

M3 Junction 9 Improvement

Scheme Number: TR010055

6.3 Environmental Statement Appendix 7.4 - Schedule of Visual Effects

APFP Regulation 5(2)(a)

Planning Act 2008

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

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M3 Junction 9 Improvement
Development Consent Order 202[x]

6.3 ENVIRONMENTAL STATEMENT - APPENDIX 7.4: SCHEDULE OF VISUAL EFFECTS

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Author:	M3 Junction 9 Project Team, National Highways

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1 Schedule of Visual Effects

1.1.1 **Table 1.1** outlines relevant mitigation measures and **Table 1.2** the schedule of visual effects.

Table 1.1: Relevant Mitigation Measures

Embedded Mitigation	<ul style="list-style-type: none">• 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.• Re-profiling of existing landform with creation of chalk grassland and reversion to arable agriculture.• Improvements to existing Public Rights of Ways (PRoWS) with crossings under / over the highways and the reconfigured gyratory roundabout.• Creation of new bridleway between Easton Lane and Long Walk on east side of M3.• 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.• 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.• 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).
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Essential Mitigation

- Retention of existing vegetation where possible as identified on the **Figure 2.3 (Environmental Masterplan)** of the **ES (Document Reference 6.2)**.
- New woodland and scrub planting alongside new road alignments and within internal land parcels between link roads.
- 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
- 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
- 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

1.1.2 The visual effects schedule should be viewed alongside **Figure 7.4 (View Locations)**, **Figure 7.12 (Photosheets (Daytime))**, **Figure 7.13 (Photosheets (Night-time))**, and **Figure 7.14 (Visualisations)** of the **ES (Document Reference 6.2)**.

Table 1.2: Schedule of Visual Effects

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Residential occupiers Recreational users of National Cycle Network (NCN) Route 23 / South Downs National Park	VL 1. Easton Lane/ NCN Route 23	<p><i>Designation:</i> South Downs National Park</p> <p><i>Character Area:</i> South Downs National Park LCA A5: East Winchester Open Downs Hampshire LCA 8G: East Winchester Open Downs</p>	<p>This short-range, open view is across undulating arable farmland on the lower slopes of the South Downs towards the existing M3 and the Junction 9 gyratory roundabout.</p> <p>Tree cover along the eastern side of the motorway generally prevents views of traffic on the motorway and slip road, even in the winter months when deciduous vegetation is not in leaf.</p> <p>Powerlines mounted on timber poles cross the foreground, and there is some filtered visibility of motorway signage through the trees during the winter months.</p> <p>Receptors include users of NCN Route 23, and a small number of residential occupiers at White Hill Cottage, Winnall Cottage Farm, and Shoulder of Mutton Farm.</p>	<p><i>Value of the View:</i> Very high</p> <p><i>Susceptibility to Change:</i> High</p> <p>OVERALL SENSITIVITY: VERY HIGH</p>	<p><u>During Construction:</u></p> <p>Construction activities would be clearly visible in the close range view across much of the foreground fields, including vegetation clearance on the edge of the existing M3, re-profiling of the existing landform, and construction of an infiltration and attenuation basin a short distance to the east of the view location, and works associated with the reconfiguration of the existing gyratory roundabout. In the worst case there would be visibility of construction of Variable Message Signs (VMS) 003, 008, and 009, in the close-range view.</p> <p>In due course there would also be woodland and shrub planting immediately in front of the view location and alongside the re-aligned roads and works associated with the creation of new chalk grassland.</p> <p>The central construction compound would also be clearly visible from this location, approximately 75m to the south of the view location.</p> <p>There would also be visibility of working lights when night-time construction activities are taking place.</p> <p>Construction activities would become the dominant feature in the view for much of the construction phase.</p>	<p><i>Size / scale:</i> Large</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Construction activities short term, and reversible. Moderate to long term partially reversible and permanent effects associated with vegetation loss (and later replacement), landform re-profiling, and new road alignments and junction.</p>	Direct Major adverse	Very Large Significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			<p><u>Night-time View</u></p> <p>Visible light sources include those from the existing M3J9 junction (headlights and taillights) and those from the urban areas of Winchester including from within the Winnall industrial estate, resulting in a degree of perceived sky glow. The view is reflective of a E1(b) (transition zones) Environmental Light Zone taken from within the South Downs National Park looking towards the urban area of Winchester.</p>		<p><u>Operation (Winter Year 1):</u></p> <p>Vegetation loss would continue to be a noticeable feature in the close-range view. Retained vegetation would be seen in context of recently planted woodland (LE2.1) and scrub planting (LE2.8) would be visible immediately in front of the view location, with the completed infiltration and attenuation basin beyond the new planting, seeded with a marginal/aquatic seed mix.</p> <p>The new bridleway route between Easton Lane and Long Walk would be visible on the far side of the basin, with further woodland and shrub planting beyond.</p> <p>In the worst case the upper extent of traffic on the reconfigured re-aligned slip roads approaching the M3 J9 gyratory would be partially visible beyond the new planting, especially at night when vehicle head and taillights would be visible, although this would largely be limited in nature due to the proposed intervening false cutting earthworks.</p> <p>In addition there would be partial visibility of VMS 003, 008, and 009, in the close range view.</p>	<p><i>Size / scale:</i> Moderate</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with development of replacement vegetation planting, landform re-profiling, and new road alignments and junction.</p>	Direct Moderate adverse	Large Significant
					<p><u>Operation (Summer Year 15):</u></p> <p>Following successful establishment of woodland planting close range views would be heavily filtered towards the reconfigured gyratory roundabout and slip roads including travelling vehicles and VMS, particularly in the summer months when deciduous vegetation is in full leaf.</p> <p>The attenuation pond would continue to be a visible feature.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation loss and replacement, landform re-profiling, new road alignments and junctions, and changes to the PRow network</p>	Direct Minor adverse	Moderate Significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Residential occupiers	VL 2. B3047 London Road adjacent to Church Green	<p><i>Designation:</i> Conservation Area</p> <p><i>Character Area:</i> Hampshire LCA 3c Itchen Valley</p>	<p>The short-range, restricted view is across Church Green, looking south-east towards residential and business properties on the southern edge of Kings Worthy.</p> <p>The existing A33 is not visible due to intervening built form and tree cover. Some of the tree cover is evergreen, and the A33 therefore remains hidden from view even in the winter months.</p> <p>The St Swithun's Way crosses the green along its south-eastern boundary.</p>	<p><i>Value of the View:</i> High</p> <p><i>Susceptibility to Change:</i> Low</p> <p>OVERALL SENSITIVITY: HIGH</p>	<p><u>During Construction:</u></p> <p>Construction activities on the main A33 are unlikely to be visible in short range views from this location due to intervening built form and (partially evergreen) tree cover.</p> <p>There may be some very limited visibility of works associated with the realignment of the access roads to and from the business park, but the re-aligned access roads themselves are unlikely to be visible from this location.</p> <p>Occupiers of residential (and business) properties adjacent to the A33 would have greater visibility of works associated with this section of the Scheme, but these works are limited in extent and would be seen in the context of the existing A33.</p> <p>Any necessary night-time works would be more visible, with working lights visible through the intervening tree cover.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Construction activities short term, and reversible.</p> <p>Moderate to long term partially reversible and permanent effects associated with the re-alignment of the business park access roads and the construction of the new footway and cycleway alongside the main road, and other works.</p>	<p>Direct</p> <p>Minor adverse</p>	<p>Slight</p> <p>Not significant</p>
			<p><u>Night-time View</u></p> <p>Visible light sources include those from residential properties on Church Green Close. The view is reflective of a E3 Environmental Light Zone</p>	<p><u>Operation (Winter Year 1):</u></p> <p>The short range view would be broadly similar to that experienced before the implementation of the Scheme.</p> <p>For occupiers of properties adjacent to the A33 there would be some visibility of minor changes to the road, the accesses to and from it, and the new footway and cycleway, but these would not alter the nature of the view.</p> <p>Night-time views would also broadly similar to those experienced before the implementation of the Scheme.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with the re-alignment of the business park access roads and the completed new footway and cycleway alongside the main road.</p>	<p>Direct</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>	

