the study area.</p> <p>The modelled ZTVs indicate that there may be some very limited visibility of the Scheme from the south-west edge of LCA 7B, and therefore potential for indirect/experiential effects on landscape character within the LCA.</p> <p><b>Figure 7.5 (Comparative ZTV) of the ES (Document Reference 6.2)</b> identifies limited differences in visibility between the existing highway and proposed Scheme when</p>	N/A	No change	Neutral Not significant



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	<ul style="list-style-type: none"> <li>Settlement consists of nucleated, small hamlets and scattered farms located on hilltops or within valleys.</li> <li>Intricate network of narrow winding lanes contrasts with major transportation corridors.</li> <li>Quiet and unspoilt rural character with a sense of openness and space, the northern part of which is designated AONB</li> </ul>		<p>considering the worst case Digital Terrain Model analysis.</p> <p>Furthermore it is considered consecutive layers of field boundary and roadside vegetation mean that the Scheme is unlikely to be discernible in views from LCA 7B, and the Scheme would not therefore result in even indirect changes to landscape character.</p>			
LCA 7F: West Winchester Downs	<p>Key Characteristics:</p> <ul style="list-style-type: none"> <li>“A landscape of mixed downland scale, dominated by the main west – east South Downs chalk ridge, with small escarpments and dry valley spurs off this feature.</li> <li>Very undulating landscape often with far reaching views over adjoining downs and lowland landscapes, but also more visually enclosed landscapes in dry valleys and woodland</li> <li>Substantial tracts of interconnecting ancient and semi-natural woodland blocks which are located on higher and steeper ground as small hangers to the north and west.</li> <li>Valley side settlements, nucleated villages and dispersed farmsteads.”</li> </ul>	<p>Value: Medium</p> <p>Susceptibility to Change: Medium</p> <p><b>OVERALL SENSITIVITY: MEDIUM</b></p>	<p>LCA 7F lies beyond the Application Boundary but within the study area.</p> <p>The modelled ZTVs indicate that there may be some limited visibility of the Scheme from the western edge of LCA 7F, and therefore potential for indirect/experiential effects on landscape character within the LCA.</p> <p><b>Figure 7.5 (Comparative ZTV) of the ES (Document Reference 6.2)</b> identifies limited differences in visibility between the existing highway and proposed Scheme when considering the worst case Digital Terrain Model analysis.</p> <p>Furthermore it is considered consecutive layers of field boundary and roadside vegetation mean that the Scheme is unlikely to be discernible in views from LCA 7F, and the Scheme would not therefore result in even indirect changes to landscape character.</p>	N/A	No change	Neutral Not significant

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TCA 8a: Winnall Trading Estate	<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>“Enclosed coarse-grained industrial estate on a medium to large scale</li> <li>Steadily falling landform, down to motorway junction and then on down to river valley and into the city (particularly apparent along Easton Lane)</li> <li>Large, often skewed, regular grid of plots of varying sizes</li> <li>Profile metal cladding and asbestos-cement sheeting to steel frames, some brick to plinths and gables but limited</li> <li>Industrial shed-like structures the equivalent of two-storey domestic buildings (to eaves height)</li> <li>Industrial manufacturing, storage and distribution and associated ancillary uses</li> </ul>	<p><i>Value:</i> Low</p> <p><i>Susceptibility to Change:</i> Low</p> <p><b>OVERALL SENSITIVITY: LOW</b></p>	<p><u>During Construction:</u></p> <p>Proposed construction activities within TCA 8a would be limited to the eastern end of Easton Lane as it approaches the gyratory roundabout at Junction 9. There would also be limited visibility of, and noise from, construction activities (and therefore indirect/experiential effects) within other parts of the Application Boundary to the east of TCA 8a.</p> <p>Visible activities would include extensive vegetation clearance along the eastern boundary of the trading estate, thinning to retained trees and other vegetation, earthworks and land remodelling associated with the reconfigured gyratory roundabout, installation of drainage features, construction/reconstruction of the highway including road signage, creation of new areas of species rich grassland with chalk grassland qualities, and construction of new PRoWs and enhancement of existing PRoWs, including new culverted and bridge crossings under/over the M3, the A34, and the revised gyratory roundabout.</p> <p>The construction activity within, or visible from, this limited part of TCA 8a would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>Small-scale conversion of areas adjacent to the highway alignment to new species rich grassland with chalk grassland qualities</li> <li>Small-scale changes arising from the construction/installation of new retaining walls, VMS, and motorway signage</li> <li>Medium-scale creation/realignment of roads, and the reconfiguration of the existing gyratory roundabout</li> <li>Medium-scale loss of trees and scrub/shrubs, predominantly within the existing highways estate but also within the wider Application Boundary especially on the eastern edge of the industrial estate (including partial loss of TPO 00039-2003-TPO)</li> <li>Medium-scale changes to the local PRoW network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> </ul> <p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity.</p> <p>Being a busy industrial estate close to the existing motorway junction, tranquillity is not a perceived characteristic of this area. The Scheme would not</p>	<p><i>Size / scale:</i> Medium</p> <p><i>Geographical Extent:</i> Localised – effects predominantly limited to the eastern part of TCA 8a</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Short-term/ reversible changes to the local PRoW network due to diversions and closures Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads and reconfigured gyratory roundabout.</p>	<p>Direct and indirect/experiential</p> <p>Moderate adverse</p>	<p>Slight</p> <p>Not significant</p>

