

## **SDNP Landscape and Visual Impact Report**

### **M3 Junction 9 Scheme January 2018**

#### **Contents**

- 1. Introduction**
- 2. Purpose of Report**
- 3. Methodology**
- 4. Location of the proposals**
- 5. Description of the proposals**
- 6. Landscape Planning**
- 7. Landscape Context and historic background**
- 8. Landscape Character**
- 9. Landscape & Visual Impacts**
- 10. Conclusions**

#### **Figures**

- i. Option 14 Layout
- ii. Landscape character
- iii. Biodiversity
- iv. PROW and Access Land
- v. Topography and Floodzone
- vi. Historic Environment
- vii. Historic Landscape Character
- viii. Photo viewpoint locations
- ix. Tranquillity
- x. Noise Pollution, Demand, Capacity & Management Zones
- xi. Photos
- xii. ZTV of road sections
  - a. MC1B -
  - b. MC1C
  - c. MC1D

- d. MC1R
  - e. MC1S, MC05
  - f. MCE2
- xiii. Cumulative ZTV of all road sections
- xiv. HOBV (Height above which objects would become visible) of Construction compound site
- xv. Landform Effects
- xvi. Physical effects

## **1. Introduction**

- 1.1. During 2016 the SDNPA was invited to meet with representatives from Highways England and Hampshire County Council to be informed and consulted about the proposals to fund and deliver improvements to the M3 Junction 9 through the Road Investment Strategy (RIS2).

Public consultation on the scheme proposals will be undertaken in January 2018.

## **2. Purpose of Study**

- 2.1. This report considers the likely landscape and visual impacts of the scheme proposals based on the limited scheme information which is available at this stage. It has been undertaken prior to the non statutory public consultation. It is intended to provide high level evidence to assist the SDNPA in responding to the Highways England (HE) public consultation and forms part of a suite of similar studies on Access, Biodiversity, Water, Chalk and Cultural Heritage. Detailed design information will not be developed by HE until the preferred option is selected following the public consultation process. This is in accordance with the Design Manual for Roads and Bridges environmental assessment procedures (DMRB). Further assessment by SDNPA will be required as the detail design evolves.

## **3. Methodology**

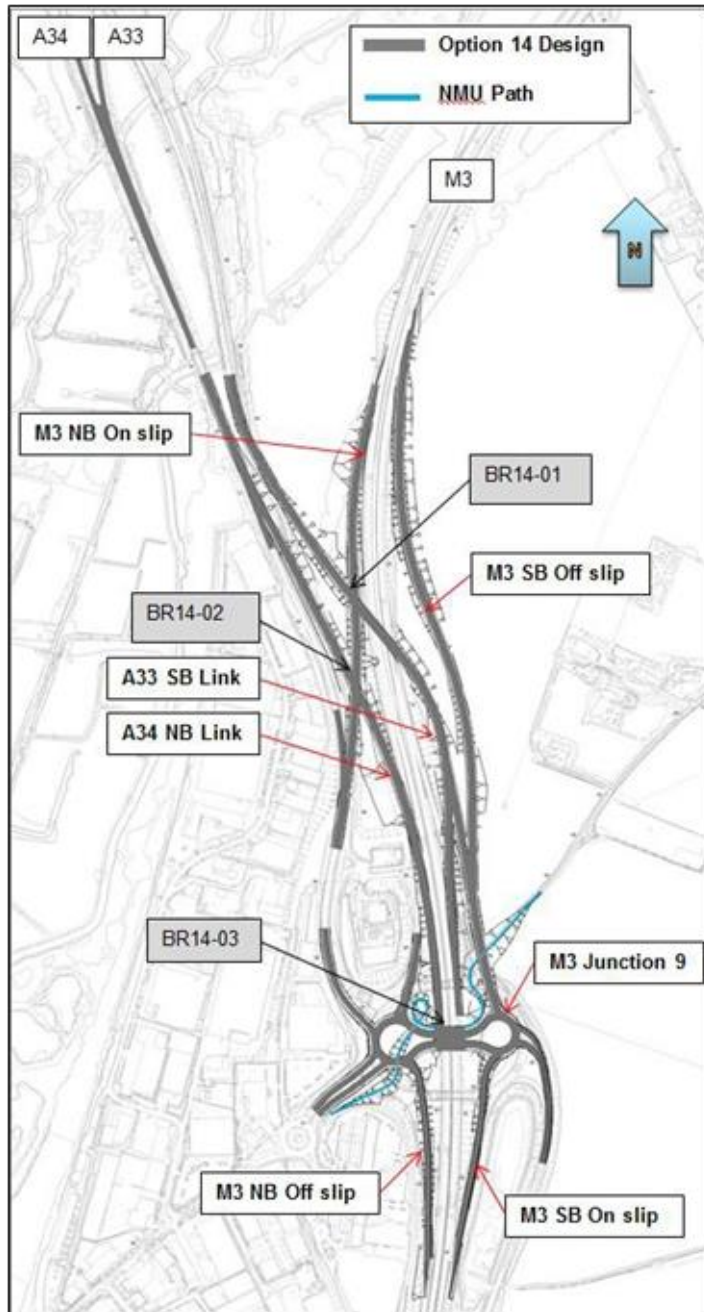
- 3.1. This is not a full Landscape and Visual Impact Assessment, although the process of analysis broadly follows the GLVIA3 Landscape and visual impact assessment guidance recommendations. Impacts have been considered from a combination of desktop study and fieldwork based on the information available at the present time. The study is considering the landscape and visual impacts on the SDNP and its setting. Further impacts on the landscape beyond the setting of the SDNP within Winchester City Council's area are not considered as part of this study and will be considered by Winchester City Council.

## **4. Location of the Proposals**

- 4.1 Approximately one third of the proposed development area is located within the South Downs National Park (SDNP). The SDNP extends (outside of the scheme area) to the north, east, south and west. The land to the east is generally agricultural downland which rises away from the River Itchen valley to form part of a wider area of the Open Downland landscape type. The River Itchen (SAC) and associated floodplain are present within the north and western part of the study area which is also more urban in character. The River Itchen valley is an important cultural landscape which extends to the centre of Winchester, providing valuable accessible natural greenspace to residents of the city. The existing road alignment largely follows the River Itchen valley side although the routes diverge across the river to the north of the proposed junction. The valley floor is to the north and west of the junction. The River Itchen Special Areas of Conservation (SAC) and Sites of Special Scientific Interest (SSSI) also extend to the north-east and south-west.

## 5. Description of the proposals

A layout of proposed route option 14 is shown below.



- This shows new straight through connections in all directions between the M3 and the A34/A33. 3 bridges would be required to facilitate this. The heights of embankments and cuttings which will be needed to accommodate the straight through connections are shown on Figure xvi Landform effects

**Notable points for the landscape report are;**

- BR14.01 will require a 12m deep cutting to pass under the existing northbound M3;

- BR14.2 requires an 11m high embankment to take the northbound A34 over the M3 slip road;
- BR14.03 is the bridge over the M3 at the new roundabout and will be at existing grade.
- The M3 Southbound slip road would be in a 7m deep cutting in the chalk valley side above the existing road alignment.
- The northbound A34 slip road would be on a 7m high embankment with a retaining wall along the south western edge.
- Loss of existing trees along the carriageway is likely to be extensive due to the amount of earthworks/groundworks required.
- Cumulative landscape impacts of this scheme with those from the existing M3 corridor.

## 6. Landscape planning

### **National Policy Statement for National Networks**

- 6.1. It is understood that the planning process for the M3 Junction 9 improvement scheme, will follow the Infrastructure planning procedure (NSIP) owing to its size. The proposals will be submitted to the Planning Inspectorate (Secretary of State) for approval of a Development Consent Order (DCO). The proposals would be considered by the Secretary of State against the policy criteria set out in the National Policy Statement for National Networks<sup>1</sup>.
- 6.2. The NPSNN sets out several policy criteria in relation to infrastructure development within or close to National Parks;
  - Paragraph 4.26 : Reference to the need to demonstrate a clear assessment of the alternatives for developments in the National Parks( in addition to the requirement to consider alternatives set out in the EIA directive<sup>2</sup>.)
  - Paragraphs 5.150 – 5.153 set out the approach to development proposed within nationally designated areas and states that the *‘Secretary of State should refuse development consent in these areas except in exceptional circumstances and where it can be shown to be in the public interest. .... There is a strong presumption against any significant road widening or the building of new roads in a National Park.*
  - The NPSNN also makes reference to the requirements of the English National Parks and the Broads Government Circular<sup>3</sup> paragraphs 85 &86 copied below;
  -
85. Improvements of main routes through the Parks are governed largely by considerations outside those relating to the Park area itself. However, there is a strong presumption against any significant road widening or the building of new roads through a Park, unless it can be shown there are compelling reasons for the new or enhanced capacity and with any benefits outweighing the costs very significantly. Any investment in trunk roads should be directed to developing routes for long distance traffic which avoid the Parks.

<sup>1</sup><https://www.gov.uk/government/publications/national-policy-statement-for-national-networks>

<sup>2</sup> <https://www.gov.uk/guidance/environmental-impact-assessment>

<sup>3</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/221086/pb13387-vision-circular2010.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/221086/pb13387-vision-circular2010.pdf) Landscape Character Area E4

86. In exceptional cases where new road capacity were deemed necessary, a thorough assessment would be needed on the loss in environmental value resulting from any new infrastructure. This would need to be accompanied by measures to minimise any damage and where possible measures to enhance other aspects of the environment. This would include measures to compensate for the loss of environmental or landscape value to local communities and users of the Park, as well as measures to enhance local access to services or sustainable access to points of interest that may be detrimentally affected by the new infrastructure. The Department for Transport would expect that, in addition to the statutory environmental bodies, the Authorities are consulted by the highway authority, or in the case of trunk roads by the Highways Agency, at an early stage in the design of any road and traffic management schemes within or potentially affecting Parks.

**Local Development Plan Winchester City and SDNPA Joint Core Strategy:** (adopted in 2015)

- 6.3. In addition to considering the criteria within the NPSNN , the Secretary of State will also consider the implications of the proposals on the Local Development Framework. The Winchester/SDNPA The Joint Core strategy 2013 contains the following overriding policy which is relevant to the proposal.