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			taken from within the urban area of Kings Worthy which is outside the South Downs National Park. Light sources from the M3 are not visible from this location.		<p>Operation (Summer Year 15):</p> <p>Short range views from this part of Kings Worthy would remain broadly the same as at Year 1. Increased filtering would occur from intervening in-leaf vegetation.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with the re-alignment of the business park access roads and the completed new footway and cycleway alongside the main road.</p>	<p>Direct</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
PRoW users (St Swithun' s Way LDR) Also represents views from the Site of St Gertrude' s Chapel (Scheduled Monument)	VL 3. St Swithun' s Way within the Itchen Valley	<i>Designation:</i> South Downs National Park <i>Character Area:</i> South Downs National Park LCA F5 Hampshire LCA 3c	This view location is VP62 of the representative view locations used in the South Downs National Park viewshed analysis study. The short-range, wide-angled panoramic view is across pastoral farmland within the floodplain of the River Itchen within the South Downs National Park, looking south-east towards the Winnall Industrial Estate. The existing M3 is not visible due to the intervening buildings on the industrial estate. There are glimpsed views of vehicles travelling along the A34 and the A33 slip roads, with these views heavily filtered by the roadside tree cover, even in the winter months when deciduous	<i>Value of the View:</i> Very high <i>Susceptibility to Change:</i> High OVERALL SENSITIVITY: VERY HIGH	<u>During Construction:</u> There would be limited short range visibility of construction activities associated with the reconfiguring of the A34/A33 alignment and the construction of the proposed new footway and cycleway alongside the A34 northbound (including construction of the proposed new footbridge over the River Itchen and the required retaining walls). Activities would be seen through the intervening retained tree cover alongside the A34 northbound and between this and the A34 southbound and A33. Visibility would be greater in the winter months when deciduous vegetation is not in leaf. In the worst case there would be visibility of elevated cranes associated with construction of VMS 003, 008, and 009, and bridge structures in the short-range view. Any necessary night-time works would be more visible, with working lights visible through the intervening tree cover. Any lighting would be less visible further south due to existing obtrusive light from existing commercial land uses. There would also be visibility of works relating to the construction of the infiltration and attenuation basins at the northern end of the Winnall Industrial Estate including removal of existing tree cover where necessary), and the temporary usage of cranes to install a new gantry sign on the east side of the realigned A34 and the new footbridge across the River Itchen located north of the industrial estate. Works further south within the Application Boundary would be predominantly hidden by the intervening large-scale buildings on the Winnall Industrial Estate, but construction activities involving taller items of mobile plant such as cranes may be visible above the industrial estate buildings.	<i>Size / scale:</i> Moderate <i>Geographical Extent:</i> Moderate <i>Duration / Reversibility:</i> Construction activities short term, and reversible. Moderate to long term partially reversible and permanent effects associated with limited vegetation loss (and later replacement), landform re-profiling, construction of retaining walls, construction of new footway and cycleway (and bridge), reconfiguration of the A34/A33 junction, and construction of infiltration and attenuation basins.	Direct Moderate adverse	Large Significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			vegetation is not in leaf.		<p><u>Operation (Winter Year 1):</u> Filtered short range views of traffic using the A34 and reconfigured A33 would continue, including night-time views with head and taillights visible, with the visibility of traffic not being noticeably greater than before the implementation of the scheme due to the retained roadside tree cover. In the worst case there would be partial visibility of VMS 003, 008, and 009, in these views, but these would be filtered by intervening retained vegetation.</p>	<p><i>Size / scale:</i> Small <i>Geographical Extent:</i> Moderate <i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with visible retaining walls, the new footway and cycleway (and bridge), reconfiguration of the A34/A33 alignments, and the infiltration and attenuation basins</p>	Direct Minor adverse	Moderate Significant
					<p><u>Operation (Summer Year 15):</u> Short range visibility of the Scheme would remain broadly as at Year 1, with some increase in the filtering of views due to the landscape mitigation planting adjacent to the highway alignment and existing in leaf roadside vegetation.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Moderate <i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with visible retaining walls, the new footway and cycleway (and bridge), reconfiguration of the A34/A33 alignments, and the infiltration and attenuation basins</p>	Direct Negligible adverse	Slight Not significant

BASELINE AND SENSITIVITY				MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT				
Visual Receptors	View Location (VL)	Designation / Character Area Approx. dist to Application Boundary	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Residential occupiers POS users	VL 4. Abbots Barton, Public Open Space (POS) at Lea View	<p><i>Designation:</i> N/A</p> <p><i>Character Area:</i> Hampshire LCA 3c</p>	<p>The mid-range, framed view is across an area of POS on the edge of Abbots Barton, and then across pastoral farmland within the floodplain of the River Itchen within the South Downs National Park, looking south-east towards the Winnall Industrial Estate.</p> <p>The existing M3 is not visible due to the intervening buildings on the industrial estate. Land within the Application Boundary on the western slopes of the South Downs is just visible beyond the Industrial Estate and the M3.</p> <p><u>Night-time View</u></p> <p>Visible light sources include those from the existing M3 J9 junction (headlights and taillights) and those from the Winnall industrial estate, these notable in the view and resulting in a degree of perceived sky glow visible against the backdrop of the South Downs National Park. The view is located on the edge of a E3 Environmental</p>	<p><i>Value of the View:</i> High</p> <p><i>Susceptibility to Change:</i> High</p> <p>OVERALL SENSITIVITY: HIGH</p>	<p><u>During Construction:</u></p> <p>There would be limited visibility of construction activities in the mid-range view associated with the land reprofiling operations on the eastern side of the M3.</p> <p>Works relating to the main M3 alignment and associated junctions (including the reconfiguration of the existing gyratory roundabout) would be predominantly hidden by the intervening large-scale buildings on the Winnall Industrial Estate and intervening tree cover, but construction activities involving taller items of mobile plant such as cranes and installation of VMS (003, 008, 009) may be visible above the industrial estate buildings and intervening retained trees. Works relating to the realignment of the A33 and A34 would be hidden from view from this location by the belt of trees on the northern edge of the POS. Any necessary night-time works would be marginally more visible, with working lights visible through the intervening tree cover.</p>	<p><i>Size / scale:</i> Moderate</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Construction activities short term, and reversible. Moderate to long term partially reversible and permanent effects associated with vegetation loss (and later replacement), landform re-profiling, and new road alignments and junction.</p>	<p>Direct</p> <p>Moderate adverse</p>	<p>Moderate Significant</p>
			<p><u>Operation (Winter Year 1):</u></p> <p>The mid-range visibility of traffic using the M3, A33 and A34 would return to broadly the same as before the implementation of the Scheme, including night-time views with head and taillights visible. In the worst case there would be partial visibility of VMS 003, 008, and 009, in these views, but these would be heavily filtered by intervening retained vegetation.</p> <p>There may also be some limited visibility of new landscape mitigation planting on the lower slopes of the South Downs to the east of the road corridor, but this would not alter the overall composition of the view.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, new road alignments and junctions, and changes to the PRow network</p>	<p>Minor adverse</p>	<p>Slight Not significant</p>		

BASELINE AND SENSITIVITY				MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT				
Visual Receptors	View Location (VL)	Designation / Character Area Approx. dist to Application Boundary	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			Light Zone with areas of E1b perceivable. Overall it is considered due to the perception of light sources in the view that the baseline is reflective of a E3 (urban area) looking towards the South Downs National Park.		<p><u>Operation (Summer Year 15):</u></p> <p>The mid-range visibility of the Scheme would remain broadly as at Year 1, though establishment of landscape mitigation planting on the lower slopes of the South Downs may become more discernible.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, new road alignments and junctions, and changes to the PRow network</p>	Negligible adverse	Slight Not significant

BASELINE AND SENSITIVITY				MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT				
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Residential occupiers Urban road users	VL 5. Turnpike Down	<p><i>Designation:</i> N/A</p> <p><i>Character Area:</i> Hampshire LCA 3c and TCA 5</p>	<p>The short-range, restricted view is across an area of residential development, including an equipped play area in the foreground.</p> <p>There is some limited visibility of large buildings within the Winnall Industrial Estate, and very limited visibility of a small section of the lower slopes of the South Downs to the east of the existing M3.</p>	<p><i>Value of the View:</i> Moderate</p> <p><i>Susceptibility to Change:</i> Moderate</p> <p>OVERALL SENSITIVITY: MODERATE</p>	<p><u>During Construction:</u></p> <p>There would be some very limited short range visibility of construction activities associated with the land reprofiling operations and spoil management on the eastern side of the M3, seen beyond the intervening built form of Riverside, St Giles' Hill, Winnall, and the Winnall Industrial Estate. The central construction compound to the east of the existing gyratory roundabout in the worst case would be partially visible from this location.</p> <p>Works relating to the main M3 alignment and associated junctions (including the reconfiguration of the existing gyratory roundabout) would be predominantly hidden by the intervening topography and built form, but construction activities involving taller items of mobile plant such as cranes may be visible above the topography and built form. In the worst case this would include visibility of construction of</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Construction activities short term, and reversible.</p> <p>Moderate to long term partially reversible and permanent effects associated with vegetation loss (and later replacement), landform re-profiling, and new road alignments and junction.</p>	Direct Minor adverse	Slight Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
					VMS 003, 009, 010, and 013 in the short range view (as elevated activity above foreground features). Views would be even more restricted during the summer months when any intervening deciduous vegetation is in full leaf. Any necessary night-time works would be marginally more visible due to the presence of working lights visible.			
					<p><u>Operation (Winter Year 1):</u> Short range visibility of traffic using the M3 would return to broadly the same as before the implementation of the Scheme, including night-time views with head and taillights visible. In the worst case there would be heavily filtered visibility of VMS 003, 009, and 010.</p> <p>There may also be some limited visibility of new landscape mitigation planting on the lower slopes of the South Downs to the east of the road corridor, but this would be barely noticeable and not alter the overall composition of the view.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Moderate <i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, and new road alignments and junctions.</p>	Negligible adverse	Slight Not significant
					<p><u>Operation (Summer Year 15):</u> Short range visibility of the Scheme would remain broadly as at Year 1, though following the successful establishment of landscape mitigation planting on the lower slopes of the Downs may have become more discernible, and in-leaf vegetation would further restrict visibility.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Moderate <i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, and new road alignments and junctions.</p>	Negligible adverse	Slight Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Road users	VL 6. B3404 on bridge over M3 (6a. looking north)	<p><i>Designation:</i> Just outside western edge of South Downs National Park</p> <p><i>Character Area:</i> Hampshire LCA 3c</p>	<p>The short-range, framed view is from the road bridge carrying the B3404 over the M3.</p> <p>The view is dominated by the M3 below, but the strong tree cover on either side of the motorway is also clearly visible, with the lower slopes of the western Downs (within the South Downs National Park) also visible to the north.</p> <p>To the north-east are the grounds of St Swithun's School, and to the north-west are residential properties within Winnall.</p>	<p><i>Value of the View:</i> Moderate</p> <p><i>Susceptibility to Change:</i> Low</p> <p>OVERALL SENSITIVITY: MODERATE</p>	<p><u>During Construction:</u></p> <p>Activities relating to the reconfiguration of the existing gyratory roundabout and associated slip roads and vegetation removal along the highway corridor and installation of new retaining walls would be the focus of the short range view. In the backdrop of the view the construction of the link roads, and spoil management and reprofiling of the landform to the east of the motorway would be visible from this location, seen in the context of the existing motorway.</p> <p>There would also be some visibility of the central construction compound to the east of the roundabout from this location.</p> <p>The installation of gantries (particularly GADS0003 and GADS0004) and other forms of motorway signage (including VMS 003, 08, 009, 010 and 013) would also be visible from this location.</p> <p>Any necessary night-time works would be more visible due to the presence of working lights visible.</p> <p>Traffic management measures on the main motorway carriageway, including the likely resulting queuing traffic, would also be visible from this location.</p> <p>It is considered that due to the direction of travel of users crossing the bridge, whilst the activity on the M3 would be a visual focus this would be viewed obliquely and therefore forming only a noticeable feature of the wider view.</p>	<p><i>Size / scale:</i> Moderate</p> <p><i>Geographical Extent:</i> Moderate</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.</p> <p>Moderate 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 gantry and motorway signage.</p>	Direct Moderate adverse	Moderate Significant
			<p><u>Night-time View</u></p> <p>Visible light sources include those from the existing M3 (headlights and taillights) and reflection of light from signage. An elevated light is visible within the R&W Environmental</p>	<p><u>Operation (Winter Year 1):</u></p> <p>The reconfigured gyratory roundabout and associated slip/link roads would be visible in the mid-range view approximately 1km to the north of the view location, as well as new gantries and gantry mounted signage installed as part of the Scheme. VMS 003 would be a</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads.</p>	Direct Minor adverse	Slight Not significant	