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	<ul style="list-style-type: none"> <li>Very little tree cover to the character area but good tree screening to the eastern (M3) and western (River Itchen) boundaries and some limited tree belt to adjacent residential areas to south</li> <li>Poor public realm, favouring the car user”</li> </ul>		<p>result in any changes to this although the nature of visual and audible disturbance may change. The loss of the boundary vegetation to the industrial estate would increase visibility of the highway.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs</p>			
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in limited on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Very small-scale long-term/permanent illumination of the PRoW underpasses, with lighting designed to minimise light-spill</li> <li>Small-scale creation of areas of species rich grassland with chalk grassland qualities adjacent to the new road alignments</li> <li>Small-scale changes arising from the construction/installation of new retaining walls / VMS and motorway signage</li> <li>Medium-scale changes to trees and scrub/shrub vegetation, predominantly within the existing highways estate but also within the wider Application Boundary</li> <li>Medium-scale creation/realignment of roads, and the reconfiguration of the existing gyratory roundabout</li> <li>Medium-scale beneficial long-term/permanent changes to the local PRoW network through the creation of new WCH routes and enhancement of existing routes to improve connectivity between the city of Winchester and the South Downs National Park</li> </ul> <p>Vegetation losses during the construction phase would not yet have been compensated for by new planting, resulting in adverse effects on tranquillity in</p>	<p><u>Operation (Winter Year 1):</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised – effects predominantly limited to the eastern part of TCA 8a</p> <p><i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads.</p> <p>Long-term permanent effects arising from the installation of new retaining walls / VMS and motorway signage.</p> <p>Beneficial long-term/permanent changes to the local PRoW network.</p>	<p>Direct and indirect/ experiential</p> <p>Minor adverse</p>	<p>Slight</p> <p>Not significant</p>

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			<p>the vicinity of the Scheme due to increased visibility of traffic. However, as a busy trading estate the TCA is not an area noted for its tranquillity.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Overall, it is considered there would be no discernable change to the baseline Environmental Light Zones.</p>	<p>Long term permanent (but very small-scale) effects arising from illumination of the PRoW underpasses.</p>		
			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting, and LE4.1 Hedgerow (in this location)) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing junction arrangement when seen from within TCA 8a.</p> <p>Where not hidden by intervening tree cover, VMS and signage would not form a notable feature in views.</p> <p>The development of the new areas of species rich grassland (LE1.3) with chalk grassland qualities alongside the new road alignments would facilitate management and be in keeping with existing landscape and townscape character.</p> <p>Improvements to the local PRoW network would remain in place, maintaining improved connectivity between Winchester and the South Downs National Park.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Overall it is considered there would be no discernable change to the baseline Environmental Light Zones</p>	<p><u>Operation (Summer Year 15):</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i></p> <p>Localised – effects predominantly limited to the eastern part of TCA 8a</p> <p><i>Duration / Reversibility:</i></p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads.</p> <p>Long-term permanent effects arising from the installation of new retaining walls / VMS and motorway signage.</p> <p>Beneficial long-term/permanent changes to the local PRoW network.</p> <p>Long term permanent (but very small-scale) effects arising from illumination of the PRoW underpasses.</p>	<p>Direct and indirect/experiential</p> <p>Minor adverse</p>	<p>Slight</p> <p>Not significant</p>



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TCA 5: Riverside	<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>▪ <i>“Development to the riverside corridor with medieval origins and good survival and mix of early buildings</i></li> <li>▪ <i>Flat river valley to riverside but steeply rising landform to east</i></li> <li>▪ <i>Regular generally long and narrow but also occasional large plots</i></li> <li>▪ <i>Consistent building lines almost throughout houses to back of pavement with no front areas</i></li> <li>▪ <i>Red brick, flint, stone rubble, some painted brickwork, distinctive use of hanging tiles, mostly tile roofs</i></li> <li>▪ <i>Mostly two-storey, some three-storey houses, three- to four-storey offices and multi-storey car park</i></li> <li>▪ <i>An interesting mix Residential – mostly private houses, some sheltered housing, offices, car park, youth hostel, museum, shops and public houses</i></li> <li>▪ <i>Trees to rear gardens and dense backdrop of trees to west slopes of St Giles’ Hill</i></li> <li>▪ <i>Good quality public realm throughout, especially to riverside spaces</i></li> <li>▪ <i>Good access and connectivity for pedestrians, poor connectivity for car users”</i></li> </ul>	<p>Value: High</p> <p>Susceptibility to Change: Medium</p> <p><b>OVERALL SENSITIVITY: HIGH</b></p>	<p>TCA 5 lies beyond the Application Boundary but within the study area.</p> <p><b>Figure 7.5 (Comparative ZTV) of the ES (Document Reference 6.2)</b> identifies limited differences in visibility between the existing highway and proposed Scheme when considering the worst case Digital Terrain Model analysis.</p> <p>The ZTV analysis undertaken on Digital Surface Model (DSM) (<b>Figures 7.6 - 7.11 of the ES (Document Reference 6.2)</b>) indicate that there may be some very limited visibility of the Scheme from restricted parts of TCA 5, and therefore potential for indirect/experiential effects on townscape character within the TCA.</p> <p>However, consecutive layers of intervening built form mean that construction activities are unlikely to be discernible in views from TCA 5, and the Scheme would not therefore result in discernible change to townscape character.</p>	N/A	No change	Neutral Not significant
TCA 6a: St Giles’ Hill	<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>▪ <i>“A late-nineteenth- and twentieth-century suburb situated on a distinct spur looking over the riverside setting of the city. It is characterised by its wooded nature which significantly contributes to the unique setting of the historic core of the city.</i></li> <li>▪ <i>The area comprises a steep-sided spur running east-west with the level change being a distinct part of the character throughout.</i></li> <li>▪ <i>Medium to coarse open-grain character, large, detached houses and villas in irregular plots dating from Victorian, Edwardian and later periods</i></li> <li>▪ <i>Two-storey houses, some on a grand scale</i></li> </ul>	<p>Value: Medium outside of Conservation Area</p> <p>High to western side of TCA within Conservation Area</p>	<p>TCA 6a lies beyond the Application Boundary but within the study area, furthermore the wooded nature of TCA6a, which is noted as an important component to the setting of the city as a whole, would not be affected by the Scheme.</p> <p><b>Figure 7.5 (Comparative ZTV) of the ES (Document Reference 6.2)</b> identifies limited differences in visibility between the existing highway and proposed Scheme when considering the worst case Digital Terrain Model analysis.</p>	N/A	No change	Neutral Not significant