*Policy CP19 - South Downs National Park.*

*New development should be in keeping with the context and the setting of the landscape and settlements of the South Downs National Park. The emphasis should be on small-scale proposals that are in a sustainable location and well designed. Proposals which support the economic and social wellbeing of the National Park and its communities will be encouraged, provided that they do not conflict with the National Park's purposes.*

*Development within and adjoining the South Downs National Park which would have a significant detrimental impact to the rural character and setting of settlements and the landscape should not be permitted unless it can be demonstrated that the proposal is of over-riding national importance, or its impact can be mitigated.*

## **7. Landscape Context**

- 7.1. The following section describes the wider context of the study area. There are a series of maps included in the figure section which show contextual information for the study area. This includes information on the Biodiversity, Public Rights of Way Network, Historic Environment, Floodzone, Historic Landscape Character, Landscape character, Tranquillity, Topography and viewpoint mapping. These help to explain the broad landscape characteristics of the area of search around the 3 Junction 9 Scheme.
- 7.2. The central role of Winchester in the surrounding area was first established in the Middle Iron Age, with the building of St Catherines Hill fort. It later became the Roman town of Venta Belgarum, the first urban settlement at Winchester and was an important Roman settlement in Hampshire. Life on the river valley sides was well supported by the fuel, food and water provided by the fertile valley floor. Later, towards the end of the 9<sup>th</sup> century a planned street grid was laid out under the direction of King Alfred and this layout is largely preserved within the city today.
- 7.3. The River Itchen is one of the larger Wessex chalk streams and is considered to be of European significance (Special Area of Conservation – Natura 2000). The river is fed by chalk springs near Cheriton, having relatively stable flow of great clarity and constant temperature. The downs above the river valley were some of the premier sheepwalks of the late middle ages. At first they were open, but in the seventeenth century they began to be enclosed as a better method of sheep rearing. At the same time the flood plain below Winchester and at Winnall was laid out as water meadows with managed, seasonal flooding. Both the enclosed fields on the downs and the water meadows were managed for sheep until earlier this century when the downs began to be ploughed up for arable cropping. Remarkably the water meadows remain, due to the long term ownership of the land by Winchester College and the unsuitability of the land for building due to its propensity to flood.
- 7.4. The existing alignment of the M3 to the east of St Catherines Hill was opened in 1995. The route of the previous road to the west of St Catherines Hill has been restored to Chalk downland and is managed within the Hampshire and Isle of Wight wildlife trust nature reserve. The route to the east of Twyford Down was hugely controversial and the deep cutting in which it sits resulted in beyond significant harm to the chalk downland, cultural heritage and landscape of the South Downs.
- 7.5. SDNP & downland. To the immediate east of Winchester the chalk ridge rises steeply away from the River Itchen Valley to form an outlier area of the open downland which is more representative of the eastern downland beyond the River Adur to the East. Much of the downland within Hampshire being of an undulating downland mosaic, composed of a matrix of soil types, tree cover, field sizes and enclosure. The area to the east of Winchester is by comparison large scale, open and a land of big skies dominated by weather patterns which play out across the landscape. Visibility extends for many miles in all directions and this landscape is noted for its visual sensitivity and vulnerability to change.

7.6. Access, there are limited access points to the South Downs from Winchester due to the physical barriers created by both the River Itchen and the M3 corridor. Areas of recreational greenspace to the west of the M3 are heavily used and under significant visitor pressure. This is often in conflict with the conservation of biodiversity due to disturbance caused by dogs and people within heavily designated areas. Those that do exist are very important in terms of the access to amenity and natural greenspace that they offer but also due to the importance of the routes as most are long distance way marked trails – the South Downs Way being the most notable as a national trail from Winchester to Eastbourne. Many of the access routes across the landscape pass through highly sensitive designated sites –(SSSI, SAC, SAM for example) and recreational pressure on these important areas is an increasing issue. The M3 is undoubtedly a deterrent for walkers owing to the influence and noise of the road being extended over a wide area, resulting in additional pressure on those sites to the west of the M3.

#### 7.7. Historic landscape

The Historic landscape maps included figures vii to this report (baseline Maps ) show that there is significant time depth in the landscape despite the layout having a high proportion of modern fields of 20<sup>th</sup> century origin. The underlying layers of the landscape show that the framework in which the modern landscape sits is generally medieval. There are a large number of prehistoric and later earthworks that are typical of the landscape type – of particular note is the iron age hillfort at St Catherines Hill which occupies a commanding position overlooking Winchester. The settlement type is largely dispersed and scattered farmsteads although in the past the area was favoured for settlement by Anglo Saxons and used for ceremonial purposes – reflected in the many barrows and tumuli to be found along the chalk ridge. The Itchen valley is an area of formal planned relic water meadows dating from the 18<sup>th</sup> century which extend to the north and south away from the site and reflect the use of the area for sheepwalk. The predominant land use is as fieldscape although there are unenclosed areas with no former cultivation – these are generally now open access areas and are managed for chalk downland habitat – eg Magdalen Hill.

#### 7.8. Topography & flood zone

Major river valley, quickly rising to high points on the chalk ridge – eg Cheesefoot Head, undulating landform to the north west and south, to the north there are high points at Sutton Scotney and beyond to the Wessex Downs AONB. This is a watery landscape which is physically dominated by the river and its many channels and tributaries. The wide flood plain is a large and surprising feature so close to the town centre and it exerts a strong influence over the town as it winds through the built up area and out again to the south of Winchester. Winchester has flooded several times recently and this was a driving influence for a restoration of the Winnall Moors Nature Reserve funded by the HLF Lottery fund. The project reinstated the natural flood capacity of the flood plain and allowed the river to use the flood plain as nature intended.

#### Tranquillity

7.9. Tranquillity is a perceptual quality of the landscape, and is influenced by things that people can both see and hear in the landscape around them. It is considered to be a state of calm, quietude and is associated with a feeling of peace. It relates to quality of life, and there is good scientific evidence that it helps to promote health and well-being. As a special quality

of the National Park, it is a characteristic of the landscape that visitors and residents greatly value. These are not characteristics that apply uniformly across the whole National Park, some areas are considered more tranquil than others based on a wide number of influences.

- 7.10. As part of the consideration of the impact of the proposals on the National Park a site based assessment was undertaken. This covered a range of visual and audible factors that either add to, or detract from, the tranquillity of the area. This assessment considered the area in the context of the road corridor as it is currently configured, and how tranquillity is currently experienced. We then considered the direct impacts of the scheme on some of the factors that currently enhance the tranquillity of the area – such as landform or screening by existing bands of mature trees. From this we can interpolate how the scheme would impact upon current levels of tranquillity, and the characteristics that are most susceptible to change from increased noise or visual impact.
- 7.11. The site assessment considered five locations that would be affected by the extent of construction, two directly on the road corridor, two more areas immediately adjoining and one that considered more distant impacts (See figure ix Tranquillity Map).
- 7.12. Noise regulation This is an ecosystem function of the landscape and its features. It is considered that the existing bands of trees along the line of the A34 to Newbury and its junction with the A33 provide some capacity to screen and regulate noise from the road. This is helped to a degree by the existing topography and current un-elevated nature of the road. The M3 is more elevated, but again is screened by bands of trees and mature scrub vegetation along the fringes of Easton Down. The need for noise regulation in this location is fairly high particularly for the urban fringe areas of Winchester at Abbots Barton and Winnal. These are highlighted as areas that need to be improved in terms of noise regulation, through screening or planting. (See maps figure x)

## **8. Landscape Character**

- 8.1. There are several LCA documents which have considered the Landscape character of the Winchester area;
- National Character Areas – 125 South Downs,
  - South Downs Integrated Landscape Character Assessment 2011 (SDILCA)  
Landscape Character Areas A5 East Winchester Open Downs & E4 Itchen Valley
  - South Downs Historic Landscape Character Analysis
  - Winchester LCA
  - Winchester and its Setting Report 2011

For the purposes of this report the Landscape Areas of the SDILCA (LUC 2011) are considered to be the appropriate characterisation study with additional reference to the Winchester and its setting Study 2011 (LDA Ass)

- 8.2. All of the relevant Landscape Character Assessments for the area refer to the extraordinary quality of the Landscape in which Winchester sits. From the wealth of archaeological and historic features which intrinsically link the settlement to its dramatic valley landscape setting, with the River Itchen carving through the city to its centre, providing accessible natural greenspace within the city boundary.

8.3. The landscape character areas defined in these three studies are shown on Figure ii

8.4. The following descriptions have been drawn from the SDILCA character descriptions

8.5. **Landscape Character Type A. The Open Downland** landscape comprises a distinctive narrow spine of open chalk upland landscape on the south facing dip slope of the South Downs, mostly located to the east of the Arun Valley (with an outlier close to Winchester), meeting the sea at The Seven Sisters. This is Kipling's classic 'blunt, bow-headed, whale-backed Downs (Sussex, 1902).

8.6. **Landscape Character Area A5 East Winchester Open Downs**

The *East Winchester Open Downs* is located to the east of Winchester - parts of the downland boundary are shared with the built edge of Winchester. To the north the boundary is defined by the crest of the Itchen Valley, to the west the boundary is clearly defined by the A31 ring road and built edge of Winchester. The eastern and southern boundaries are defined by a change in field pattern and density of woodland cover – this represents a transition to the *Downland Mosaic* landscape. Due to the open character of the *East Winchester Open Downs*, there are expansive views over Winchester and the Itchen Valley.

8.7. **Integrated Key Characteristics:**

- Open rolling upland chalk landscape of rolling Downs reaching 176m at Cheesefoot Head.
- Furrowed by extensive branching dry valley systems which produce deep, narrow, rounded coombs – for example at Chilcomb and the Devil's Punchbowl.
- Dominated by large 18th and 19th century fields of arable and pasture, bounded by sparse thorn hedgerows creating a very open landscape supporting a range of farmland birds.
- Modern fields at Longwood Warren indicate late enclosure of this area that was set apart from the surrounding fieldscape (for the farming of rabbits).
- Hedgerows and tracks surviving from the earlier manorial downland landscape are important historic landscape features.
- Occasional areas of species rich unimproved chalk grassland occur, for example at Cheesefoot Head and St Catherine's Hill.
- Occasional scrub and woodland on steeper slopes, and game coverts, linear tree features and beech clumps on hill tops (notably at Cheesefoot Head and Deacon Hill) contribute to biodiversity and provide visual texture in the landscape.
- A landscape managed for country sports (game shooting) which preserves the shape and form of the landscape and creates a distinctive landcover including small woodlands and game cover plots.
- Large open skies ensure that weather conditions are a dominant influence creating a dynamic, moody landscape, particularly on higher ground e.g. at Cheesefoot Head.
- A strong sense of remoteness and tranquility away from the major transport routes (M3, A31, A272) which cross the landscape.