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			recycling facility. In the wider view street lighting on Alresford Road (B3404) is visible. There is no light spill visible for the existing M3 J9 roundabout. Skyglow is visible in all directions. The view is located on the edge of a E3 and E1b Environmental Light Zones. As it is outside the South Downs National Park given the context of the wider view it is considered a E2 Environmental Light Zone is appropriate.		<p>foreground feature but set within the M3 corridor at a lower elevation.</p> <p>Landform reprofiling (on the lower slopes of the Downs) and new planting would also be partially visible to the north-east, east and south-east of the reconfigured roundabout.</p> <p>Gantries GADS0003 would be visible as a lit feature with GADS0004 partially visible against a background with minimal fixed lighting visible from this receptor during the night time environment. The lit signs are however viewed in the context of continually changing lit conditions from vehicle head / tail light during the night time environment. Sign luminance falls within the guidance for the Environmental Lighting Zone. It is considered the lit signs extend the envelope of the existing light during the night time environment but does not change the overall perception of lighting being visible and therefore it is not considered this will reduce the quality of dark night skies from this receptor.</p>	<p>Long term permanent effects arising from landform changes.</p> <p>Long-term permanent effects arising from the installation of new gantry and motorway signage</p> <p>Long-term permanent changes to the local PRoW network due to new and realigned routes and road crossings</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>Visibility of the Scheme (including the new gyratory roundabout and GADS004) would be reduced from that reported at Year 1, due to in leaf vegetation, and the successful establishment of replacement landscape mitigation planting which would be more distinctive features in the view.</p> <p>There would be limited change to the visibility of gantry GADS0003 (including as a lit sign during the night time environment) as this is located within the close range view within the motorway corridor and as such are not obscured by changing foliage.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i></p> <p>Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, new road alignments and junctions, and changes to the PRoW network</p>	Direct Minor adverse	Slight Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Road users	VL 6. B3404 on bridge over M3 (6b. looking south)	<p><i>Designation:</i> Just outside western edge of South Downs National Park</p> <p><i>Character Area:</i> Hampshire LCA 3c</p>	<p>The short-range, framed view is from the road bridge carrying the B3404 over the M3.</p> <p>The view is dominated by the M3 below, but the strong tree cover on either side of the motorway is also clearly visible, with the lower slopes of the western Downs (within the South Downs National Park) also visible.</p> <p>To the south-east the view is towards Deacon Hill within the South Downs National Park, but the eye of the viewer tends to be drawn towards the A31 roundabout. To the south-west there is some visibility of existing residential development within St Giles' Hill.</p>	<p><i>Value of the View:</i> Moderate</p> <p><i>Susceptibility to Change:</i> Low</p> <p>OVERALL SENSITIVITY: MODERATE</p>	<p><u>During Construction:</u> Construction activity associated with installation of new signage (including very small scale vegetation clearance) would be visible for a very limited and temporary duration.</p> <p>Furthermore traffic management measures on the main motorway carriageway, including the likely resulting queuing traffic, would also be visible from this location.</p> <p>It is considered that due to the direction of travel of users crossing the bridge, whilst the activity on the M3 would be a visual focus this would be viewed obliquely and therefore forming only a noticeable feature of the wider view.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p>	Direct Negligible adverse	Neutral Not significant
			<p><u>Night-time View</u> Visible light sources include those from the existing M3 and adjacent A272 (headlights and taillights) and reflection of light from signage. In the wider view street lighting on Alresford Road (B3404) is visible. Light sources are seen against the backdrop of Winchester. Skyglow is visible in all directions but notable towards Southampton. The view is located on the edge of a E3 and E1b Environmental Light Zones. As it is outside the South Downs National Park given the context of the wider view it is considered a E2</p>		<p><u>Operation (Winter Year 1):</u> Following installation of signage there would be no discernible change to the view. The new ½ mile Advanced Direction Sign (ADS) signage would be screened by intervening vegetation.</p>	N/A	No change	Neutral Not significant
				<p><u>Operation (Summer Year 15):</u> Following installation of signage there would be no discernible change to the view. The new ½ mile ADS signage would be screened by intervening vegetation.</p>	N/A	No change	Neutral Not significant	

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			Environmental Light Zone is appropriate.					
BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
PRoW users	VL 7. PRoW (FP1111/1) adjacent to railway near Well House Lane	<p><i>Designation:</i> N/A</p> <p><i>Character Area:</i> Hampshire LCA 3c</p>	<p>The mid-range panoramic view is across undulating pastoral farmland between Abbots Worthy and Headbourne Worthy, looking towards the M3 corridor and the slopes of the western South Downs beyond.</p> <p>Traffic on the M3 is visible in the middle distance during the winter months when deciduous vegetation is not in leaf, but predominantly hidden from view</p>	<p><i>Value of the View:</i> High</p> <p><i>Susceptibility to Change:</i> Moderate</p> <p>OVERALL SENSITIVITY: HIGH</p>	<p><u>During Construction:</u></p> <p>There would be some middle-distance visibility of construction activity in the northern part of the Scheme, particularly works relating to the reprofiling of the lower slopes of the South Downs adjacent to the M3, the creation of a new infiltration/attenuation basins, the creation of new areas of chalk grassland and restoration to arable farmland, and the construction of the proposed new bridleway between Easton Lane and Long Walk. In the worst case there may be filtered views of elevated equipment and activity associated with construction of VMS 003, 08, 009, and 010, and GADS004.</p> <p>There may also be some limited visibility of works on the new A33 roundabout and the realigned A33 and A34.</p> <p>Any necessary night-time works would be marginally more visible due to the presence of working lights visible.</p> <p>Although construction activities would be perceptible in the view, the overall balance and composition of the view would remain.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</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>Moderate 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 installation of new gantry and motorway signage</p>	Direct Minor adverse	Moderate Significant
					<p><u>Operation (Winter Year 1):</u></p> <p>The mid-range visibility of traffic using the M3 would return to broadly the same as before the implementation of the Scheme, albeit vegetation loss within the view would continue to be</p>			