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	<ul style="list-style-type: none"> <li>Almost entirely residential – large single-family dwelling houses (some converted to flats)</li> <li>The mature trees and hedgerows are an essential feature of this area and are a crucial setting for the wider city. Large, well-vegetated and treed plots.</li> <li>Hedges, soft verges, limited on-street parking, tree-lined lanes</li> <li>Reasonable access and connectivity due to network of footpaths to St Giles' Hill and The Soke"</li> </ul>	<p>Susceptibility to Change: Medium</p> <p><b>OVERALL SENSITIVITY: MEDIUM</b></p>	<p>The ZTV analysis undertaken on DSM (Figures 7.6-7.11 of the ES (Document Reference 6.2)) indicate that there may be some limited visibility of the Scheme from restricted parts of TCA 6a, and therefore potential for indirect/experiential effects on townscape character within the TCA.</p> <p>However, consecutive layers of intervening built form mean that construction activities are unlikely to be discernible in views from TCA 6a, and the Scheme would not therefore result in discernible change to townscape character.</p>			
TCA 6b: Winnall	<p>Key characteristics:</p> <ul style="list-style-type: none"> <li>"An area of immediate-post-war social-type housing and associated facilities</li> <li>Northern slope of the spur (principally comprising St Giles' Hill)</li> <li>Medium-grain terraced, and semi-detached housing and flats set in good-sized plots with open boundaries and curvilinear in layout</li> <li>Consistent buildings lines throughout, those to south-eastern corner defining parking courtyards</li> <li>Brick, stained timber, concrete interlocking tile</li> <li>Two-storey houses and three-storey blocks of flats</li> <li>Almost entirely residential with a small parade of shops and a primary school</li> <li>Very low level of tree cover throughout but a high degree of open green space</li> <li>Open front boundaries give the impression of wide spacious roads despite on- street parking, no street trees</li> <li>Poor access and connectivity due to significant barrier to east (M3 motorway corridor) and limited road or footpath networks to north and south"</li> </ul>	<p>Value: Medium</p> <p>Susceptibility to Change: Low</p> <p><b>OVERALL SENSITIVITY: LOW</b></p>	<p>TCA 6b lies beyond the Application Boundary but within the study area.</p> <p>Figure 7.5 (Comparative ZTV) of the ES (Document Reference 6.2) identifies limited differences in visibility between the existing highway and proposed Scheme when considering the worst case Digital Terrain Model analysis.</p> <p>The ZTV analysis undertaken on DSM (Figures 7.6-7.11 of the ES (Document Reference 6.2)) indicate that there may be some very limited visibility of the Scheme from restricted parts of TCA 6b, and therefore potential for indirect/experiential effects on townscape character within the TCA.</p> <p>However, consecutive layers of intervening built form mean that construction activities are unlikely to be discernible in views from TCA 6b and the Scheme would not therefore result in discernible change to townscape character.</p>	N/A	No change	Neutral Not significant

BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
Designation, Character Area, Landscape Feature	Baseline Description (Relevant Key Characteristics)	Value, Susceptibility to Change, OVERALL SENSITIVITY	Description of Changes	Size / scale, Geographical Extent, Duration / Reversibility	Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
TCA 6c: Highcliffe	<p><i>Key characteristics:</i></p> <ul style="list-style-type: none"> <li>▪ <i>“An outlying, isolated suburb of an unusual mix of Victorian and immediate-post-war housing</i></li> <li>▪ <i>Located on the southern slopes of the spur at the foot of St Giles’ Hill</i></li> <li>▪ <i>Regular plots of small-scale terraced and semi-detached Victorian/Edwardian houses and post-war housing in semi-detached and short terrace groups, small front gardens and long rear gardens</i></li> <li>▪ <i>Consistent building lines throughout</i></li> <li>▪ <i>Red brick, slate, terracotta tile and dressed stone</i></li> <li>▪ <i>Two-storey houses</i></li> <li>▪ <i>Residential suburbs with ancillary uses school, corner shop, public house and church</i></li> <li>▪ <i>Very limited tree cover throughout, but very large open green spaces (sports fields and allotments) to southern boundary</i></li> <li>▪ <i>On-street parking, limited grass verges and no street trees</i></li> <li>▪ <i>Access and connectivity is very limited for pedestrians and car users”</i></li> </ul>	<p><i>Value:</i> Medium</p> <p><i>Susceptibility to Change:</i> Low</p> <p><b>OVERALL SENSITIVITY: LOW</b></p>	TCA 6c lies beyond the Application Boundary but within the study area, however the ZTV analysis undertaken indicates that there is no intervisibility of the Scheme from this area and therefore no potential for even indirect/experiential effects on townscape character within the TCA.	N/A	No change	Neutral and not significant

BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
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<b>Landscape Character within the Application Boundary</b>						
Land within the Application Boundary which forms the existing highway estate	<p>In landscape and visual terms, the landscape within the Application Boundary for the permanent works of the Scheme comprises:</p> <ul style="list-style-type: none"> <li>The existing M3, A33 and A34 within the Application Boundary, together with adjacent highways infrastructure such as signage and surface water management infrastructure, and roadside tree planting (including some trees covered by TPOs) and other vegetation</li> <li>Part of Easton Lane extending from</li> </ul>	<p><i>Value:</i></p> <p>Land within the existing highway boundary: Negligible</p> <p>Land within the wider highway estate: Low</p> <p><i>Susceptibility to Change:</i></p> <p>Low</p> <p><b>OVERALL SENSITIVITY: LOW</b></p>	<p><u>During Construction:</u></p> <p>Proposed construction activities within the existing highway would be restricted to a small defined geographical area. This would include visibility of, and noise from, construction activities.</p> <p>Visible activities would include vegetation clearance / and thinning to retained trees and other vegetation, earthworks associated with the highway, installation of drainage features, ponds and ditches, construction of the highway including new bridges / structures, road signage, and new PRow and the revised roundabout.</p> <p>The construction activity within, or visible from, the existing highway estate would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>Small-scale changes arising from the construction/installation of new gantries / VMS motorway signage</li> <li>Small-scale changes to the topography adjacent to the existing highway</li> <li>Medium scale loss of trees and scrub/shrubs</li> <li>Medium-scale creation/realignment of roads and reconfiguration of the existing gyratory roundabout</li> <li>Medium-scale changes to the local PRow network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> </ul> <p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity associated with the highway and infrastructure.</p> <p>The existing highways estate is not perceived as a tranquil environment due to the infrastructure and traffic which is both visible and audible, and therefore perceived effects on this character are not noted.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible.</p>	<p><i>Size / scale:</i> Medium</p> <p><i>Geographical Extent:</i> Localised</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Short-term/ reversible changes to the local PRow network due to diversions and closures Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads. Long term permanent effects arising from landform changes. Long-term permanent effects arising from the installation of new gantries / VMS and motorway signage</p>	<p>Direct</p> <p>Moderate adverse</p>	<p>Slight</p> <p>Not significant</p>



BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
Designation, Character Area, Landscape Feature	Baseline Description (Relevant Key Characteristics)	Value, Susceptibility to Change, OVERALL SENSITIVITY	Description of Changes	Size / scale, Geographical Extent, Duration / Reversibility	Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
	<p>the existing Junction 9 roundabout into the Winnall Trading Estate</p> <ul style="list-style-type: none"> <li>Limited sections of the River Itchen, its tributaries and adjacent water meadows where these pass under the existing highways.</li> <li>Agricultural land (both arable farmland and grassland) within the Application Boundary on either side of the M3. This farmland is within the South Downs National Park</li> </ul>		<p><u>Operation (Winter Year 1):</u> The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Medium-scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout with newly planted areas of woodland / scrubland, and species rich with chalk grassland qualities on the western side of the M3 corridor and chalk grassland on the eastern side of the M3 corridor</li> <li>Medium-scale beneficial changes to the local PRow network through the creation of new WCH routes and enhancement of existing routes to improve connectivity between the city of Winchester and the South Downs National Park</li> <li>Small-scale changes arising from the presence of new retaining walls / VMS and motorway signage</li> <li>Small scale changes arising from new drainage features</li> </ul> <p>Vegetation loss would continue to be perceivable and mitigation planting would not yet have established, resulting in increased visibility of vehicles on the highway. Increased audibility of traffic within this character area would also occur (as reported in <b>Chapter 11 (Noise and Vibration)</b> of the <b>ES (Document Reference 6.1)</b>).</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Light levels would increase within the new underpasses and the new gantry mounted signage. Sign luminance falls within guidelines of the South Downs National Park Dark Skies Technical Advice Note (TAN) and during the night time environment is typically experienced in the context of Winnall industrial estate and the M3 corridor with continually changing lit conditions from vehicle head / tail light. It is considered that this would not alter the Environmental Light Zone (E2) in which the gantries are present.</p> <p>Overall this would result in no discernible change to the perceived baseline Environmental Light Zones.</p>	<p><i>Size / scale:</i> Medium <i>Geographical Extent:</i> Localised <i>Duration / Reversibility:</i> Short-term/ reversible changes to the local PRow network due to diversions and closures</p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new gantries / VMS and motorway signage</p>	<p>Direct</p> <p>Moderate adverse</p>	<p>Slight</p> <p>Not significant</p>
			<p><u>Operation (Summer Year 15):</u> By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing.</p>	<p><i>Size / scale:</i> Small <i>Geographical Extent:</i> Localised <i>Duration / Reversibility:</i> Short-term/ reversible changes to the local</p>	<p>Direct</p> <p>Minor adverse</p>	<p>Neutral</p> <p>Not significant</p>

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			<p>Improvements to the local PRow network would improve connectivity between Winchester and the South Downs National Park.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Illumination from the underpasses and gantry-mounted signage would continue but would not result in changes to the baseline Environmental Light Zones.</p>	<p>PRow network due to diversions and closures</p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads.</p> <p>Long term permanent effects arising from landform changes, and arising from the installation of new gantries / VMS and motorway signage</p>		

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Land beyond the existing highway estate within the Application Boundary (all within the South Downs National Park)	<p>Land within the immediate environs of the Scheme but beyond the Application Boundary is described within the published landscape character assessments detailed previously. In summary, to the west of the permanent works of the Scheme, (heading from the south), the landscape comprises:</p> <ul style="list-style-type: none"> <li>An area of woodland and scrub</li> <li>Playing fields associated with the Winchester Sports Stadia</li> <li>The eastern edges of the residential areas of Highcliffe, St Giles' Hill and Winnall</li> </ul>	<p><i>Value:</i> Very high</p> <p><i>Susceptibility to Change:</i> High</p> <p><b>OVERALL SENSITIVITY: VERY HIGH</b></p>	<p><u>During Construction:</u> Proposed construction activities within the land beyond the existing highway estate would be limited to the immediate environs beyond the estate and new highway alignments. Here there would be visibility of, and noise from, construction activities (and therefore indirect/experiential effects) within restricted areas of the wider Application Boundary.</p> <p>Visible activities would include vegetation clearance / and thinning to retained trees and other vegetation, earthworks and land remodeling, installation of drainage features including ponds and ditches, construction/ reconstruction of the highway including road signage, and construction of new PRoWs and enhancement of existing PRoWs, including new bridge crossings under/over the M3, the A34, and the revised gyratory roundabout. The Application Boundary also includes construction compounds (central and ancillary), haul routes and temporary storage areas.</p> <p>The construction activity within, or visible from, would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>Medium scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout and associated link roads</li> <li>Medium scale changes to the local PRoW network due to diversions and closures necessary to facilitate the implementation of the Scheme</li> <li>Small-scale use of arable farmland for construction compounds and spoil management (temporary storage areas)</li> <li>Small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and chalk grassland</li> <li>Small-scale changes arising from the construction/installation of new gantries / VMS and motorway signage</li> <li>Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment</li> <li>Small to medium scale loss of trees and scrub/shrubs within the wider Application Boundary (including partial loss of TPO 00039-2003-TPO and a protected hedgerow)</li> </ul> <p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity.</p>	<p><u>During Construction:</u> <i>Size / scale:</i> Medium <i>Geographical Extent:</i> Localised direct effects with limited indirect effects within the wider Application Boundary <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Short-term/ reversible changes to the local PRoW network due to diversions and closures Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads. Long term permanent effects arising from landform changes. Long-term permanent effects arising from the installation of new retaining walls / gantries / VMS and motorway signage</p>	<p>Direct and indirect/experiential</p> <p>Moderate adverse</p>	<p><b>Large Significant</b></p>