**8.8. Specific Characteristics Unique to the East Winchester Open Downs**

- Variable geology giving rise to more variety in the soils in this area compared with the eastern downland, areas of clay with flints support woodland in general and this part of the open downland is more wooded than the eastern area as a result.
- Cheesefoot Head and St Catherines Hill SSSIs are important areas of species rich unimproved chalk downland, and there are hedgerows and tracks which survive from the earlier manorial downland landscape and are important historic landscape features.
- Transport routes carve up the area – the M3 runs along the western boundary and the A31/A272 cut across the character area in an east-west direction. The sense of tranquility and remoteness of this character area is diminished in the vicinity of these major transport routes
- The location of this area close to Winchester, and the proximity of the M3, A31 and A272, makes it potentially accessible by a large number of users. However, these same roads provide barriers to movement on foot/ horseback. There is a relatively sparse network of public rights of way, although those that exist are important – for example the South Downs Way national trail.
- There are a large number of prehistoric and later earthworks that are typical of the landscape type – of particular note is the Iron Age hillfort at St Catherine’s Hill which occupies a commanding position overlooking Winchester.
- Of particular sensitivity is the remote and tranquil character of the *East Winchester Open Downland* which is threatened by its proximity to Winchester and numerous transport routes. Observable changes in the past have included the introduction and upgrading of major roads, including the M3, A272, and A31 which have severed the landscape and created some incongruous cuttings and bridges.

**8.9. The following **development considerations** are specific to this character area:**

- Prevent further fragmentation of the East Winchester Downs by roads and development.
- Seek opportunities to reduce the visual impact of existing visually intrusive elements such as the infrastructure and traffic associated with the M3, A272, and A31, and prominent built elements on the edge of Winchester.
- Consider use of whisper tarmac on major routes such as the M3 to reduce traffic noise.
- Maintain the open and undeveloped scarps and skylines – avoid siting of buildings, telecommunication masts, power lines and wind turbines on the sensitive skyline. Take account of views from this area when considering change in adjacent areas beyond the study area, such as in Winchester. Pay particular attention to popular viewpoints at Cheesefoot Head and St Catherine’s Hill.

**8.10. Landscape Character Area E4 Itchen Valley**

This character area includes the rural part of the valley of the River Itchen in two locations north east and south of Winchester. The boundaries are strongly defined by the topography and are drawn along the apparent skyline of the valley sides as seen from the valley floor. The upper portion of the valley is drawn close to the edge of Bramdean; beyond this the valley form continues as an unsettled dry valley within the surrounding downland.

**8.11. Integrated Key Characteristics:**

- Broad, branching valley carved from the chalk downs and indented by dry valleys and coombes to produce smoothly rounded valley sides.
- The character area flows through and provides a landscape setting for Winchester.
- Shallow well drained, calcareous silty soils support intensive arable cultivation on shallow slopes of the valley sides. Pasture and paddocks occur on the valley floor.
- Springs, including the main source of the Itchen, south of Cheriton, are located on the chalk.
- The clear, chalk river flows in a relatively narrow floodplain in the upper reaches with a wider floodplain south of Winchester. Pasture and paddocks occur on the valley floor
- The watercourse and banks of the Itchen are designated as a SAC incorporating a diversity of habitats including the clear alkaline river, fen/marsh/swamp, neutral grassland and pockets of woodland.
- Historic features associated with the presence of the River and the Itchen Navigation are apparent today. Remnant features relating to water management and agricultural/industrial use of the river, including fragments of water meadows, weirs and mill ponds, fish farms, trout lakes, and watercress beds.
- Extensive blocks of early enclosure survive throughout the valley. Downstream of Itchen Abbas the landscape is of recent enclosure, comprising regular field systems with very little woodland.
- Crossed by the M3 and A roads which interrupt the otherwise tranquil landscape. A sequence of settlements occur along the lower valley sides.
- Frequent minor river crossing points are marked by white bridges.
- One of the most renowned fly fishing rivers in the world with populations of wild brown and rainbow trout.

**8.12. Perceptual/Experiential Landscape**

The Chalk Valley Systems provide a sheltered environment that contrasts with the exposed character of the surrounding downs. The rising valley sides, small field sizes, presence of hedgerows with hedgerow trees, and woodland all contribute to the enclosed and secluded character. The chalk rivers typically exhibit gentle meanders, open floodplains, and flood meadows which together create the typical pastoral character of the valley landscape. However, the sense of tranquility is often eroded by the presence of traffic on the main transport routes that occupy the valley floors, plus the presence of settlement, and small scale development along the valleys.

**8.13. Development management considerations**

- Ensure that any future traffic regulation and road upgrades associated with the M3, A34 and A31 are integrated into the rural valley landscape and ensure any signage is sensitively detailed.
- Maintain watercress beds as a distinctive cultural feature of the Itchen Valley.
- Conserve field and parkland boundaries.
- Restore, and improve access to, the Itchen Navigation and its banks.
- Conserve the open skylines of the valley crests which are particularly sensitive in views from the valleys. Consider views from the adjacent downs in relation to any change in the chalk river valleys.

**8.14. Summary of Landscape character area descriptions**

The River Itchen is a significant landscape feature which dominates the character of the western limit of the SDNP. The largely undeveloped valley floor is a distinctive and valuable feature from a historic, ecological and amenity perspective and is in stark contrast to the built environment of Winchester which it bisects. There are significant historical features throughout the valley and valley sides from the iron age hill fort at St Catherines to the 13<sup>th</sup> century St Gertrudes Chapel at Winnall Moors. The river valley has remnant water meadows within it which are important historical land management features whilst also offering exceptional biodiversity value. The downland to the east of the river valley is largely in arable production with some chalk downland present in uncultivated areas – eg St Catherines Hill, Twyford Down. There are wide reaching views due to the openness of the landscape and intervisibility across the wide river valley. The open skylines of the valley crests are vulnerable to development. The valley has some tree cover, and there are areas of woodland on the higher neighbouring downland where game coverts have been established or woodland has persisted on the heavier clay soils due to lack of cultivation. This is unusual for the open downland type and is local to the E5 character area. All the character descriptions describe the remoteness and tranquility of the landscape away from the major transport corridors & seek to reduce the impact of these features on the landscape character.

**9. Visual baseline**

- 9.1. Viewpoints have been researched which identify locations both within and outside the SDNP from where changes to the existing landscape would be potentially visible and where the viewpoint is representative of a range of views and experiences within the landscape. Some viewpoints have several photos and panoramas to emphasise different aspects of the view. The study is not exhaustive and there are further viewpoints which could be researched pending further information from Highways England.
- 9.2. Zone of theoretical visibility plotting has been undertaken based on the outline route information provided by Highways England. Where possible this has taken into account the elevated sections of the route options at junctions and bridging points, and lowered sections where this information has been made available. ZTVs are based on the 5km Digital

Surface Model (which includes buildings and trees) to a radius distance of 5km from the plotting points. These are shown in figures xii-xiv

- 9.3. ZTV have been produced for the existing route and for route option 14 The ZTV plots use points at 200m intervals along the length of the route options, with additional points where grade separation occurs for bridges and junctions. Elevated and lowered ground sections have been taken account of given current information. The colour gradients for the plots are equal to enable comparison judgements to be made for example 10 points visible at a location would be the same colour in each of the ZTVs.
- 9.4. The ZTV plots have been used firstly to identify areas of zero visibility. Secondly, the reading of the plots with PROW routes both within and to/from the SDNP, tourist destination locations, biodiversity and cultural heritage designations, settlement edges & important locations within them has been undertaken to establish a search area for field work. Field study has been undertaken to verify visibility and to take photographs for indicative purposes.

The site is elevated on the eastern valley side of the Itchen and is visible from a number of surrounding areas within the valley, on the valley floor and from the rising downland to the east, south and west. There are views over the site from Teg Down, an extensive tract of land to the south west of the site, on the opposite valley side. The existing M3 and A34 corridors are reasonably well concealed along the valley side in the vicinity of the site due to the presence of extensive woodland and valley floor scrub/wet woodland. Loss of trees due to the proposals would open views along the existing and proposed alignments. In addition the relatively low level of the existing road alignments ensure that their visibility is minimised. The M3 corridor is more elevated than that of the A34 and is more visible as a result from the valley floor within Winnall Moors Nature Reserve.

## **11. Landscape & Visual Impact**

### **12.1. Viewpoint 1 Magdalen Down**

#### **12.1.1. Landscape**

Magdalen Down is an area of open access land on a distinct ridgeline rising to 125m approximately 1.25 KM to the south east of the proposals. This is an area of largely undeveloped agricultural land with scattered farmsteads. The St Swithuns School buildings (1935) are located to the west and Magdalen Hill Cemetery (GII registered Parkscape) to the east of the viewpoint, although this isn't visible due to the intervening tree cover. The elevation of the viewpoint affords it a degree of remoteness, although there is intermittent road noise from the B3404 and more distantly from the M3 as a constant low roar which varies in intensity according to wind direction. The landcover of unimproved grassland is relatively natural in character, together with intermittent tree cover, more so than many of the large scale arable fields in the foreground to the north. The land is recorded in the HLC as being downland dating to the Early post medieval period (AD1500-1590) which suggests it remains from the early sheepwalk system. The land the city of

Winchester and its cathedral are visible to the west, there are glimpses of traffic in the distant along the M3 and of Junction 9, whilst to the south the M3 is in open view as it passes to the east of St Catherines Hill. To the north the views over the intervening rolling countryside continue to the ridgeline some 30km to the north. The landscape has high value being open access land, within the SDNP and is under conservation management by the Butterfly conservation trust. Whilst it is not directly accessible from Winchester, there is a car park on the B3404 which offers easy access along the bridleway through the cemetery. The landscape is sensitive to change although there are detracting influences within it. The proposals would contribute further to the existing levels of detrimental impact caused by the M3 through the landscape ( severance, noise, movement and large scale infrastructure within an essentially agricultural landscape) . The proposed expansion of the junction with several new connecting sections of road, it's proposed encroachment onto the higher ground of the valley side (MC1B –south bound M3 slip road) and the elevated level of the new southbound A34 connection will increase the degree of detrimental impact experienced due to the spread of the road junction into the higher landscape beyond the valley floor, the loss of existing trees which currently provide a significant setting from the road, and reduce the detrimental impacts of movement, noise and intrusion on the experiential quality of the landscape. The possible location for the site compound on the south-eastern corner of the existing junction would contribute further to this impact on intrusion, the anticipated changes in levels, changes in land use and industrial activity involving large earth moving plant, site cabins and storage of materials would contribute further to the existing detrimental impacts and would add to the sense of 'overspill' of major infrastructure beyond the confines of the river valley in which it currently sits. In terms of tranquillity the road corridor has much less of an influence on tranquillity at this distance in terms of noise or visual detractors. Road noise from the B3404 is far more intermittent, and road noise from the M3 corridor is far more distant and moderated. It is possible to experience many of the visual and auditory factors that make a positive contribution to tranquillity.