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			<p>during the summer due to intervening field boundary and roadside vegetation.</p> <p>Residential development on the edge of Abbots Barton is also visible to the south.</p>		<p>perceptible. The view would continue to include visibility of head and taillights in the night-time.</p> <p>In the worst case there would be filtered visibility of the upper elements of VMS 003, 08, 009, and 010 and GADS004. Whilst GADS004 has gantry-mounted illuminated signage, due to a combination of the orientation of signage, distance and intervening features it is not considered this will be perceptible.</p> <p>There may also be some limited visibility of new landscape mitigation planting on the lower slopes of the South Downs to the east of the road corridor, but this would not alter the overall composition of the view.</p>	<p>partially permanent effects associated with vegetation changes and new/ realigned roads.</p> <p>Long term permanent effects arising from landform changes, installation of new gantry and motorway signage, changes to the local PRow network due to new and realigned routes and road crossings, and (very small-scale) effects arising from illumination of the PRow underpasses</p>		
					<p><u>Operation (Summer Year 15):</u></p> <p>Visibility of the Scheme would remain broadly as at Year 1, though the in leaf nature of the successfully established landscape mitigation planting on the lower slopes of the South Downs may have become more discernible, particularly in the summer months.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, new road alignments and junctions, and changes to the PRow network</p>	<p>Direct</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
PRoW users	VL 8. PRoW (FP049/13/1) on crown of Magdalen Hill Down	<p><i>Designation:</i> South Downs National Park</p> <p><i>Character Area:</i> South Downs National Park LCA A5: East Winchester Open Downs Hampshire LCA 8G: East Winchester Open Downs</p>	<p>The mid-range panoramic view is across rough grassland (within the access land on Magdalen Hill Down) towards Winchester.</p>	<p><i>Value of the View:</i> Very high</p> <p><i>Susceptibility to Change:</i> High</p> <p>OVERALL SENSITIVITY: VERY HIGH</p>	<p><u>During Construction:</u></p> <p>Activities within the central construction compound would be clearly visible in the mid-range view from this location. Works relating to the reconfiguration of the gyratory roundabout and associated slip/link roads would also be partially visible beyond the construction compound. The removal of vegetation along the eastern side of the existing M3 corridor and subsequent reprofiling works on the lower slopes of the Downs to the north of the compound would also be visible. The installation of gantries (particularly GADS0003 and GADS0004) would be visible. Construction activities would be noticeable, in the view, but would not dominate the overall composition of the view.</p> <p>Any necessary night-time works would be marginally more visible due to the presence of additional lights and removed vegetation. New tree and shrub planting to the east of the roundabout would become visible by the end of the construction phase.</p>	<p><i>Size / scale:</i> Moderate</p> <p><i>Geographical Extent:</i> Moderate</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>Moderate 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 from the installation of new gantry and motorway signage.</p>	<p>Direct</p> <p>Moderate adverse</p>	<p>Large Significant</p>
			<p>The majority of the M3 is hidden from view by intervening topography and vegetation, but there is limited visibility of traffic on the Junction 9 gyratory roundabout during the winter months when deciduous vegetation is not in leaf.</p>	<p><u>Operation (Winter Year 1):</u></p> <p>The visibility of traffic using the M3 and the reconfigured gyratory roundabout in the mid-range view would be marginally increased compared to the situation before the implementation of the Scheme due to the clearance of vegetation along the eastern side of the motorway. Head and taillights on vehicles would also be slightly more distinctive. In the worst case gantry GADS0004 would be partially visible, filtered by intervening vegetation within St Swithun's School and bounding the M3.</p> <p>New landscape mitigation planting to the east of the roundabout and the motorway would be visible but would not yet be developed to screen views of the traffic. The newly created chalk grassland landscape on the open downland slopes would be visible.</p> <p>In the night time environment whilst in the worst case GADS004 would be visible based on the location and view from the south, direct view of light sources is not possible. Sign luminance falls within guidelines and is viewed in the context of Winnall industrial estate as a background lit feature.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation and road changes.</p> <p>Long term permanent effects arising from landform changes, from the installation of new gantry and motorway signage, changes to the local PRoW network, and very small-scale effects arising from illumination of the PRoW underpasses</p>	<p>Direct</p> <p>Minor adverse</p>	<p>Moderate Significant</p>	

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
					<p><u>Operation (Winter Year 1) contd:</u></p> <p>Lighting is present on Alresford Road for a short distance east of the road bridge over the M3, this along with lighting at St Swithun's School mean that whilst the gantry-mounted illuminated signage may lead to a minor increase in the ambience and light presence of the area, the inclusion of lit gantries GADS004 (and GADS003) does not lead to an extension of the illuminated footprint of Winchester.</p> <p>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 will reduce the quality of dark night skies from this receptor.</p>			
					<p><u>Operation (Summer Year 15):</u></p> <p>The chalk grassland landscape would continue to be visible and positively contribute to the landscape character and following the successful establishment of landscape mitigation planting (in leaf) along the eastern side of the reconfigured roundabout, slip roads and motorway, as well as along the eastern side of the A272, the visibility of the highway network (including gantry GADS0004) would be very limited and result in a barely noticeable change to the view.</p> <p>The minimal increase in ambience from reflected light at the two gantry-mounted illuminated signs remains as per Operation Winter Year 1 and very minor in the context of Winchester as a lit component in the views.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, new road alignments and junctions, and changes to the PRoW network</p>	<p>Direct Negligible adverse</p>	<p>Slight adverse Not significant</p>

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Recreational Access Land users	VL 9. St Catherine's Hill	<p><i>Designation:</i> South Downs National Park</p> <p><i>Character Area:</i> South Downs National Park LCA A5: East Winchester Open Downs Hampshire LCA 8G: East Winchester Open Downs</p>	<p>(VP15 of the representative view locations used in the South Downs National Park viewshed analysis study).</p> <p>The view is across an area of rough grassland and scrub within the St Catherine's Hill access land. Earthworks associated with the fort are also visible. Built form is visible across the southern part of Winchester, including the Bar End Industrial Estate. Traffic on the M3 and the A31 is visible to the east of Bar End Sports Ground, with part of the South Downs National Park visible beyond the motorway. Buildings at St Swithun's School are also visible on the horizon.</p> <p><u>Night-time View</u></p> <p>Visible light sources include those from the urban area of Winchester, including a mix of LED, HPS and metal halide, red aircraft warning lighting/ tower light to north west. There is a degree of light glare for the industrial estate visible. The view is reflective of a E3 Environmental Light Zone taken from within the urban area which is outside the South Downs National Park. Light sources from the M3 are not visible from this location.</p>	<p><i>Value of the View:</i> Very high</p> <p><i>Susceptibility to Change:</i> High</p> <p>OVERALL SENSITIVITY: HIGH</p>	<p><u>During Construction:</u></p> <p>Construction activities of the Scheme (new highway, gantries / VMS, earthworks, compounds, and plant operations) would not be visible from this location as they would take place to the north of the ridge of high ground followed by the B3404 and St Swithun's School. A combination of intervening topography, trees and built form would prevent views of these construction activities. Any necessary night-time works would not be visible due to topography and built form. The installation of motorway signage (ADS 1 mile sign) would however in the worst case be partially visible from this location.</p>	<p><i>Size / scale:</i> Very small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p> <p>Long-term permanent effects arising from the installation of new gantry and motorway signage</p>	<p>Direct</p> <p>Negligible adverse</p>	<p>Slight</p> <p>Not significant</p>
					<p><u>Operation (Winter Year 1):</u></p> <p>It is considered following completion of construction activity that no part of the Scheme would be visible from this location.</p> <p>It is considered that due to retained peripheral vegetation alongside the M3 that the signage (ADS 1 mile sign) would not be visible from this location.</p>	N/A	No change	<p>Neutral</p> <p>Not significant</p>
					<p><u>Operation (Summer Year 15):</u></p> <p>No change from that reported at Year 1, although in-leaf summer vegetation would provide further filtering in the view.</p>	N/A	No change	<p>Neutral</p> <p>Not significant</p>