	<ul style="list-style-type: none"> <li>■ The eastern part of the Winnall trading estate</li> <li>■ Farmland and water meadows on either side of the River Itchen</li> <li>■ The edge of the settlement of Kings Worthy</li> </ul> <p>To the north of the permanent works of the Scheme is part of the floodplain of the River Itchen, with a mix of grassland, water meadows and tree cover associated with the river floodplain.</p> <p>To the east of the permanent works of the Scheme (considered from north to south), the landscape comprises:</p> <ul style="list-style-type: none"> <li>■ Managed farmland, predominantly arable but with some areas of grassland, as well as trees and scrub</li> </ul>		<p>Construction activities would result in short-term and reversible decreases to tranquility within the immediate environs to the Scheme due to increased noise levels, the movement of plant and machinery (with flashing beacons) within the Application Boundary, and traffic management measures within the existing highways.</p> <p>The majority of construction activities would take place during the hours of daylight with limited activities taking place during the winter evenings when daylight hours are shorter. There would however be some night-time activity for particular specialist operations, as well as security and safety lighting at the temporary construction compounds. Due to the type of temporary lighting required for construction activities it is expected to result in levels of obtrusive light that are more consistent with Environmental Zone E3. All lighting relating to construction activities would be short-term and reversible. This would result in short-term and reversible effects on night skies within the Application Boundary and its environs</p>			
			<p><u>Operation (Winter Year 1):</u>                  The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>■ Medium-scale creation/realignment of roads, reconfiguration of the existing gyratory roundabout, and construction of the new A33 roundabout</li> </ul>	<p><u>Operation (Winter Year 1):</u>                  Size / scale: Small                  Geographical Extent:                  Localised with limited effects within the wider</p>	<p>Direct and indirect/experiential</p>	<p><b>Moderate Significant</b></p>



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	<ul style="list-style-type: none"> <li>Isolated dwellings and farmsteads along Easton Lane and Long Walk</li> <li>St Swithun's School and associated playing fields lie to the immediate north of the B3404</li> <li>The A272/A31 roundabout junction which is itself enclosed by trees</li> <li>To the south of the A272/A31 roundabout is further arable and pastoral farmland, and a small business park between the A31 and Junction 10 of the M3</li> </ul>		<ul style="list-style-type: none"> <li>Medium-scale beneficial changes to the local PRoW network through the creation of new WCH routes and enhancement of existing routes to improve connectivity between the city of Winchester and the South Downs National Park and</li> <li>Small-scale conversion of arable farmland adjacent to the highway alignment and woodland / scrub / shrub planting and chalk grassland</li> <li>Small-scale creation of species-rich grassland on west side of M3</li> <li>Small-scale changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment</li> <li>Small-scale changes arising from the presence of new retaining walls / gantries / VMS and motorway signage</li> <li>Very small-scale of the PRoW, M3 and A34 underpasses, and small scale changes long-term/permanent as a result of illuminated gantry-mounted signage.</li> </ul> <p>Vegetation loss would continue to be perceivable in the landscape and mitigation planting would not yet have established, resulting in increased visibility of vehicles on the highway. Increased audibility of traffic within this character area would also occur (as reported in <b>Chapter 11 (Noise and Vibration)</b> of the <b>ES (Document Reference 6.1)</b>). These would however be localised effects with only negligible changes for the wider character area. Overall it is considered this would result in only a very minor perceived decrease to tranquillity, this within the immediate environs of the Scheme.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme.</p> <p>Light levels would increase within the new underpasses for safety and security, however, the location adjacent to the highway network and the orientation of the underpass, surrounding landform and landscape screening means the change would be very small scale with obtrusive light limited to surrounding environs.</p> <p>The new gantry mounted signage would increase the perception of light sources from limited areas of the LCA (due to the elevated light sources). Sign luminance falls within guidelines and during the night time environment is typically experienced in the context of Winnall industrial estate as a background lit feature and the M3 corridor with continually changing lit conditions from vehicle head / tail light. It is considered that this would not alter the Environmental Light Zone (E2) in which the gantries are present.</p> <p>Furthermore as the gantry-mounted illuminated signage is outside the South Downs National Park boundary and meets the requirements of the South Downs National</p>	<p>South Downs National Park out to approximately 2km from the Application Boundary</p> <p><i>Duration / Reversibility:</i></p> <p>Medium to long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads.</p> <p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new retaining walls / gantries / VMS and motorway signage.</p> <p>Beneficial long-term/permanent changes to the local PRoW network.</p> <p>Long term permanent (but very small-scale) effects arising from illumination of the PRoW underpasses and small scale effects arising from illumination of the gantry-mounted signage.</p>	Minor adverse	

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			<p>Park Dark Skies Technical Advice Note (TAN) it is not considered this will reduce the quality of dark night skies from this receptor.</p>			
			<p><u>Operation (Summer Year 15):</u> By Year 15, the growth and development of structural landscape elements (LE2.1 Woodland, LE2.4 Linear belts of tree and shrub planting, and LE2.8 scrub planting) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. The visibility of the Scheme would be no greater than that of the existing junction arrangement when seen from the existing landscape</p> <p>Where not hidden by intervening tree cover, gantries / VMS and signage would not form a notable feature in views.</p> <p>The development of the new areas of chalk grassland alongside the new road alignments (LE1.3) and species-rich grassland (LE1.3) in locations on the west side of the M3 alignment would provide landscape enhancements in line with the aims and purposes of the South Downs National Park of which this part of LCA 3C is a part.</p> <p>Improvements to the local PRoW network would improve connectivity between Winchester and the South Downs National Park.</p> <p>Overall tranquillity within the immediate environs to the Scheme would be maintained to that experienced before implementation of the Scheme. The Scheme would be no more visible than the baseline situation following successful establishment of the intervening structural planting and only negligible changes to the noise associated with the Scheme would occur. The immediate environs to the Scheme would continue to be influenced by traffic using the revised junction arrangement, but with less congestion and queuing traffic, less visibility of traffic using the Scheme.</p> <p>Light levels arising from traffic using the new junction arrangements (headlights and taillights) would be broadly similar to that which occurred before the implementation of the Scheme. Illumination from the underpasses and gantry-mounted signage would continue but would not result in changes to the baseline Environmental Light Zones.</p>	<p><u>Operation (Summer Year 15):</u> <i>Size / scale: Very Small</i> <i>Geographical Extent:</i> Localised with limited effects within the wider LCA out to approximately 2km from the Application Boundary <i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes. Long term partially reversible and partially permanent effects associated with vegetation changes and new/realigned roads. Ongoing beneficial long-term/ permanent changes to the local PRoW network.</p>	Direct Negligible adverse	Slight Not significant