This is a key issue in assessing the impacts on the SDNP as any overspill beyond the river valley exposes the wider SDNP to impacts from the M3 Corridor in an area of the park which has already been severely damaged by its presence. Whilst the compound and its impacts would be temporary for the duration of the works the future land use of the site would need to be protected from opportunist development proposals.

#### 12.1.2. Visual

This landscape is recognised in the SDILCA as being visually sensitive due to its elevated and undulating nature and the degree of openness and lack of enclosure in the landscape. The views from Madgalen Hill are extensive over the surrounding landscape and include Winchester, sections and glimpses of the M3 to the south and

north, St Swithuns School and the Magdalen Hill Cemetery. All of these features are viewed within the undulating agricultural land of the chalk downland. The proposals to enlarge the M3 junction 9 would affect these views through the increased size and expanse of the road, the density of road alignments and loss of surrounding landscape and trees, the increased elevation of some of the sections of road would contribute to the encroachment of the junction beyond the confines of the river valley in many views.

## 12.2. Viewpoint 2 Cheesefoot Head

### 12.2.1. Landscape.

Cheesefoot head is a viewpoint location on the South Downs Way (SDW). It is identified on the OS mapping as a 360\* viewpoint. It is also included in the South Downs Viewshed Study as a representative viewpoint. It is set on the highpoint of the downland which rises away from the river Itchen. The location is approximately 3km to the east of the M3 proposals. These proposals are likely to be experienced along a short stretch of the SDW to the north of the viewpoint. The intervening landscape is largely in agricultural use and is large scale, undulating and mostly unenclosed although there are significant game coverts and linear blocks of forestry planting. The field patterns are generally large scale and modern, although smaller land parcels of greater age survive on areas of land which are not suitable for agriculture. Farm diversification has contributed to a varied character to the landscape in some locations where festivals and off-roading activity is hosted. The vulnerability of the landscape to development of the M3 corridor is in the over spill effect of the road spreading out of the river valley side in which it is currently located. This would lead to intrusion, movement and disruption of landscape character albeit at some distance and for a relatively short time span for users of the SDW. Given the importance of the location and the value of the landscape the landscape on the South Downs way this would increase the degree of impact. It is considered that the landscape sensitivity is high, value is high and the magnitude of change is moderate to minor. Mitigation through landscape scale changes to long term conservation land management along the eastern side of the road corridor would be likely to reduce these impacts to an acceptable level by creating natural downland scrub/screening planting, restoration of chalk downland which would contribute to a robust landscape structure for the new junction to be located within.

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### 12.2.2. Visual

Views from the SDW in this location are generally towards the west and look beyond the Matterley Bowl coombe. There are a number of large buildings to the east of Winchester which feature in some of these views – for example the Intech centre, St Swithuns school and there are views over parts of Winchester which rise on the western valley side of the Itchen Valley. Views extend for up to 35km given good

weather conditions, the overriding character is one of undulating mix of agricultural fields and woodland. There are areas of woodland planting which appear to provide cover for game birds and these are often incongruous in the landscape, using non native species and densely planted monospecies. Despite this the landscape retains a remote quality due to its height and separation from human activity and its undeveloped character. The M3 proposals are 3km distance from the SDW in this location and as a result the impact of new infrastructure appearing over the Itchen valley side would be mitigated by distance to some extent. However due to the sensitivity of both the landscape and the users of the SDW who are experiencing the landscape of the South Downs National Park even a small change in the view can have significant effects. Due to the distance between the viewer and the effect it is likely that mitigation through changes to long term land conservation management along the eastern valley side would be successful in reducing these impacts to an acceptable level.

12.3. Viewpoint 3 Winnall Moors Nature Reserve/Alan King Way

12.3.1. Landscape

Winnall Moors Nature Reserve is located on the flood plain of the river Itchen and includes the river Itchen SAC, SSSI and BAP habitat areas. The Alan King Way passes along the western side of the river valley and connects to Kings worthy via an underpass to the A34. The landscape is flat along the valley floor and criss crossed with the ditches of the remnant water meadows which have remained since the 18<sup>th</sup> century as part of the sheepwalk system of agriculture. The valley is a large scale landscape feature which is now largely maintained for biodiversity & natural greenspace under management by the Hampshire and IOW Wildlife trust. It is 10 minutes' walk from Winchester city centre. Following a major habitat restoration project funded by HLF, the 158 acres of nature reserve also provides natural flood protection for Winchester. This is a pristine and intact river flood plain which is almost completely undeveloped. To the south east there has been large scale industrial development although these buildings have generally been limited in height and in the summer are screened by the areas of alder carr woodland within the valley floor. Towards the northern part of the reserve the traffic noise from the A34 becomes a more dominant impact although this part of the reserve is more wooded which limits visibility of the road. There are glimpses of the fast moving traffic along both the M3 and the A34 but mostly traffic is screened by the existing trees on the valley sides. This is a highly sensitive landscape with significant susceptibility to change. The site is of high value having long distance trails, high level of designations (SDNP, SAC, SSSI) and has high numbers of users, indeed recreational pressure is an issue for the SAC. The M3 proposals would be likely to have significant impacts on the valley floor due to the loss of tree cover (HE estimate 6.5 Hectares, although this is based on a desktop assessment and the implications of the construction processes on this figure are not clear), the elevation of the new junction and associated connecting roads – in particular the southbound A34 and the southbound slip road for the M3. The loss of tree cover, would significantly

increase the intrusion into the river valley of the existing and proposed roads and this would be likely to have a significant impact on character. Further detailed information is needed on this issue. The arboricultural desk based assessment does not take into account the significant level of amenity enhancement which the existing trees provide to the river valley and in providing a setting for the road within the valley side and in reducing tranquillity. At present the more negative visual and auditory impacts of the road are screened or softened by the trees and mature scrub in the distance. It is likely that these will be lost as a result of the proposed scheme. This will have a significant negative impact on tranquillity at this location as the negative visual and auditory impacts of the road corridor will have an increased influence across this area.

#### 12.3.2. Visual

A view on St Swithuns Way is included in the SDNPA Viewshed Study 2015 as one of the representative views of the South Downs National Park – in particular the chalk stream valleys. The view is described as illustrating the iconic wetland habitat associated with the chalk stream and rivers of the South Downs. They reveal the tranquillity associated with the valleys, the contribution that farming has made to the character of the landscape (water meadows, late medieval enclosures around villages and later field enclosures). In the section called Management Guidance a relevant point is to ‘protect the rural character of the valleys, limiting encroachment of suburban influences into views’. The views through the valley are enclosed and filtered through existing trees and hedges. The many channels of the water meadows are visible and the scale of the landscape is considerable as it unfolds on the journey north along the path. Along the eastern valley side the A34 and M3 are visible rising above the valley floor (more so the M3) although the impact is intermittent and limited to glimpses of high sided lorries. During the winter this effect is more marked. Towards the north of the site the impact of the moving traffic along the A34 is more marked through visual disturbance and noise. The proposal would be likely to be visible in succession continually along the footpath as the path runs in parallel to the A34. The ZTV plots which have been undertaken suggest that a number of points along the proposals will be visible at any time 7 this area requires further work to evidence the likely impacts. The height of the proposals relative to the existing buildings along the eastern side of the valley is an important issue and further drawings, cross sections and CGI would be useful in aiding the understanding of these relationships.

The loss of existing trees will have a clear impact on views within the valley and although replacement is stated as an objective, it is considered unlikely that this could be possible in the right locations owing to the degree of development proposed within a relatively confined area of the red line. The ZTV and fieldwork suggests that views will be significantly affected over the valley from St Swithuns Way due to the exposure of the development through the loss of existing trees, the elevation of the proposals and the wide open nature of the views over the flood plain. Increased visibility of fast moving traffic will have an impact on these highly

valued views and it is suggested that further investigation is required to identify the mitigation opportunities in order to understand the likely impacts.

12.4. Viewpoint 4 Itchen Way

12.4.1. Landscape

The Itchen Way is located on the flood plain of the river Itchen and the adjacent nature reserve includes the river Itchen SAC, SSSI and BAP habitat areas. The route passes along the eastern side of the river valley and connects to Kingsworthy and Abbotsworthy via a low underpass to the A34. The approach to the underpass is uneven and the descent is steep on the northern side. The landscape is flat along the valley floor and criss-crossed with the ditches of the remnant water meadows which have remained since the 18<sup>th</sup> century as part of the sheepwalk system of agriculture. The valley is a large scale landscape feature which is now largely maintained for biodiversity & natural greenspace under management by the Hampshire and IOW Wildlife trust. It is 10 minutes' walk from Winchester city centre and provides important access to natural greenspace. It is under significant pressure from recreational use. Following a major habitat restoration project funded by HLF, the 158 acres of nature reserve also provides natural flood protection for Winchester. This is a pristine and intact river flood plain which is almost completely undeveloped. To the south east alongside the Itchen way there has been large scale industrial development although these buildings have generally been limited in height and in the summer are screened by the areas of alder carr woodland within the valley floor. Towards the northern part of the reserve the traffic noise from the A34 becomes a more dominant impact although this part of the reserve is more wooded which limits visibility of the road. There are glimpses of the fast moving traffic along both the M3 and the A34 but mostly traffic is screened by the existing trees on the eastern valley sides and by the buildings to some extent although there is movement, traffic and urbanising impacts associated with the industrial scale buildings as well.. This is a highly sensitive landscape with significant susceptibility to change. The site is considered to be of high value having long distance trails, high level of designations (SDNP, SAC, SSSI) and has high numbers of users, indeed recreational pressure is an issue for the SAC. The M3 proposals would be likely to have a less than significant impact on the eastern side of the valley due to the enclosure provided by the existing industrial buildings. However it is likely that the close proximity of fast moving traffic together with large retaining structures alongside the edge of the motorway may have intermittent impacts on noise and tranquillity to users of the Itchen Way and will be detrimental to the experiential qualities of the landscape. The loss of tree cover, could significantly increase the intrusion into the river valley of the existing and proposed roads and this would be likely to have a significant impact on character. Further detailed information is needed on this issue. The arboricultural desk based assessment does not take into account the significant level of amenity enhancement which the existing trees provide to the river valley and in providing a setting for the road within the valley side and in reducing tranquillity. At present the more negative visual and auditory

impacts of the road are screened or softened by the trees and mature scrub in the distance. It is likely that these will be lost as a result of the proposed scheme. This will have a significant negative impact on tranquillity at this location as the negative visual and auditory impacts of the road corridor will have an increased influence across this area.