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Recreational Access Land users and PRoW users	VL 10. PRoW FP011707/1) crossing Access Land to south-east of Badger Farm. Also close to Whiteshute Lane (Restricted Byway 056/35/4)	Designation: N/A Character Area: Hampshire LCA 7f	<p>The long-range panoramic view is across an area of Access Land on the southern edge of Winchester, looking towards the cathedral and the Winnall Industrial Estate beyond.</p> <p>The motorway corridor is visible in the distance as it climbs beyond the industrial estate, but the existing gyratory roundabout is predominantly hidden from view by the built form of the industrial estate.</p> <p>Restricted parts of the South Downs National Park are visible beyond the motorway corridor.</p>	<p><i>Value of the View:</i> Moderate</p> <p><i>Susceptibility to Change:</i> Moderate</p> <p>OVERALL SENSITIVITY: MODERATE</p>	<p><u>During Construction:</u></p> <p>There may be limited long distance views of construction activities associated with the reprofiling of the land adjacent to the eastern side of the M3, and the reconfiguring of the gyratory roundabout and slip roads, especially where operations involve the use of taller items of mobile plant such as cranes for the installation of gantries and VMS.</p> <p>Any night-time views of operations would be limited with existing lighting and sky glow anticipated in the foreground. Where visible, construction activities would be perceptible in the view, but would not alter the overall composition of the view.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p> <p>Moderate 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 gantry and motorway signage</p>	Direct Minor adverse	Slight Not significant
					<p><u>Operation (Winter Year 1):</u></p> <p>The visibility of the Scheme and of traffic using it would return to broadly the same as before the implementation of the Scheme, including night-time views with head and taillights visible.</p> <p>There may also be some limited long distance visibility of new landscape mitigation planting on the lower slopes of the South Downs to the east of the road corridor, but this would not alter the overall composition of the view.</p> <p>It is not considered there would be any views of the elevated gantries or VMS as a result of distance from the Scheme and intervening landform, built form and vegetation.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate 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 from the installation of new gantry mounted motorway signage</p>	Direct Minor adverse	Slight Not significant
					<p><u>Operation (Summer Year 15):</u></p> <p>Long distance visibility of the Scheme would remain broadly as at Year 1, though the successful establishment of landscape mitigation planting (in leaf) on the lower slopes of the South Downs may have become more discernible.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate 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>	Direct Negligible adverse	Slight Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
						Long-term permanent effects arising from the installation of new gantry mounted motorway signage		
PRoW users (Itchen Way LDR)	VL 11. Itchen Way north of Easton Down	<p><i>Designation:</i> South Downs National Park</p> <p><i>Character Area:</i> South Downs National Park LCA F5 Hampshire LCA 3c</p>	<p>The short-range filtered view is across flat pastoral farmland of the River Itchen floodplain. Traffic on the existing M3 motorway is visible, but such views are heavily filtered by roadside and riverine vegetation, even in the winter months when deciduous vegetation is not in leaf.</p>	<p><i>Value of the View:</i> Very high</p> <p><i>Susceptibility to Change:</i> High</p> <p>OVERALL SENSITIVITY: VERY HIGH</p>	<p><u>During Construction:</u></p> <p>Construction activities are unlikely to be visible in short range views from this location due to consecutive layers of intervening field boundary, riverine and roadside vegetation.</p> <p>The section of the M3 near to the view location is included within the Application Boundary as traffic management which may be necessary on the motorway at certain times during the construction phase. There may therefore be a slight increase in the visibility of queuing traffic. In addition construction of VMS 002, and 012, may be perceptible however this would form a barely noticeable feature of the view.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p>	Direct Negligible adverse	Slight Not significant
					<p><u>Operation (Winter Year 1):</u></p> <p>By Year 1 the view would be broadly similar to that obtained before the implementation of the Scheme. In a worst case there may be some heavily filtered visibility of VMS 002, and 012.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Long-term/ permanent</p>	Direct Negligible adverse	Slight Not significant
					<p><u>Operation (Summer Year 15):</u></p> <p>At Year 15 the view would be broadly similar to that experienced at Year 1, though in-leaf vegetation would reduce visibility even further.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Long-term/ permanent</p>	Direct Negligible adverse	Slight Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area Approx. dist. to Application Boundary	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Urban/ townscape road users and pedestrians	VL 12. Easton Lane adjacent to retail/ commercial development on northern edge of Winnall and close to existing Junction 9 roundabout	<p><i>Designation:</i> N/A</p> <p><i>Character Area:</i> Hampshire LCA 3c Hampshire TCA 8a</p>	<p>The view is of a busy roundabout junction on Easton Lane, with large-scale retail development and associated car parking to the north and south, and the existing Junction 9 gyratory roundabout visible to the east.</p>	<p><i>Value of the View:</i> Low</p> <p><i>Susceptibility to Change:</i> Low</p> <p>OVERALL SENSITIVITY: LOW</p>	<p><u>During Construction:</u> Construction activities relating to the reconfiguration of the gyratory roundabout would be visible in the close range view from this location. Works relating to the realignment of the Easton Lane carriageways and the construction of the new walking, cycling and horse-riding link crossing the motorway junction would extend across a broad area of the view. The installation of VMS 010 and GADS004 may also be visible. Vegetation removal on periphery of existing highway and within the junction would increase the extent of infrastructure and construction activity visible, however overall the vegetated corridor will be retained.</p> <p>Construction works would be dominant in the view, particularly because of queuing traffic on the foreground roundabout. Any night-time operations would be more distinctive.</p>	<p><i>Size / scale:</i> Large</p> <p><i>Geographical Extent:</i> Large</p> <p><i>Duration / Reversibility:</i> Construction activities short term (3 years), and reversible, including short-term/reversible changes to the local PRoW network from diversions and closures.</p> <p>Moderate to long term partially reversible and permanent effects associated with vegetation loss (and later replacement), landform re-profiling, and new road alignments and junction.</p> <p>Long-term permanent changes to the local PRoW network due to new and realigned routes and road crossings</p>	Direct Major adverse	Moderate Significant
			<p><u>Night-time View</u> Visible light sources include those from highway street lighting and business signage on Easton Lane. The view is reflective of a E3 Environmental Light Zone taken from within the urban area of Winchester which is outside the</p>		<p><u>Operation (Winter Year 1):</u> Traffic using the reconfigured gyratory roundabout would be visible in the close range view from this roundabout, but traffic would be flowing more smoothly across both roundabouts, with less queuing.</p> <p>The western end of the new walking and cycling route over the junction would be visible beyond the roundabout, with some limited visibility of new replacement landscape mitigation planting. VMS 010 and GAD004 may also be visible but would not alter the overall balance of features that comprise the existing view.</p> <p>Due to the view angle and baseline night time conditions it is anticipated that the effects of the illuminated gantry mounted signage, would not result in a discernible feature.</p>			

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area Approx. dist. to Application Boundary	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			South Downs National Park. Light sources from the M3 are not visible from this location.		<p><u>Operation (Summer Year 15):</u></p> <p>Following successful establishment of replacement landscape mitigation planting and in leaf retained vegetation, the view would be more contained in nature. Overall the view of Easton Lane and the highway junction would be broadly similar to that obtained at Year 1.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with replacement vegetation planting, landform re-profiling, and new road alignments and junction.</p> <p>Long-term permanent changes to the local PRow network due to new and realigned routes and road crossings</p>	<p>Direct</p> <p>Negligible adverse</p>	<p>Neutral</p> <p>Not significant</p>

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Minor road users	VL 13. Minor Road known as Long Walk close to western edge of South Downs National Park	<p><i>Designation:</i> South Downs National Park</p> <p><i>Character Area:</i> South Downs National Park LCA A5</p> <p>Hampshire LCA 8g</p>	<p>The view is across undulating arable farmland at the foot of the South Downs and within the South Downs National Park.</p> <p>Built form within parts of Winchester is visible in the middle-distance.</p> <p>Traffic on the existing M3 motorway is partially visible beyond the foreground farmland, but such views are heavily filtered by intervening field boundary and roadside vegetation, even in the winter months when deciduous vegetation is not in leaf.</p> <p><u>Night-time View</u></p> <p>Visible light sources include those from the urban area of Winchester resulting in a degree of perceived sky glow. Prominent light sources include</p>	<p><i>Value of the View:</i> Very high</p> <p><i>Susceptibility to Change:</i> Moderate</p> <p>OVERALL SENSITIVITY: HIGH</p>	<p><u>During Construction:</u></p> <p>Construction activities would be clearly visible from this location in the mid-range view, with the central construction compound occupying land on the slope within the second field from the view location which faces the viewer. This would occupy a broad extent of the available view, and in the worst case activities would be sky lining.</p> <p>The reconfiguration of the gyratory roundabout and slip/link roads, the construction of new WCH routes, and installation of gantries (GADS0003 and GADS0004) and the reprofiling of land adjacent to the motorway would also all be visible.</p> <p>Any night-time operations would be more distinctive including lighting from the main construction compound.</p>	<p><i>Size / scale:</i> Moderate</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible, including changes to the local PRow network due to diversions and closures and due to lighting from the main site compound.</p> <p>Moderate 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 from the installation of new gantry and motorway signage.</p>	Direct Moderate adverse	Large Significant
					<p><u>Operation (Winter Year 1):</u></p> <p>Following completion of construction activity land within the former construction compound would be retained to agricultural use, with new replacement landscape mitigation planting included adjacent to the highway which would be partially visible.</p> <p>The new bridleway route between Easton Lane and Long Walk would be partially visible.</p> <p>Traffic on the reconfigured gyratory roundabout and re-aligned slip roads would be visible beyond the new planting, especially at night when vehicle head and taillights would be visible.</p> <p>It is considered that there would be very limited visibility of the gantries from this location on Long Walk due to a combination of intervening landform and vegetation and the position of the gantries within cutting.</p> <p>Views of the illuminated faces of signs on gantry GADS003 is not possible from this location as the view is from the northern side. Direct view of the Winnall industrial estate and associated lighting is present to the north. Light presence from direct</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation and road changes.</p> <p>Long term permanent effects arising from landform changes, and to the local PRow network due to new and realigned routes and road crossings, and very small-scale effects arising from illumination of the PRow underpasses.</p>	Direct Minor adverse	Moderate Significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			those from St Swithun's school and Winnall industrial estate. The view location is located within an E1(a) (Intrinsic Rural Darkness and Buffer), albeit in this view direction given the influence of Winchester it is more reflective of a E1(b) (transition zones) Environmental Light Zone.		<p>upward and reflected light may be attributable to the illuminated gantry signs, however this is seen in the context of light presence and skyglow from Winchester which would silhouette the crests of the intervening ridges.</p> <p>There is potential for direct and reflected upward light from the gantry-mounted signage however these are within the requirements for the Environmental Light Zone and set against the backdrop on Winchester. As the gantry mounted 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 will reduce the quality of dark night skies from this receptor.</p> <p><u>Operation (Summer Year 15):</u></p> <p>Following successful establishment of replacement landscape mitigation planting the view would be more filtered towards the reconfigured gyratory roundabout, slip roads and gantries, particularly in the summer months when vegetation is in full leaf.</p> <p>With increased and mature screening direct views of the illuminated gantries is highly unlikely. Light presence will however remain from direct and reflected light from the sign illumination. Overall however it is considered the Scheme would be barely noticeable feature when compared to the baseline view.</p>			
						<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation changes, landform re-profiling, new road alignments and junctions, and changes to the PRoW network</p>	<p>Direct</p> <p>Negligible adverse</p>	<p>Slight adverse</p> <p>Not significant</p>