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<b>Landscape Features within the Application Boundary</b>						
Topography	<p>The topography of the landscape within the Application Boundary is of three main types:</p> <ul style="list-style-type: none"> <li>Western gently undulating slopes of the South Downs falling towards the eastern edge of the existing M3 (South Downs National Park LCA A5 and Hampshire LCA 8G)</li> <li>The Itchen Valley sides and floodplain (South Downs National Park LCAs F5 and G5, and Hampshire LCA 3C)</li> <li>The engineered landforms of the existing M3, A33 and A34 roads</li> </ul> <p>The unique topography of the South Downs National Park positively contributes to the special qualities of this designation however the presence of the existing road network and modified landform is a detractor within the Application Boundary.</p>	<p><i>Value:</i></p> <p>Low within the highway estate</p> <p>Very high within the South Downs National Park</p> <p><i>Susceptibility to Change:</i></p> <p>Medium</p> <p><b>OVERALL SENSITIVITY: HIGH</b></p>	<p><u>During Construction:</u></p> <p>Engineered topography within the existing roads alignments would be altered as required to create the necessary levels and gradients to allow the proposed new road layout to function. Earthworks and landform re-modelling would directly affect the topography immediately adjacent to the highway alignment, with the creation of engineered embankments and cutting slopes, new retaining walls and structures.</p> <p>Landform reprofiling would also occur on the lower slopes of the Downs in the immediate vicinity of the existing road alignments – soils and chalk excavated as part of the wider construction works would be used to re-profile the natural landform in this area to create a raised profile that is still in keeping with the overall topographical form of the western slopes of the Downs.</p> <p>Once the re-profiling is completed, land beyond the permanent land-take would be re-instated to arable agriculture, while that within the permanent land-take would be used for native structural planting (trees, woodland and shrubs), and the creation of species rich grassland with chalk grassland qualities on the western side of the M3 corridor and new areas of chalk grassland on the eastern side of the M3 corridor.</p> <p>Land in the northern part of the Scheme, between the M3 and the A33/A34, would also undergo some very limited re-profiling in order to create drainage ponds. The banks of the ponds would be seeded with a marginal aquatic grass mix, and other land in this part of the Scheme would be seeded with a species-rich grass mix.</p>	<p><i>Size / scale:</i> Medium</p> <p><i>Geographical Extent:</i> Localised</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Long term permanent effects arising from landform changes.</p>	Direct Moderate adverse	<b>Moderate Significant</b>
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Small-scale long-term/permanent changes to the topography of the lower slopes of the Downs immediately adjacent to the highway alignment</li> <li>Medium-scale long-term/permanent creation/realignment of roads and reconfiguration of the existing gyratory roundabout.</li> </ul>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised</p> <p><i>Duration / Reversibility:</i> Long term permanent effects arising from landform changes.</p>	Direct Minor adverse	Slight Not significant
			<p><u>Operation (Summer Year 15):</u></p>	<p><i>Size / scale:</i> Small</p>	Direct	Slight Not significant

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	Overall however due to the varied topography within the Application Boundary away from the existing highway its value is considered to be very high. Given the presence of the existing road network and modified topography the susceptibility to change is considered to be medium, as it has some ability to accommodate the Scheme. The overall sensitivity is considered to be high.		By Year 15, effects would be the same as at Year 1, though the growth and development of structural planting would help to assimilate the topographical changes into the surrounding landscape by masking the boundaries between new and existing landforms.	<i>Geographical Extent:</i> Localised <i>Duration / Reversibility:</i> Long term permanent effects	Minor adverse	
Existing trees, woodlands and hedgerows	There is extensive tree cover within the Application Boundary, predominantly located in areas of woodland, floodplains and in roadside buffer planting. Tree cover across was generally found to be of low to moderate quality. These trees have been assessed in line with BS5387 as falling into all four categories – A, B, C and U (Appendix 7.5(AIA) of the ES	<i>Value:</i> Medium <i>Susceptibility to Change:</i> Medium  <b>OVERALL SENSITIVITY: MEDIUM</b>	<u>During Construction:</u> Construction activity would require the removal of approx. 85 individual trees, 45 groups of trees and 2 hedgerows. The partial removal of trees forming a further 15 tree groups, an area of newly planted trees and 2 hedgerows would also be required. 10 individual trees and 1 group of trees, identified for removal were considered to be unsuitable for retention and therefore the removal of these trees would be required, irrespective of the Scheme due to their poor condition. 4 individual trees and 1 group of trees identified for removal were assessed as high retention value and 25 individual trees and 8 groups of trees identified for removal were of moderate retention value. All other trees (46 individual trees, 50 groups of trees) and 2 hedgerows identified for removal were considered of low retention value.  Overall the loss is considered to be medium-scale loss, and predominantly within the existing highways estate with a large percentage of this being low quality trees and hedgerows.	<i>Size / scale:</i> Medium <i>Geographical Extent:</i> Localised direct effects <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Medium to long term partially reversible and partially permanent effects associated with vegetation changes.	Direct Moderate adverse	<b>Moderate Significant</b>