#### 12.4.2. Visual

The views through the valley are enclosed and filtered through existing trees and hedges. The many channels of the water meadows are visible and the scale of the landscape is considerable as it unfolds on the journey north along the path. Views towards the industrial buildings are ancillary areas to the east are screened to some extent by embankments and hedgerow plantings but are visible and are in stark contrast to the wild and undeveloped expanse of the flood plain. Once beyond the limit of the industrial buildings the impact of the A34 becomes more dominant in the foreground as the path runs parallel to the road for some distance. Any loss of tree cover in this section would be highly detrimental to the character of the valley floor owing to the opening of views, noise and movement of the A34 traffic. The elevated sections of the road may have an increased impact on noise and visual intrusion in-between the industrial buildings although this is not clearly set out in the documents and more information is needed on levels, acoustic barriers and retaining walls in order to identify the likely impacts.

#### 12.5. Viewpoint 5 : Open Access Land adj Whiteshute Lane

12.5.1. Landscape and Visual: In the setting of the SDNP/townscape impacts Whiteshute Lane is an ancient highway which originally linked the southern outskirts of the city and St Cross with the medieval settlement at Silkstead, five miles to the southwest between the villages of Hursley and Otterbourne. In the Setting of Winchester Report dated 1998 it is described as *'to the east of Badger Farm, Whiteshute Ridge and Bushfield provide a stunning panorama featuring the Cathedral, city and St Cross set against the framework of the Itchen Valley and the Eastern downs'*

There is a long distance walk – Clarendon Way which links Salisbury and Winchester which passes along this hillside which descends into Winchester. This is a finger of former downland which extends well into the city and is a well-used area of accessible natural greenspace. The former Bushfield Army camp is to the north of the viewpoint and this is subject to redevelopment proposals. Views from Clarendon Way are extensive over Winchester and have the cathedral in the Centre focus of these views owing to the folds in the downland leading in the precise direction of the cathedral. The M3 J9 proposals are almost exactly on the opposite valley side and appear likely to appear over the roof of the cathedral in many views. This applies to the elevated sections of the two southbound links roads from the A34 and the M3. It is suggested that further investigative work is undertaken to establish the accurate nature of these impacts as clearly the introduction of a major road junction

in views forming the backdrop to Winchester cathedral would represent a high level of impact on highly sensitive views over a nationally designated landscape and a G1 listed building.

**12.6. Viewpoint 6 Weeke Down**

**12.6.1. Landscape & Visual**

The ZTV identified this location as a potential viewpoint however in undertaking field work it was clear that whilst views towards the site were possible from the adjacent fields to the east, views were not possible from the bridleway due to it being lined with dense hedgerow on each side. Intervening lines of trees along field boundaries to the east also limited views towards the site, although should any of these features be lost views would be possible towards the site at a distance of approximately 2 KM.

**12.7. Viewpoint 7 Teg Down**

**12.7.1. Landscape And Visual**

The landscape character of Teg Down is dominated by the surrounding royal Winchester Golf course through which the bridleway passes on its descent into Winchester. There is a scheduled ancient monument to the south east of the bridleway near the club house and this has a more natural rough grass character. Views from the scheduled ancient monument are wide open over the site although are not publicly accessible so have been discounted. The existing character of the site together with surrounding existing tree cover and undulating land form means that views towards the site are not possible from the bridleway.

**12.8. Viewpoint 8 Open Access Land adj Sewage Farm**

**12.8.1. Landscape and visual**

This is an area of open downland in close proximity to the existing M3 motorway, with extensive views along the motorway to the north. This area of access land does not appear to be well used for public access, although there are well used laybys on the Morestead road which runs along the southern boundary of the access land. The viewpoint overlooks the unusual layout of sewerage filtration adjacent to junction 10 of the M3 and there are wider views over the surrounding downland to the north and east. The site is heavily impacted by road noise which can be exacerbated by wind direction. Views over the site to the north are limited to some extent by the topography and the cutting in which the M3 sits, however there are clear views in a small section to the east of the access land where the southbound M3 slip road would be in clear view as an elevated cutting above the existing valley. This is a difficult view to mitigate, despite the intervening distance due to the orientation of the view and the viewer along the length of the M3J9. Careful alignment of the road design and treatment of the cutting face may be adequate to mitigate for these impacts. Further information would be required.

**12.9. Viewpoint 9 Easton Down****12.9.1. Landscape & Visual comments**

This is an enclosed area of the Itchen Valley where tree cover and topography create an intimate and remote riparian landscape despite the close proximity of the major road conurbation. The north facing slope of Easton Down effectively acts as a barrier to intrusion from the M3 although the road can be heard in locations along the route. This is a key connection to the Itchen valley way which passes under the A34/A33 before entering the Winnall Moors Nature Reserve to the south. The woodland along the foot slope of Easton Down appears to be of some age as there are aged yew trees present on the bank above the footpath. Towards the river/road bridge & underpass the experience of the landscape is more dominated by the presence of the A34 through the level of noise. However due to the level of tree cover the views are relatively unaffected. The river is outstandingly beautiful immediately to the north of the underpass and the visual impact of the nearby traffic is surprisingly limited. Any loss of tree cover in this area would be significantly detrimental to landscape character and views and to the experience of walking alongside the River. The southbound slip road from the A34 may have an impact on this area in terms of changing the topography and creating a 7m deep cutting, widening the amount of land given to roadway, and also loss of highway and other trees. There is potential for this to have a significant local impact on views and users of the Itchen Way and for the impact of the road to overspill into this northern section of the river valley depending on construction and tree loss. Impacts on tranquillity and experiential qualities such as remoteness and the relatively intact rural character of the river valley could be affected in close proximity to users of the PROW network.

**12.10. Viewpoint 10 – Easton Lane Sustrans route 2**

Landscape and visual – This is a narrow lane which previously ran between Winchester and Easton until truncated by the M3 construction. Access across the junction is provided by a grade separated route through the junction 9 roundabout although it is not considered to be of a suitable standard for cycling through the junction. The character of the lane is rural with high hedgerow banks on each side, surrounded by large arable fields. There are glimpses of the surrounding undulating landscape through gaps and openings. Towards the western end of the lane the noise of the M3 and Junction 9 becomes stronger and increasingly dominant although traffic is not visible until users are very close to the slip road on the eastern side of the junction. The proposed changes to the junction would result in the loss of hedgerows and trees from each side of the lane for approx. 130m, and the lane would be in a cutting (depth up to 7m) to pass under the slip road. The influence and dominant character of the new slip road passing over the lane would change the rural character of the lane and increase urbanising influences along the route, introducing visible traffic and noise further along the access route. Detailed design of this area should seek to replicate the rural character and avoid standard highway details.

### 13. Summary of likely impacts from the range of viewpoints identified

- 13.1. The information available about the scheme proposals is currently very limited. There is no detail on mitigation proposals for example and although broad undertakings are made in the proposal documents about mitigation, there are no details included. The areas which appear to be most likely to be significantly affected by the proposals are assessed as follows:

- 13.1.1. Views and landscape within the Chalk valley stream landscape character area; The River Itchen /Winnall Moors Nature Reserve & the Allan King Way, where the existing impacts of the M3 and A34 are likely to be further exacerbated by the proposals, and new detrimental impacts caused by visible elevated section of the proposals and visible changes to the existing topography, causing harm to tranquillity, intruding into the relatively undeveloped expanse of the river valley and the valley sides, removal of existing highway trees and the loss of screening, noise regulation services and slowing the rate of water infiltration services which they currently offer to the river valley. Users of the river valley PROW are considered to be highly sensitive receptors, within a highly sensitive landscape of high value due to its range on national and international designations, where even a small negative amount of change could have a significant adverse impact on the landscape due to its sensitivity. To the north of the A34/A33 under pass there may be further impacts from the proposed southbound A34 slip road which is shown in cutting through the southern part of Easton Down. Based on current information available it is assessed that due to tree loss, impacts on drainage, landform, elevation, scale and sensitivity that these effects are likely to be significant adverse.
- 13.1.2. Views and landscape impacts to the east of the proposals within the Open Downland character area; Easton Lane and Magdalen Hill for example would be likely to experience moderate adverse impacts from increased visibility of the M3 and its effect on rural character resulting from the overspilling of the road from within the river valley into the wider landscape of the open downland. There are additional anticipated adverse impacts from lighting, signage, gantries, service access, drainage requirements in terms of surface area, landform changes, access provision and land take. Other views which may have impacts but which are likely to be lessened by distance or orientation are views from east of St Catherine's Hill and from Cheesefoot head on the SDW. The possible location of the temporary site compound within the SDNP east of the existing junction off the Spitfire Way would lead to additional impacts on the SDNP in an area which is highly vulnerable to change due to its elevation and aspect and would lead to temporary moderate/major adverse impacts on the open downland area due to overspilling the river valley, landform changes, land use changes and development which is inconsistent with existing landscape character,

continued incremental highway depot development in the landscape corridor of the M3.

- 13.1.3. View from access land at Whiteshute Lane, within Winchester City, in the setting of the SDNP. There are open views over the river valley from this area of extensive and well used access land which is a large tract of accessible natural greenspace within Winchester City. The views are over the river Itchen valley and the Cathedral is a major focal point within those views. The downland above the M3 on the eastern valley side forms a backdrop in many views and it would appear that the elevated southbound M3 slip road would encroach into these views, in some locations appearing above the Cathedral roof. It is considered that this would be a moderate-major adverse impact on views & further work is need to clarify the precise nature of the visual impacts. Photomontages for example would be very helpful in this respect. The introduction of major road development within these views over the cathedral would be highly detrimental to the spiritual and cultural implications of the setting of the cathedral and of views towards the SDNP.

#### **14. Conclusions**

- 14.1. It is acknowledged that the landscape in which the proposals are located has been significantly affected by the construction of the M3 motorway which originally opened in 1995. This created a large swathe of motorway to the east of Winchester along the edge of the South Downs. However, despite this, there are areas of outstanding landscape which exist in close proximity to the road and provide high quality open spaces and natural greenspace for Winchester residents and visitors. The proposals to increase the size and scale of junction 9 will place some of these areas under further erosion of character and intrusion from the road.
- 14.2. Areas of natural greenspace to the west of the M3 suffer from significant recreational pressures due to the severance caused by the M3, many of which are highly sensitive locations which are under threat from over use – eg River Itchen SAC and SSSI, St Catherine's Hill SSSI. Further expansion of the M3 is likely to exacerbate these issues and lead to either increased pressure on the existing sensitive sites located west of the Motorway or encourage car use through driving into the SDNP to get beyond the M3, both of which have adverse impacts on the SDNP.
- 14.3. The M3 corridor is largely within the River valley around junction 9 which limits it's encroachment into the wider landscape of the open downland. This is evident further to the south where the road passes out of the valley and into the open downland where there are extensive views and noise intrusion into the SDNP.. The proposals to enlarge junction 9 includes elevated sections of road which will overspill the river valley in views and be exposed to views from the visually sensitive open downland to the east. Changes to topography/landform through the chalk within the open downland area would exacerbate these impacts further.