BASELINE AND SENSITIVITY				MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT					
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT	
PRoW users (Itchen Way LDR)	VL 14. Itchen Way close to A33/A34 bridge over River Itchen	<p><i>Designation:</i> South Downs National Park</p> <p><i>Character Area:</i> South Downs National Park LCA F5 Hampshire LCA 3c</p>	<p>The view from this section of the Itchen Way is over a partially vegetated post-and-wire fence towards the existing M3 motorway on the far side of the adjoining grass field.</p> <p>Traffic on the existing M3 motorway is partially visible beyond the foreground farmland, but such views are heavily filtered by intervening field boundary and roadside vegetation, even in the winter months when deciduous vegetation is not in leaf.</p> <p>Similarly filtered views of traffic on the A33/A34 are also possible to the west.</p> <p><u>Night-time View</u></p> <p>There are no visible light sources in the view due to dense vegetation and intervening landform which screens the M3 corridor. The view is reflective of a E1(b) (transition zones) Environmental Light Zone taken from within the South Downs National Park looking east towards the</p>	<p><i>Value of the View:</i> Very high</p> <p><i>Susceptibility to Change:</i> Moderate</p> <p>OVERALL SENSITIVITY: HIGH</p>	<p><u>During Construction:</u></p> <p>Construction activities relating to the realignment of the A34 and A34 and the construction of the new A33 roundabout would be clearly visible in the close range view from this location, with works occurring within the immediate vicinity of the view location. The construction of new infiltration and attenuation basins to the north of the new roundabout would also be clearly visible resulting in the loss of the pastoral field. The construction of VMS 010, and 011 would also be visible. There would also be some visibility of reprofiling works on the east side of the M3, as well as the construction of the new WCH route between Easton Lane and Long Walk. Any necessary night-time works with working lights would be very visible.</p>	<p><i>Size / scale:</i> Large</p> <p><i>Geographical Extent:</i> Moderate</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>Moderate 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 from the installation of new gantry and motorway signage.</p>	Direct Major adverse	Large Significant	
			<p><u>Operation (Winter Year 1):</u></p> <p>The new infiltration and attenuation basins would be clearly visible from this location, with a combination of recently planted species rich grassland and shrub planting between the view location and the basins. The new A33 roundabout and associated link roads beyond the basins would be visible beyond with new woodland planting around the new roundabout and link roads.</p> <p>The view would continue to be notably different to that obtained prior to the implementation of the Scheme with VMS 010, and 011 visible in the worst case.</p>		<p><i>Size / scale:</i> Large</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate 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, from the installation of new gantry and motorway signage, and changes to the local PRoW network.</p>	Direct Moderate adverse			Moderate Significant
			<p><u>Operation (Summer Year 15):</u></p> <p>By Year 15, the proposed structure planting would have developed to provide strong filtering of views towards the reconfigured roads and junctions, particularly during the summer months when deciduous vegetation is in leaf. The infiltration and attenuation basins would continue to be visible, albeit set within a framework of landscape mitigation planting.</p>		<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Moderate</p> <p><i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation changes and new/ realigned roads.</p>				

BASELINE AND SENSITIVITY				MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT				
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			wider areas of the National Park.		There would continue to be some visibility of traffic on the new roads, especially at night when vehicle head and taillights would be visible along with VMS 010, and 011.	Long term permanent effects arising from landform changes, new gantry and motorway signage, and to the local PRow network.		

BASELINE AND SENSITIVITY				MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT				
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Minor road users	VL 15. Down Farm Lane	Designation: N/A Character Area: Hampshire LCA 8e	The view is across gently undulating arable farmland, south towards new residential development on the edge of Abbotts Barton. To the east the lower slopes of the South Downs are visible in the far distance.	Value of the View: Moderate Susceptibility to Change: Moderate OVERALL SENSITIVITY: MODERATE	<u>During Construction:</u> Activities relating to the reprofiling of the lower slopes of the Downs would be visible in the far distance including movement of plant and machinery, but this would not alter the overall balance or composition of the view due to distance and the limited activity visible within this wide angled view. In the worst case due to the elevated nature of activities construction of several VMS (002, 008, 009, and 010 and GADS004) may be visible in this broad view, albeit these set against the backdrop of the surrounding landscape. Any necessary night-time works with working lights would be more visible.	Size / scale: Small Geographical Extent: Small Duration / Reversibility: Construction activities would be short-term (3 years) and reversible. Long term permanent effects arising from landform changes, and from the installation of new VMS and motorway signage	Direct Minor adverse	Slight Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
					<p><u>Operation (Winter Year 1):</u> The view would return to broadly that which is obtained prior to the implementation of the Scheme. It is considered that the presence of gantries and VMS would not be possible from this location due to distance and wooded context of the M3 corridor. There may be some visibility of recently planted woodland and scrub planting to the east of the M3 and new VMS set against the backdrop of retained vegetation and the surrounding landscape, however these would be a barely noticeable feature of the view due to distance.</p>	<p><i>Size / scale:</i> Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation changes. Long term permanent effects arising from landform changes, and from the installation of new VMS and motorway signage</p>	Direct Minor adverse	Slight Not significant
					<p><u>Operation (Summer Year 15):</u> The view would be broadly as experienced at Year 1, though following successful establishment of landscape mitigation planting, this feature would be marginally more discernible.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation changes. Long term permanent effects arising from landform changes, and from the installation of new VMS and motorway signage</p>	Direct Negligible adverse	Neutral Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Pupils, staff and visitors at St Swithun's	VL 16. St Swithun's School	<i>Designation:</i> South Downs National Park	The immediate view is across the school playing fields, these backdropped by the gently undulating	<i>Value of the View:</i> High	<p><u>During Construction:</u> Construction activities would be readily apparent from this location. There would be partial visibility of the central construction compound, vegetation loss (including small scale loss on the A272) and works to configure the gyratory roundabout and its slip/link roads in the short range view. These would be partially</p>	<p><i>Size / scale:</i> Moderate <i>Geographical Extent:</i> Large <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p>	Direct Moderate adverse	Moderate Significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT					
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT		
		<p><i>Character Area:</i> South Downs National Park LCA A5 Hampshire LCA 8g</p>	<p>arable farmland which forms part of the South Downs National Park to the north, and vegetation which flanks the highway network to the west. The view is far reaching with the wooded ridgeline and rising landform forming the backdrop of distant the view.</p>	<p><i>Susceptibility to Change:</i> Moderate</p> <p>OVERALL SENSITIVITY: MODERATE</p>	<p>restricted by intervening vegetation and landform. The reprofiling of the lower slopes of the Downs would also be partially visible in the mid distance view further to the north. In the worst case the installation of the new gantries (GADS0003 and GADS0004) to the south of the roundabout would be visible and several VMS (003, 007, 008, 009, 010, and 011) to the north would be partially visible due to the elevated nature of the construction activity. Construction activity would be a noticeable feature which would be readily apparent to receptors. Any necessary night-time works with working lights would be very visible.</p>	<p>Short-term/ reversible changes to the local PRoW network due to diversions and closures. Moderate to long term partially reversible and permanent effects associated with vegetation and road changes Long term permanent effects arising from landform changes, and from the installation of new VMS and motorway signage.</p>				
	<p><u>Night-time View</u> Visible light sources include those from the urban area of Winchester resulting in a degree of perceived sky glow. Prominent light sources include those from Tesco, and Winnall industrial estate with a number of notable elevated features visible. The view location is located within an E1(b) (transition zones)</p>		<p><u>Operation (Winter Year 1):</u> The reconfigured gyratory roundabout would be clearly noticeable, particularly at night when head and taillights would be seen. New landscape mitigation planting to the east of the roundabout would be visible (although not functioning as a screening feature), as would the new landscape mitigation planting alongside the A272. In the worst case gantries and VMS would continue to have filtered visibility in the view. Gantry GADS0004 would be a lit feature and visible from this location however intervening vegetation would provide some filtering of these. Views are also backdropped by lit features at Tesco and within the Winnall industrial estate. Light presence from direct upward and reflected light may be attributable to illuminated gantry signs, however this is seen in the context of light presence and skyglow from Winchester. The potential for direct upward light from the gantry-mounted signage is within the requirements for the Environmental Light Zone. As the gantry mounted signage is outside the South Downs National Park boundary and meets the requirements of the South Downs National Park Dark Skies (TAN) it is not considered this will reduce the quality of dark night skies from this receptor.</p>		<p><i>Size / scale:</i> Moderate <i>Geographical Extent:</i> Moderate <i>Duration / Reversibility:</i> Moderate to long term partially reversible and permanent effects associated with vegetation and road changes. Long term permanent effects arising from landform changes, from the installation of new gantry and motorway signage, from local PRoW network due to new and realigned routes and road crossings, and very small-scale effects arising from illumination of the PRoW underpasses</p>				<p>Direct Moderate adverse</p>	<p>Moderate Significant</p>
			<p><u>Operation (Summer Year 15):</u> Proposed structural in leaf planting following successful establishment would reduce visibility of traffic on the A272 and the reconfigured gyratory roundabout. Overall it is considered the</p>		<p><i>Size / scale:</i> Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate to long term partially reversible and</p>				<p>Direct Minor adverse</p>	<p>Slight Not significant</p>

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			Environmental Light Zone.		<p>Scheme and features (gantries and VMS in the worst case) would be perceptible, but this would not alter the overall balance of features that comprise the existing view.</p> <p>Light sources would remain as at Year 1 with potential visibility of GADS004 and light presence from both signs.</p>	<p>permanent effects associated with vegetation and road changes. Long term permanent effects arising from landform changes, from the installation of new gantry and motorway signage, changes to the local PRoW network due to new and realigned routes and road crossings, and very small-scale effects arising from illumination of the PRoW underpasses.</p>		