BASELINE AND SENSITIVITY			MAGNITUDE (CHANGE) AND SIGNIFICANCE			
Designation, Character Area, Landscape Feature	Baseline Description (Relevant Key Characteristics)	Value, Susceptibility to Change, OVERALL SENSITIVITY	Description of Changes	Size / scale, Geographical Extent, Duration / Reversibility	Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
	<p><b>(Document Reference 6.3).</b> A tree survey (<i>RT-MME-153202-01</i>) focusing on the M3 junction 9 section identified 155 individual trees, 154 groups of trees, 7 hedgerows and 2 two woodlands were surveyed, and tree cover generally found to be of low to moderate quality in line with BS5387. A further tree survey (<i>Rt-MME-157911-01</i>) focusing on the approach to M3 J9 and areas for installation of proposed Advanced Direction Sign (ADS) signage identified 95 individual trees, and 3 groups of trees, comprising mainly low quality with some medium quality trees, in accordance with BS5387. Full details are included in <b>Appendix 7.5 (AIA)</b> of the <b>ES (Document Reference 6.3)</b>.</p>		<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Medium scale losses to vegetation (which have occurred during construction phase).</li> </ul>	<p><i>Size / scale:</i> Medium</p> <p><i>Geographical Extent:</i> Localised direct effects</p> <p><i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent effects associated with vegetation changes.</p>	<p>Direct</p> <p>Moderate adverse</p>	<p><b>Moderate Significant</b></p>
			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the growth and development of structural landscape elements (LE2.1 woodland, LE2.4 linear belts of tree and shrub planting, LE2.8 scrub planting, and LE4.1 hedgerow) alongside new road alignments and within internal islands would help to integrate the Scheme into the surrounding landscape. This would partially replace the features lost during construction.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Localised direct effects</p> <p><i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent effects associated with vegetation changes.</p>	<p>Direct</p> <p>Minor adverse</p>	<p>Slight</p> <p>Not significant</p>

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Watercourses	<p>The River Itchen and some of its tributaries cross the land within Application Boundary, and these watercourses therefore form an important component of the character of the northern part of the landscape within the Application Boundary.</p> <p>The River Itchen is located within the South Downs National Park. It positively contributes to the special qualities of this designation however the presence of the existing road network is a detractor within the Application Boundary, and its value is therefore considered to be high. Its susceptibility to change is considered to be high, due to its limited ability to accommodate the Scheme. When considering the influence of the existing highway network on this landscape resource</p>	<p><i>Value:</i> High</p> <p><i>Susceptibility to Change:</i> High</p> <p><b>OVERALL SENSITIVITY: HIGH</b></p>	<p><u>During Construction:</u></p> <p>Construction activities associated with the River Itchen are limited. Works include construction of the proposed new footbridge over the River Itchen parallel to the A34, minor changes to the existing road bridges, and proposed drainage connections into the river. These would all affect the River Itchen as a landscape feature within this part of the South Downs National Park.</p> <p>Activities would occur over a short-term period (3 years), and result in:</p> <ul style="list-style-type: none"> <li>Very small scale changes to the existing road bridges</li> <li>Small-scale use of riverside farmland for construction activities, loss of trees and scrub / shrubs, predominantly within the existing highways estate these features adjacent to the River Itchen, and changes associated with installation of new drainage connections into the river, and creation of areas of species-rich grassland between the M3 and the A33/A34</li> <li>Installation of supporting structures for the new footbridge, and the new bridge itself</li> </ul> <p>The Scheme would introduce new permanent features to the landscape however these elements (highway and associated infrastructure) form part of the existing baseline. The construction phase of the Scheme would however increase perception of construction activity.</p>	<p><u>During Construction:</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised, with limited indirect effects experienced from restricted locations within the wider area out to approximately 1km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p> <p>Medium to long term partially reversible and partially permanent changes arising from the installation of the new footbridge and any visible changes to the existing road bridges</p> <p>Medium to long term partially reversible and partially permanent changes arising from the installation of the new drainage connections</p>	<p>Direct and indirect/experiential</p> <p>Moderate adverse</p> <p>[<i>Effects on the wider landscape character of the River Itchen and its environs are considered under landscape character effects above</i>]</p>	<b>Moderate Significant</b>
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Small-scale medium-term changes resulting from replacement of cleared trees and other vegetation with new planting yet to establish</li> <li>Small-scale long-term/permanent changes arising from the presence of the new footbridge (and supporting structures), the new drainage connections into the River Itchen, and any visible changes to the existing road bridges</li> </ul>	<p><u>During Construction:</u></p> <p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised, with limited indirect effects experienced from restricted locations within the wider area out to approx. 1km from the Application Boundary</p> <p><i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent</p>	<p>Direct and indirect/experiential</p> <p>Minor adverse</p>	Slight Not significant

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	the overall sensitivity is considered to be high.		<ul style="list-style-type: none"> <li>Small-scale long-term/permanent creation of species-rich grassland between the M3 and the A33/A34 <i>(Effects on the wider landscape character of the River Itchen and its environs are considered under landscape character effects above)</i></li> </ul>	<p>changes arising from the installation of the new footbridge and any visible changes to the existing road bridges, the installation of the new drainage connections</p> <p>Long-term/ permanent creation of species-rich grassland between the M3 and the A33/A34</p>		
			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the new footbridge and drainage connections would remain clearly visible, but the weathering of the structures and the growth and development of planting in the vicinity would mean that the structures would be increasingly integrated into the landscape.</p> <p>The development of the new areas of species-rich grassland (LE1.3) between the M3 and the A33/A34 would provide landscape benefits in line with the aims and purposes of the South Downs National Park of which this landscape is a part.</p> <p><i>(Effects on the wider landscape character of the River Itchen and its environs are considered under landscape character effects above)</i></p>	<p><u>During Construction:</u></p> <p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Localised, with limited indirect effects experienced from restricted locations within the wider area out to approx. 1km from the Application Boundary <i>Duration / Reversibility:</i> Medium to long term partially reversible and partially permanent changes arising from the installation of the new footbridge and from the installation of the new drainage connections</p> <p>Long-term/ permanent creation of species-rich grassland between the M3 and the A33/A34</p>	<p>Direct and indirect/ experiential</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>