- 14.4. The Landscape corridor of the M3 has been steadily eroded during the past 20years since the route was opened. There has been a proliferation of highway depots, storage areas and other developments which have since contributed to the fragmentation of the downland character of the M3 corridor. The proposal to build a temporary site compound on the edge of the open downland is likely to result in further harm to the SDNP and the continued widening of the impacts of the road and the associated developments which now surround it.
- 14.5. The site boundary is drawn very tightly around the proposed works and whilst mitigation is broadly referred to in the consultation documents there are no specific details about mitigation measures. For example it is stated that tree planting which is lost will be replaced on a like for like basis, and that the scheme will incorporate SUDS and filtration measures to protect the SAC from pollution and flooding. Given the limitations of the site area it is queried how these two elements can be simultaneously accommodated, and that tree planting can be achieved where it is required. Whether tree planting would be beneficial to screening given the height of the proposals is also queried. Detrimental Impacts on access, the PROW network, biodiversity, cultural heritage, tranquillity and landscape are not identified in any detail. This has limited the assessment process to considering the unmitigated effects of the proposal.
- 14.6. It is considered that offsite compensation measures would be required to adequately address these negative impacts, ideally through a series of compensatory land parcels which are acquired beyond the redline to be managed for a range of ecosystem services such as;
- upstream natural flood management,
  - habitat creation and enhancement, including chalk downland
  - increase cover of permanent pasture for surface water infiltration and to reduce nitrate use in the vicinity of the River Itchen,
  - woodland planting to replace lost tree cover, including the contributions to air quality, climate change, water purification and surface water infiltration that the trees make.
  - Measures to address recreational pressure on sensitive sites. – eg dog ‘wardens’ and measures to limit dog access to the river,

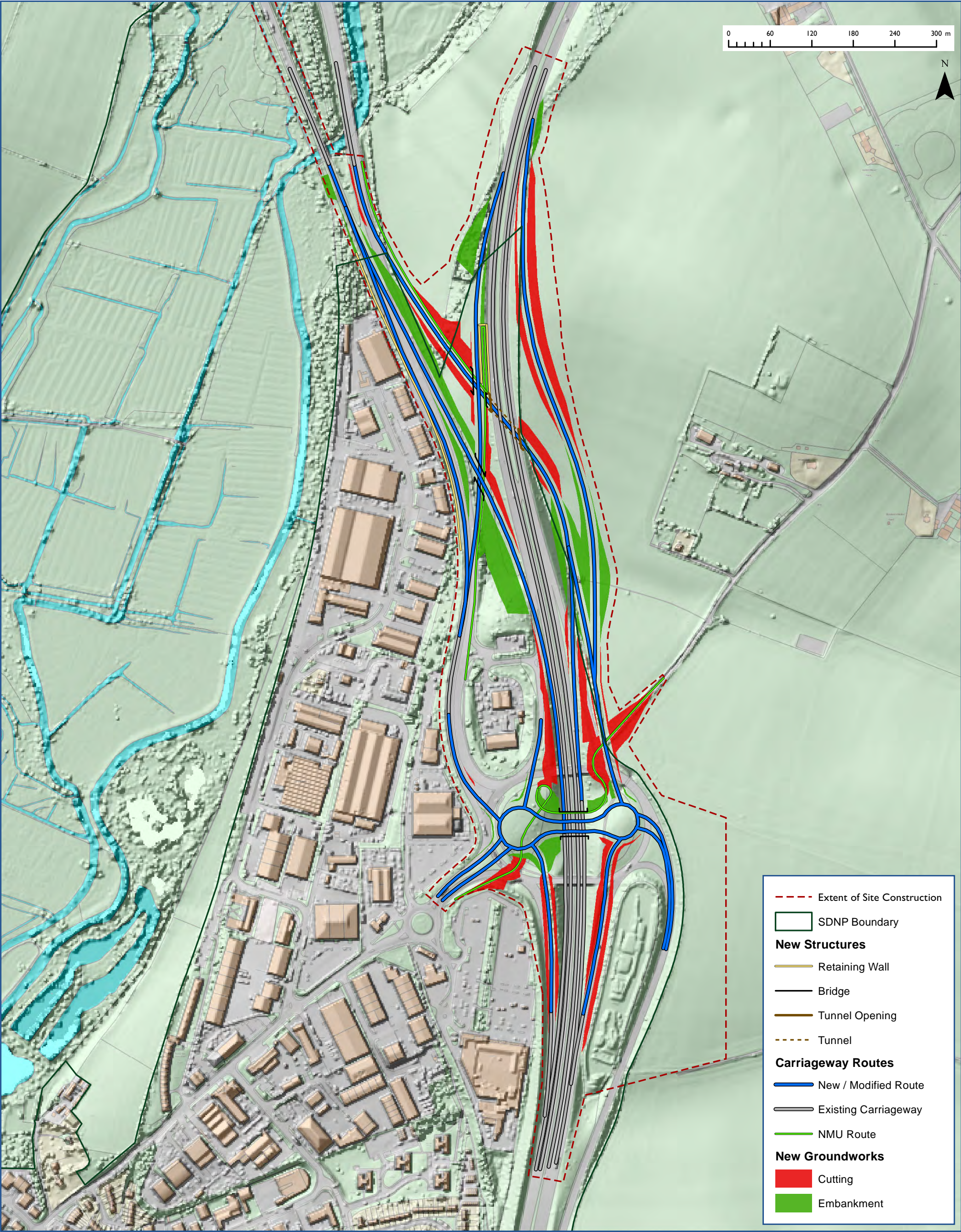
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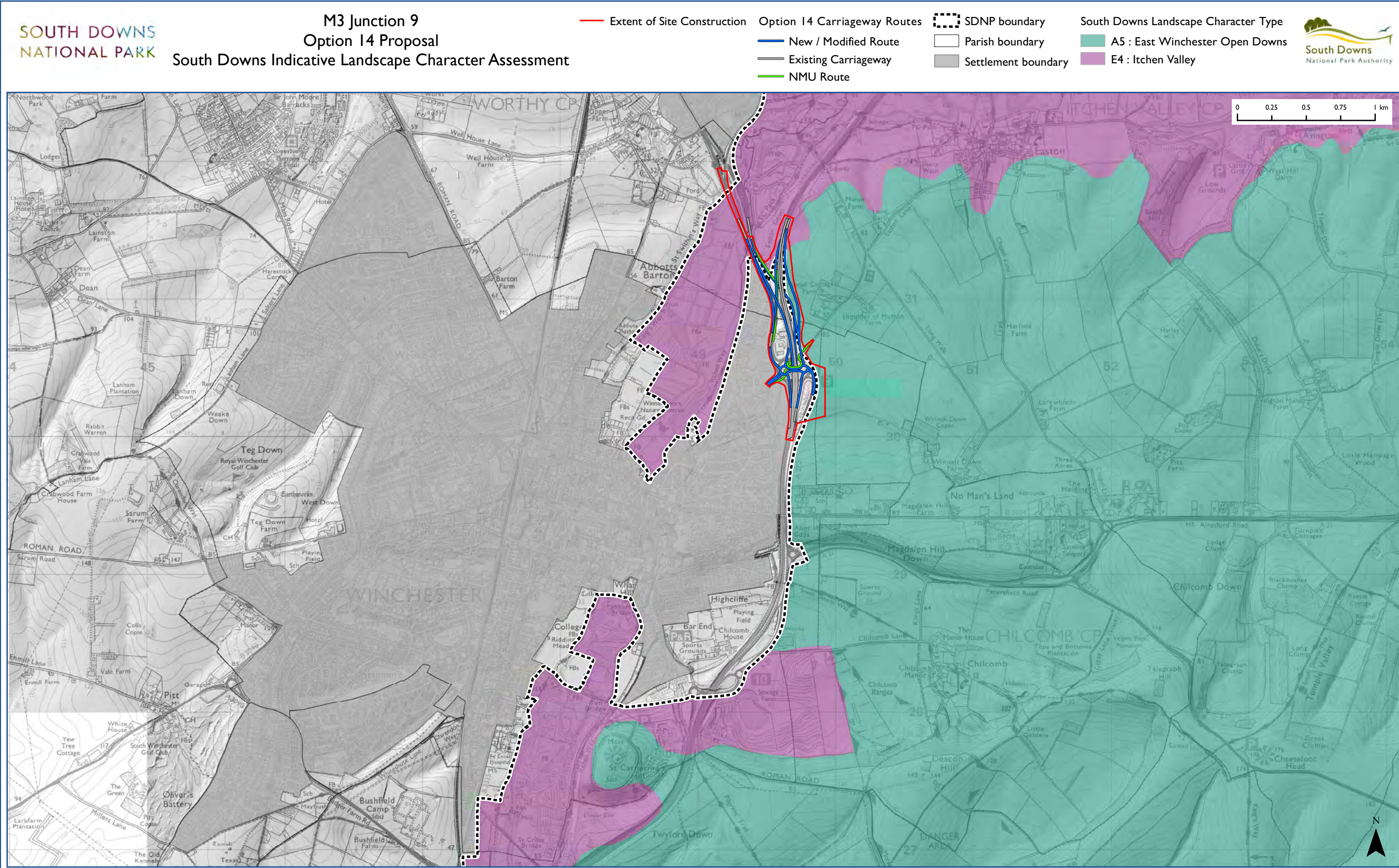
**Figures**

- i. Option 14 Layout
- ii. Landscape character
- iii. Biodiversity
- iv. PROW and Access Land
- v. Topography and Floodzone
- vi. Historic Environment
- vii. Historic Landscape Character
- viii. Noise Pollution, Demand, Capacity & Management Zones
- ix. Tranquillity
- x. Photo viewpoint locations
- xi. Photos
- xii. ZTV of road sections
  - a. MC1B -
  - b. MC1C
  - c. MC1D
  - d. MC1R
  - e. MC1S, MC05
  - f. MCE2
- xiii. Cumulative ZTV of all road sections
- xiv. HOBV (Height above which objects would become visible) of Construction compound site
- xv. Landform Effects
- xvi. Physical effects