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
Receptors (tourists) experiencing historic panoramic views from the cathedral tower while on walking tours of the cathedral	VL 17. Winchester Cathedral	<p><i>Designation:</i> Listed Building</p> <p><i>Character Area:</i> Hampshire TCA 1</p>	<p>The view is across the well-treed skyline of Winchester – to the north-east towards the Winnall Industrial Estate and the South Downs National Park beyond, and to the south towards St Catherine’s Hill and the South Downs National Park.</p>	<p><i>Value of the View:</i> Very high</p> <p><i>Susceptibility to Change:</i> High</p> <p>OVERALL SENSITIVITY: VERY HIGH</p>	<p><u>During Construction:</u></p> <p>Activity relating to the reconfiguration of the gyratory roundabout, vegetation removal, and the reprofiling of the lower slopes of the South Downs National Park would be visible in the middle distance view from the cathedral tower. In the worst case a small portion of the central construction compound would also be visible. Works relating to the reconfiguration of the A33, A34 and the new A33 roundabout would also be visible to the north-north-east. There would be increased visibility of any night-time works due to the movement of lights on mobile plant. Where visible, construction activities would not appear particularly prominent as the eye of the viewer tends to be drawn to the foreground cityscape. Views to the South Downs National Park beyond the M3 corridor would nonetheless be perceptible, particularly by the clearance of existing tree cover.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p> <p>Moderate 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 from the installation of new gantry and motorway signage.</p>	<p>Direct</p> <p>Minor adverse</p>	<p>Moderate Significant</p>
			<p>Some sections of the existing M3 corridor are partially visible, while other sections are hidden by St Giles’ Hill. Streetlight columns around the existing Junction 9 roundabout are</p>	<p><u>Operation (Winter Year 1):</u></p> <p>The reconfigured gyratory roundabout and associated slip/link roads would be partially visible beyond the Winnall Industrial Estate. At Year 1 the loss of mature vegetation would be visible, with new structure planting not yet sufficiently developed to replace it, resulting in an increased perception of the highway. This would not alter the overall balance of features that comprise the view.</p>	<p><i>Size / scale:</i> Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Moderate 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 and from the installation of new gantry and motorway signage</p>	<p>Direct</p> <p>Minor adverse</p>		

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
			discernible beyond the Winnall Industrial Estate. The eye of the viewer tends to be drawn to the cityscape, rather than to the motorway.		<u>Operation (Summer Year 15):</u> Proposed landscape mitigation planting following successful establishment would reduce visibility of traffic using the reconfigured gyratory roundabout and associated slip/link roads and the new A33/A34 alignments and roundabout. Overall it is considered the Scheme would be barely noticeable feature when compared to the baseline view.	<i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate 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 and from the installation of new gantry and motorway signage	Direct Negligible adverse	Slight Not significant
Residential occupiers Urban road users	VL 18. Ridgeway (residential street in western part of Winchester)	<i>Designation:</i> N/A <i>Character Area:</i> Hampshire TCA 11j/11k/11l	Existing street trees mean that the townscape view from this location is directed mainly towards St Giles' Hill, even in the winter months when deciduous vegetation is not in leaf. There is some limited visibility of buildings in the southern part of the Winnall Industrial Estate from some nearby locations where a different alignment of trees and buildings allows clearer views through.	<i>Value of the View:</i> Moderate <i>Susceptibility to Change:</i> Low OVERALL SENSITIVITY: MODERATE	<u>During Construction:</u> The majority of the Scheme is not visible from this location due to intervening topography, tree cover and nature of the long distance view. However, there are some nearby locations where a different alignment of trees and buildings allows views to the Scheme. From these locations there would be some far reaching / long distance limited visibility of construction activities (including vegetation clearance and land reprofiling) relating to the reconfiguration of the gyratory roundabout. These would form a barely noticeable feature of the view.	<i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Moderate 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 and installation of new gantry and motorway signage.	Direct Negligible adverse	Slight Not significant
					<u>Operation (Winter Year 1):</u> There may be some limited visibility of the Scheme where existing vegetation in the vicinity of the gyratory roundabout has been cleared as part of the construction phase and new landscape mitigation planting is not yet of sufficient size to be discernible in this long-distance view. This however would be a barely noticeable feature of the view.	<i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate 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 and installation of new gantry and motorway signage.	Direct Negligible adverse	Slight Not significant

BASELINE AND SENSITIVITY					MAGNITUDE (OF CHANGE) AND SIGNIFICANCE OF EFFECT			
Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
					<p><u>Operation (Summer Year 15):</u> By Year 15 the view from this part of Winchester would be broadly the same as before the implementation of the Scheme.</p>	N/A	Direct No change	Neutral Not significant
Road users (and nearby PRoW users)	VL 19. Layby on Morestead Road	<p><i>Designation:</i> South Downs National Park <i>Character Area:</i> South Downs National Park LCA A5 Hampshire LCA 8g</p>	<p>The view is across gently undulating farmland within the South Downs National Park, with much of the city of Winchester visible to the north-west. The existing M3 corridor is visible as far as Alresford Road bridge, and buildings and tree cover at St Swithun's School are visible on the intermediate horizon formed by the B3404.</p>	<p><i>Value of the View:</i> Very high <i>Susceptibility to Change:</i> Moderate OVERALL SENSITIVITY: HIGH</p>	<p><u>During Construction:</u> The majority of construction activities would not be visible in the mid-range view from this location due to intervening topography and tree cover, particularly on the ridge of the B3404 and St Swithun's School. In a very worst case there would be some very limited visibility of construction activities at the gyratory roundabout, particularly those involving taller items of mobile plant such as cranes such as installation of gantries and VMS (including VMS013). There may also be increased visibility of any night-time works due to the movement of lights on mobile plant. There would be some limited visibility of works to install new signage (ADS 1 and ½ mile signage) for the Scheme.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Long-term permanent effects arising from the installation of new gantry and motorway signage</p>	Direct Negligible adverse	Slight Not significant
					<p><u>Operation (Winter Year 1):</u> The view at Year 1 is likely to be broadly the same as before the implementation of the Scheme. Scheme signage (ADS 1 and ½ mile signage) would be visible but would not be discernible from the baseline view.</p>			

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Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
					<p><u>Operation (Summer Year 15):</u> The view at Year 15 is likely to be broadly the same as before the implementation of the Scheme. Scheme signage (ADS 1 and ½ mile signage) would be visible but would not be discernible from the baseline view.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Long-term permanent effects arising from the installation of new gantry-mounted motorway signage</p>	<p>Direct Negligible adverse</p>	<p>Slight Not significant</p>
Recreational users accessing Open Access Land within South Downs National Park	VL 19b. Open Access Land (along the mini scarp below Morestead Road) west of Deacon Hill	<p><i>Designation:</i> South Downs National Park <i>Character Area:</i> South Downs National Park LCA A5 Hampshire LCA 8g</p>	<p>The view is taken from a location within the open access land comprising areas of scrub and open grassland, north of Morestead Road. As a mini scarp located between the M3 corridor to the west and Deacon Hill to the east, views are expansive to the north with the Southern Water treatment facility in the foreground of the view set at a lower elevation.</p>	<p><i>Value of the View:</i> Very high <i>Susceptibility to Change:</i> High OVERALL SENSITIVITY: VERY HIGH</p>	<p><u>During Construction:</u> The majority of construction activities would not be visible in the mid-range view from this location due to intervening topography and tree cover, particularly on the ridge of the B3404 and St Swithun's School. In a very worst case there would be some very limited visibility of construction activities, particularly those involving taller items of mobile plant such as cranes such as installation of gantries (GADS003, and GADS004) and VMS 013. There may also be increased queuing traffic at intervals as a result of the works. Increases in visibility of night-time works due to the movement of lights on mobile plant may also be visible. There would be some limited visibility of works to install new signage (ADS 1 and ½ mile signage) for the Scheme.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible. Long-term permanent effects arising from the installation of new gantry and motorway signage</p>	<p>Direct Negligible adverse</p>	<p>Slight Not significant</p>
					<p><u>Operation (Winter Year 1):</u> The view at Year 1 is likely to be broadly the same as before the implementation of the Scheme. In the worst case there may be restricted and very limited visibility of gantries (GADS003, and GADS004) with the upper sections of their elevated structure visible.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Long-term permanent effects arising from the</p>		

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			Beyond this the existing M3 corridor is visible as far as Alresford Road bridge; the M3 corridor set in wooded context. The wider comprises the gently undulating farmland within the South Downs National Park and the city of Winchester.		<p>Scheme signage including VMS013 and ADS 1 and ½ mile signage would be visible but would not be discernible against the baseline view. .</p> <p>Gantry-mounted illuminated GADS003 and GADS004 will be visible. Sign luminance falls within guidelines for the respective Environmental Lighting Zones. There is no direct upward light from the proposed installation. Light presence around the signs may increase with the presence of moisture in the air, however the signs are viewed in the context of existing light presence and skyglow from Winchester to the west.</p>	installation of new gantry-mounted motorway signage		
					<p><u>Operation (Summer Year 15):</u></p> <p>The view at Year 15 is likely to be broadly the same as before the implementation of the Scheme. In the worst case there may be restricted and very limited visibility of gantries (GADS003, and GADS004) with the upper sections of their elevated structure visible albeit leaf cover would provide additional filtering of these features in the view</p> <p>Scheme signage (ADS 1 and ½ mile signage) would be visible but would not be discernible from the baseline view.</p> <p>Visibility of lit signs along the M3 corridor is likely to remain, with conditions consistent with year 1 operations.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Long-term permanent effects arising from the installation of new gantry-mounted motorway signage</p>	Direct Negligible adverse	Slight Not significant