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Agricultural land	<p>Agricultural land (both arable farmland and pastoral grassland) is a defining characteristic of the surrounding landscape and beyond the highway infrastructure and woodland is a common feature within the Application Boundary.</p> <p>It is located on either side of the M3 and within the South Downs National Park. Here it is noted as a key characteristic and considered to contribute to the special qualities of this designation.</p>	<p><i>Value:</i> High</p> <p><i>Susceptibility to Change:</i> High</p> <p><b>OVERALL SENSITIVITY:</b> <b>HIGH</b></p>	<p><u>During Construction:</u></p> <p>The construction activity would directly impact a number of agricultural fields within the Application Boundary. The construction activity would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>Small-scale use of arable farmland for construction compounds and spoil management (temporary storage areas)</li> <li>Small-scale conversion of arable farmland adjacent to the highway alignment to new woodland/ scrub/shrub planting and species rich grassland with chalk grassland qualities, and wider chalk grassland creation on the eastern side of the M3 corridor</li> <li>Small-scale conversion of pastoral farmland adjacent to the highway alignment/new A33 roundabout to new woodland/ scrub/shrub planting and species-rich grassland</li> </ul>	<p><i>Size / scale:</i> Medium</p> <p><i>Geographical Extent:</i> Localised direct effects</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Short-term/ reversible changes with loss of agricultural land for construction activities, including compounds and haul routes</p> <p>Medium to long term permanent effects associated with loss of agricultural land for new infrastructure and landscape mitigation planting.</p>	Direct Moderate adverse	<b>Moderate Significant</b>
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>Small-scale conversion of arable farmland adjacent to the highway alignment and woodland / scrub / shrub planting and species rich grassland with chalk grassland qualities, and wider chalk grassland creation on the eastern side of the M3 corridor</li> </ul>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised direct effects</p> <p><i>Duration / Reversibility:</i> Medium to long term permanent effects associated with loss of agricultural land for new infrastructure and landscape mitigation planting.</p>	Direct Minor adverse	Slight Not significant
			<p><u>Operation (Summer Year 15):</u></p> <p>There would be no further change to that reported at Year 1.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised direct effects</p> <p><i>Duration / Reversibility:</i> Medium to long term permanent effects associated with loss of agricultural land for new infrastructure and landscape mitigation planting.</p>	Direct Minor adverse	Slight Not significant



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PRoW network	<p>There are a number of existing PRoWs within the Application Boundary and its environs which may be affected by the Scheme. These routes form part of a wider local network.</p> <ul style="list-style-type: none"> <li>■ South Downs Way</li> <li>■ NCN Route 23</li> <li>■ Itchen Way</li> <li>■ St Swithun's Way</li> <li>■ Pilgrims Way</li> <li>■ Allan King Way</li> <li>■ Three Castle Path</li> <li>■ Local PRoWs (Winchester Bridleway 502, Winchester Bridleway 504, Winchester Bridleway 505 Winchester Footpath 515, Winchester Footpath 520, Footpath 9, Itchen Valley Restricted Byway Footpath 20, Footpath 21, Footpath 22, Footpath 27, Footpath 44, Footpath 49, Headbourne Worthy Footpath 6, Footpath 749, and Kings Worthy Footpath 9, Footpath 10)</li> </ul> <p>The existing M3 corridor and highway network creates a degree of severance on this PRoW network, and it is noted in the published landscape character assessments that this is a particular issue in relation to access from Winchester to the South Downs</p>	<p><i>Value:</i> High</p> <p><i>Susceptibility to Change:</i> High</p> <p><b>OVERALL SENSITIVITY:</b> <b>HIGH</b></p> <p><i>Note: value, susceptibility and sensitivity relate to the character and physical nature of the PRoWs. Effects on views from these routes are assessed separately in Appendix 7.4 (Schedule of Visual Effects) of the ES, (Document Reference 6.3).</i></p>	<p><u>During Construction:</u></p> <p>Construction activities would require the temporary closure and diversion of some of these routes at various times and for varying durations.</p> <p>The construction activities and the diversions would adversely affect both the character and physical nature of these routes, though such impacts would all occur within the environs of the existing road alignments and the routes are therefore already adversely affected.</p> <p>Construction stage effects would occur over a short-term period (3 years) and result in the following:</p> <ul style="list-style-type: none"> <li>■ Medium-scale short-term and reversible physical disruption of diverted routes</li> <li>■ Medium-scale short-term and reversible effects on the tranquillity of routes crossing land within or close to the Application Boundary, particularly where these are close to construction activities</li> <li>■ Medium-scale short-term and reversible effects on connectivity between Winchester and the South Downs National Park</li> </ul> <p>By the end of the construction phase, all existing PRoWs would be restored (and in some cases enhanced), and a number of new routes would have been created, increasing overall connectivity between Winchester and the South Downs National Park.</p>	<p><i>Size / scale:</i> Medium</p> <p><i>Geographical Extent:</i> Localised, with limited indirect/experiential effects on the local PRoW network as a whole</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Creation of new routes and enhancements to existing routes would be long-term and permanent</p>	Direct and indirect/experiential	<b>Moderate Significant</b>
			<p><u>Operation (Winter Year 1):</u></p> <p>The Scheme would result in on-going effects after the end of the construction phase. At Year 1 there would be:</p> <ul style="list-style-type: none"> <li>■ Medium-term effects on the character of some routes until new structural planting becomes established and provides physical separation and visual screening between the routes and the new or reconfigured road alignments and junctions</li> <li>■ Long-term permanent beneficial effects on the local PRoW network through the creation of new WCH routes</li> <li>■ Long-term permanent beneficial effects on connectivity between Winchester and the South Downs National Park</li> </ul>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised, with limited indirect/experiential effects on the local PRoW network as a whole</p> <p><i>Duration / Reversibility:</i> Creation of new routes and enhancements to existing routes would be long-term and permanent</p>	Direct and indirect/experiential Minor adverse	Slight adverse Not significant

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	<p>National Park via the existing Junction 9 gyratory.</p> <p>A full assessment of impacts on PRowS is provided in <b>Chapter 12 (Population and Health)</b> of the <b>ES (Document Reference 6.1)</b>.</p> <p>Information on the management and diversion of PRowS can be found in the <b>first iteration Environmental Management Plan (fiEMP) (Document Reference 7.3)</b>.</p>		<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, directly affected routes would be broadly back to their character and physical nature as existed prior to the implementation of the Scheme, with long-term permanent improved connectivity across the local PRow network as a whole.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Localised, with limited indirect/experiential effects on the local PRow network as a whole</p> <p><i>Duration / Reversibility:</i> Creation of new routes and enhancements to existing routes would be long-term and permanent</p>	<p>Direct and indirect/experiential</p> <p>Minor beneficial</p>	<p>Slight beneficial</p> <p>Not significant</p>