Figure i  
M3 Junction 9  
Option 14 Proposal

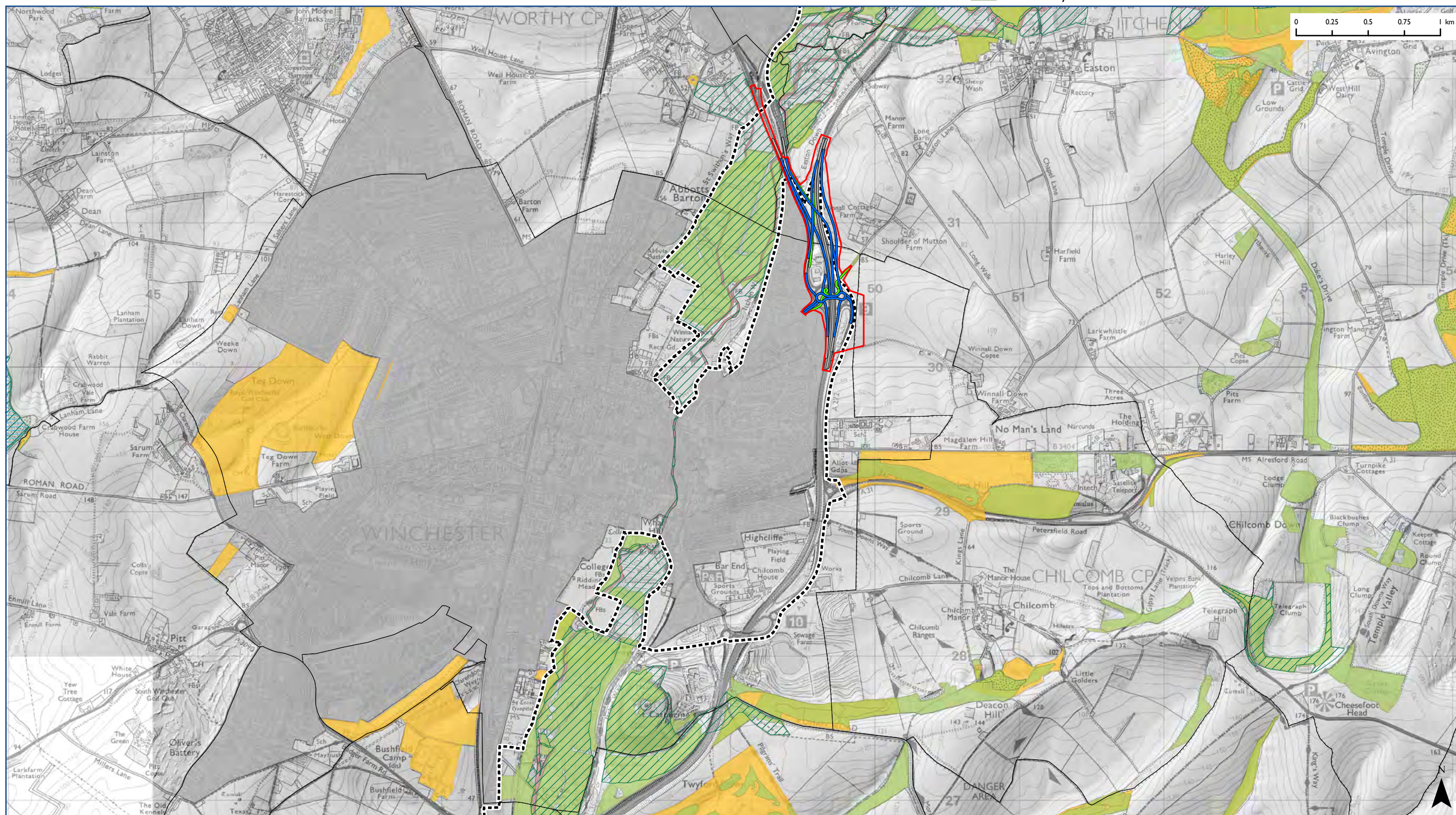
SOUTH DOWNS  
NATIONAL PARK





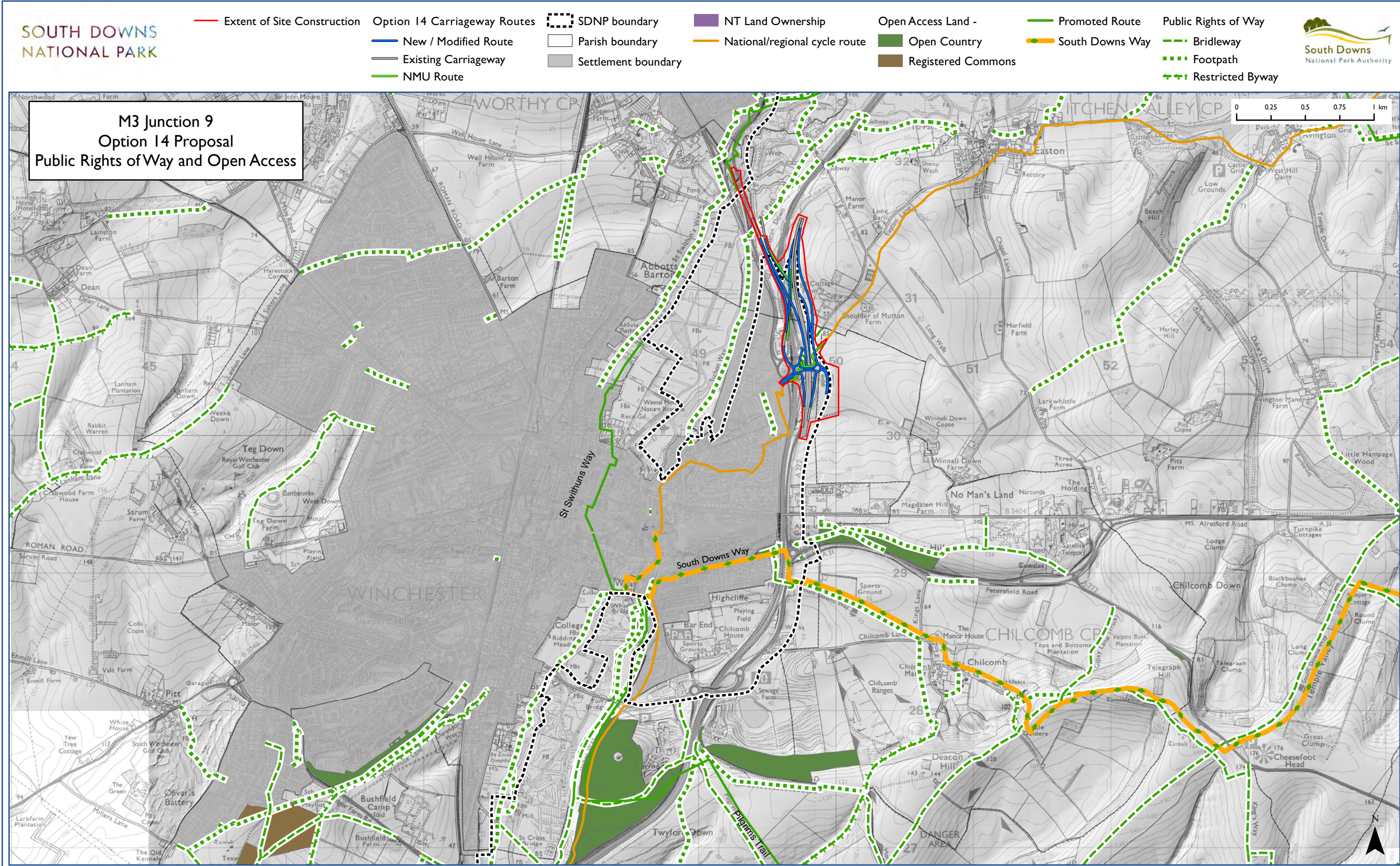
M3 Junction 9  
Option 14 Proposal  
Biodiversity

-  Extent of Site Construction    
 **Option 14 Carriageway Routes**  
 New / Modified Route    
 SDNP boundary    
 SSSI  
 Existing Carriageway    
 Parish boundary    
 Local Nature Reserves    
 Local Wildlife Sites  
 NMU Route    
 Settlement boundary    
 Ancient Woodland    
 Special Area of Conservation  
 BAP Priority Habitats



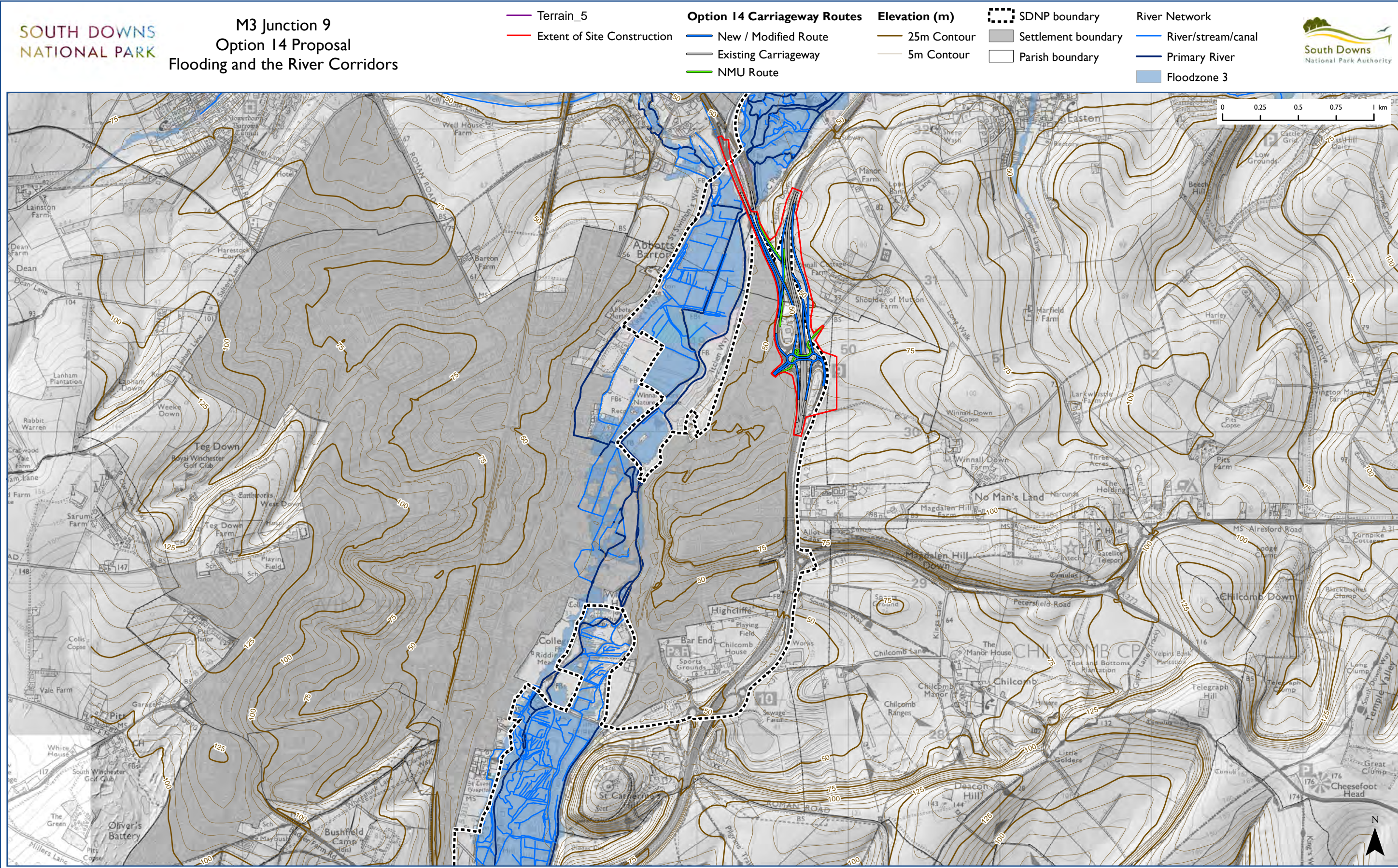
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Scale at A3 1:25,000