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Visual Receptors	View Location (VL)	Designation / Character Area	Description of Baseline View (inc. Night-time if relevant)	Value, Susceptibility to Change, OVERALL VISUAL SENSITIVITY	Description of Changes to the View	Size / scale, Geographical Extent, Duration / Reversibility	Type of Effect, Overall Magnitude and Nature of Effect	SIGNIFICANCE OF EFFECT
PRoW users (South Downs Way Long Distance Route (LDR))	VL 20. South Downs Way on footbridge over existing M3	<p><i>Designation:</i> Just outside western edge of South Downs National Park</p> <p><i>Character Area:</i> Hampshire LCA 3c</p>	<p>This view is from the South Downs Way LDR as it crosses a footbridge over the M3 just outside of the western boundary of the South Downs National Park.</p> <p>Land within the South Downs National Park is visible to the east and north-east, but the view is dominated by the main carriageway of the M3 and by traffic using the motorway.</p> <p>Residential development on the eastern edge of</p>	<p><i>Value of the View:</i> High</p> <p><i>Susceptibility to Change:</i> Low</p> <p>OVERALL SENSITIVITY: MODERATE</p>	<p><u>During Construction:</u></p> <p>The majority of construction activities would not be visible from this location due to intervening topography and tree cover, particularly on the ridge of the B3404 and St Swithun's School.</p> <p>In the very worst case there would be some very limited visibility of construction activities at the gyratory roundabout and gantries (GADS0003, and GADS0004) and VMS013 in the mid distance, particularly activity involving taller items of mobile plant such as cranes. Traffic management measures on the main motorway carriageway, including the likely resulting queuing traffic, would also be visible from this location.</p> <p>There may also be increased visibility of any night-time works due to the movement of lights on mobile plant.</p> <p>In addition there would be some limited visibility of works to install new signage (ADS ½ mile signage) for the Scheme. This would be visible to both the north and south of the footbridge.</p>	<p><i>Size / scale:</i> Very Small</p> <p><i>Geographical Extent:</i> Small</p> <p><i>Duration / Reversibility:</i> Construction activities would be short-term (3 years) and reversible.</p> <p>Long-term permanent effects arising from the installation of new gantry and motorway signage</p>	Direct Negligible adverse	Slight Not significant
					<p><u>Operation (Winter Year 1):</u></p> <p>The view at Year 1 is likely to be broadly the same as before the implementation of the Scheme.</p> <p>Scheme signage including VMS013, and ADS ½ mile signage would be visible but would not be discernible from the baseline view.</p>			

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			Winchester is also visible to the west of the motorway.		<p><u>Operation (Summer Year 15):</u> The view at Year 15 is likely to be broadly the same as before the implementation of the Scheme.</p>	<p><i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Long-term permanent effects arising from the installation of new gantry and motorway signage</p>	<p>Direct Negligible adverse</p>	<p>Neutral Not significant</p>
Sports field users	VL 21. WCC Sports Ground	<p><i>Designation:</i> South Downs National Park <i>Character Area:</i> South Downs National Park LCA A5 Hampshire LCA 8g</p>	<p>The view is across the WCC playing fields, looking north towards the ridge of the B3404 and St Swithun's School. Strong boundary vegetation around the playing fields and the surrounding agricultural fields combines with topography to prevent views towards the majority of the land within the Application Boundary.</p>	<p><i>Value of the View:</i> High <i>Susceptibility to Change:</i> Low OVERALL SENSITIVITY: MODERATE</p>	<p><u>During Construction:</u> Construction activities are very unlikely to be visible from this location, due to intervening vegetation and distance from the Scheme.</p>	N/A	No change	Neutral Not significant
					<p><u>Operation (Winter Year 1):</u> The view at Year 1 is likely to be broadly the same as before the implementation of the Scheme, due to intervening vegetation and distance from the Scheme.</p>	N/A	No change	Neutral Not significant
					<p><u>Operation (Summer Year 15):</u> The view at Year 15 is likely to be broadly the same as before the implementation of the Scheme, due to intervening vegetation and distance from the Scheme.</p>	N/A	No change	Neutral Not significant
Main road user	VL 22. Lavb	<p><i>Designation:</i></p>	The view is along the A31 towards	<p><i>Value of the View:</i></p>	<p><u>During Construction:</u></p>	N/A	No change	Neutral Not significant

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		South Downs National Park	the existing M3. The motorway is not visible from this location.	Very high	Construction activities are very unlikely to be visible in the mid distance from this location, due to intervening vegetation and distance from the Scheme.			
		Character Area: South Downs National Park LCA A5		Susceptibility to Change: Low	Operation (Winter Year 1): The view at Year 1 is likely to be broadly the same as before the implementation of the Scheme, due to intervening vegetation and distance from the Scheme.	N/A	No change	Neutral Not significant
		Hampshire LCA 8g		OVERALL SENSITIVITY: MODERATE	Operation (Summer Year 15): The view at Year 15 is likely to be broadly the same as before the implementation of the Scheme, due to intervening vegetation and distance from the Scheme.	N/A	No change	Neutral Not significant

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PRoW users	VL 23. PRoW (Restricted Byway 128/19/1) between Long Walk and Easton	Designation: South Downs National Park Character Area: South Downs National	The view is from a Restricted Byway heading west from Easton with generally strong vegetation lining both sides of the route. Land to the south-west rises to a low ridge with a hedgerow and hedgerow trees alongside the north-	Value of the View: Very high Susceptibility to Change: High	During Construction: The majority of construction activities would not be visible from this location due to the intervening topography and vegetation, even during the winter months when deciduous vegetation is not in leaf. There would be some limited visibility in the short range view of works relating to the construction of the new bridleway route between Easton Lane and Long Walk, with this route meeting Long Walk approximately 300m to the west-south-west of the view location. This work would include limited tree clearance and its replacement with landscape mitigation planting.	Size / scale: Very Small Geographical Extent: Small 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 Moderate to long term partially reversible and partially permanent	Direct Negligible adverse	Moderate Significant

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		Park LCA G5 Hampshire LCA 3c	western end of the minor road known as Long Walk. Views further to the south-west are restricted by this topography and vegetation. The existing M3 corridor lies approximately 225m to the north-west. <u>Night-time View</u> There are no visible light sources in the view due to dense vegetation. The view is reflective of a E1(b) (transition zones) Environmental Light Zone taken from within the South Downs National Park.	OVERALL SENSITIVITY: VERY HIGH	In the very worst case the receptor may experience visibility of construction of VMS 002, and 012.	effects associated with vegetation changes.		
					<u>Operation (Winter Year 1):</u> The view at Year 1 is likely to be broadly the same as before the implementation of the Scheme, with some limited visibility of new landscape mitigation planting as replacement of vegetation lost where the new bridleway route meets Long Walk. In the very worst case VMS 002, and 012 may be discernible from this location however these would form a barely noticeable feature of the view.	<i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation changes Long-term permanent changes to the local PRoW network due to new and realigned routes and road crossings	Direct Negligible adverse	Slight Not significant
					<u>Operation (Summer Year 15):</u> The view at Year 15 is likely to be broadly the same as before the implementation of the Scheme, with some limited visibility of established in leaf landscape mitigation planting where the new bridleway route meets Long Walk.	<i>Size / scale:</i> Very Small <i>Geographical Extent:</i> Small <i>Duration / Reversibility:</i> Moderate to long term partially reversible and partially permanent effects associated with vegetation changes Long-term permanent changes to the local PRoW network due to new and realigned routes and road crossings	Direct Negligible adverse	Slight Not significant
PRoW users	VL 24. PRoW (St Swithun's Way, FP 134/8/2) near B3047 at	<i>Designation:</i> South Downs National Park <i>Character Area:</i>	The view from this section of the St Swithun's Way is across an area of rough grassland adjacent to the River Itchen, with strong field boundary tree cover which limits visibility.	<i>Value of the View:</i> Very high <i>Susceptibility to Change:</i> High	<u>During Construction:</u> Construction activities are unlikely to be discernible in the view from this location due to dense cover of intervening tree cover, even in the winter months when deciduous vegetation is not in leaf.	N/A	No change	Neutral Not significant
					<u>Operation (Winter Year 1):</u> The view at Year 1 is likely to be broadly the same as before the implementation of the Scheme.	N/A	No change	Neutral Not significant

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		South Downs National Park LCA F5/G5 Hampshire LCA 3c	<p><u>Night-time View</u></p> <p>There are very limited light sources in the view due to dense vegetation and which screens the M3 corridor. There are however some glimpses of light sources from the northern edge of the Winnall Industrial Estate. Overall the view is reflective of a E1(b) (transition zones) Environmental Light Zone taken from within the South Downs National Park.</p>	<p>OVERALL SENSITIVITY: VERY HIGH</p>	<p>Operation (Summer Year 15):</p> <p>The view at Year 15 is likely to be broadly the same as before the implementation of the Scheme.</p>	N/A	No change	Neutral Not significant