Figure iii

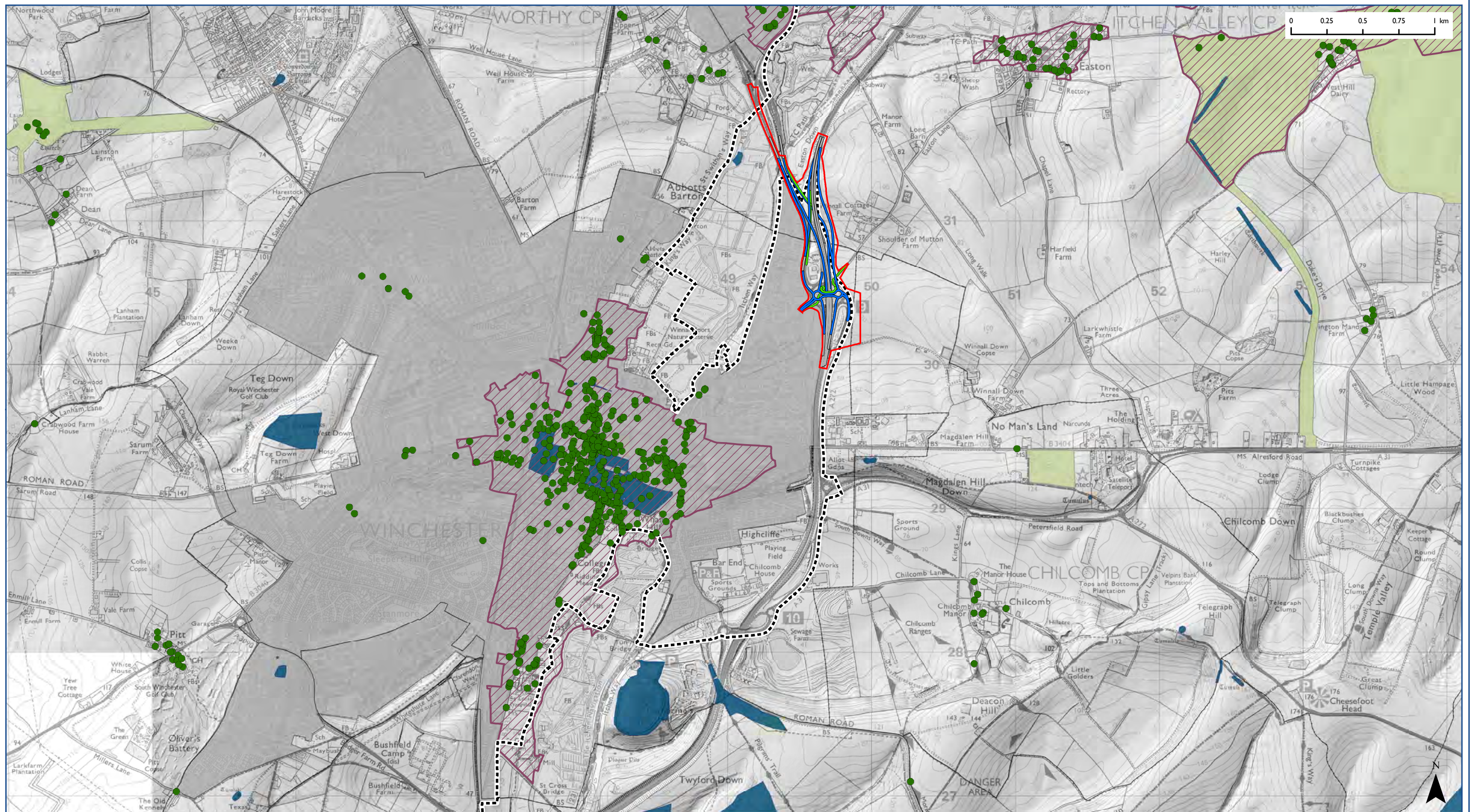
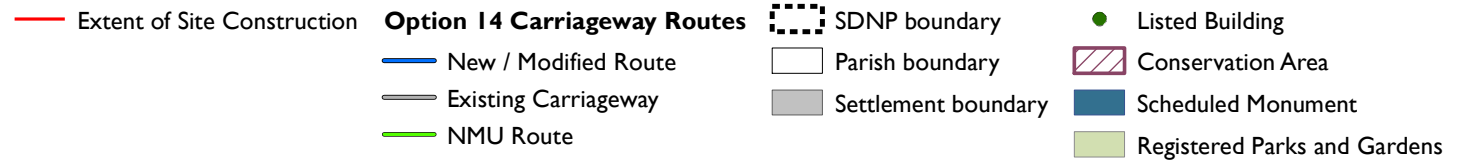


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Scale at A3 1:25,000

Figure iv

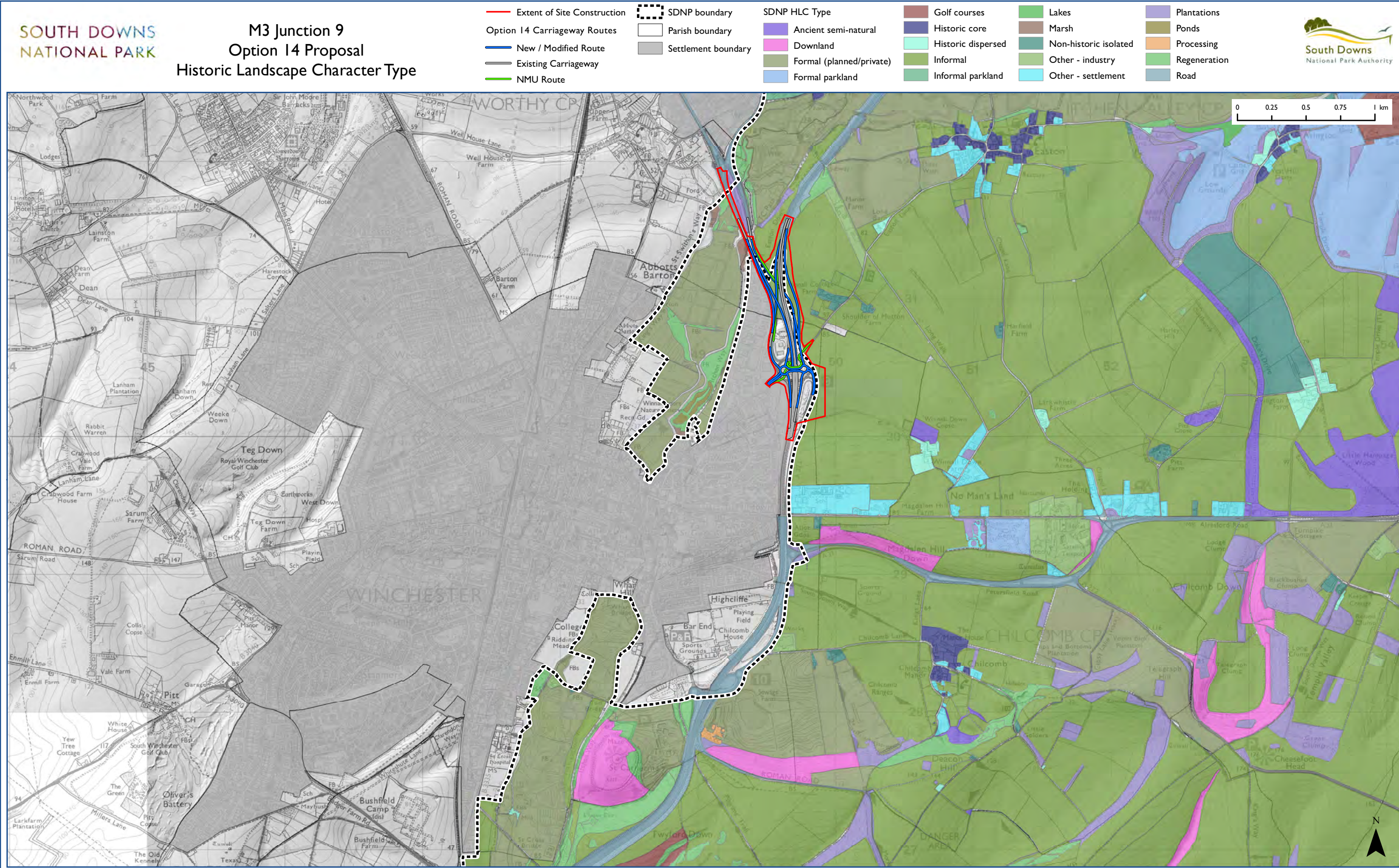


# M3 Junction 9 Option 14 Proposal Historic Environment



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Scale at A3 1:25,000

Figure vi



M3 Junction 9 — Extens  
Option 14 Proposal  
Historic Landscape Character Period

— Extent of Site Construction

### Option 14 Carriageway Routes

— New / Modified Route

— Existing Carriageway


— NMU Route

 SDNP boundary

 Parish boundary

 Settlement boundary

SDNP HLC Period

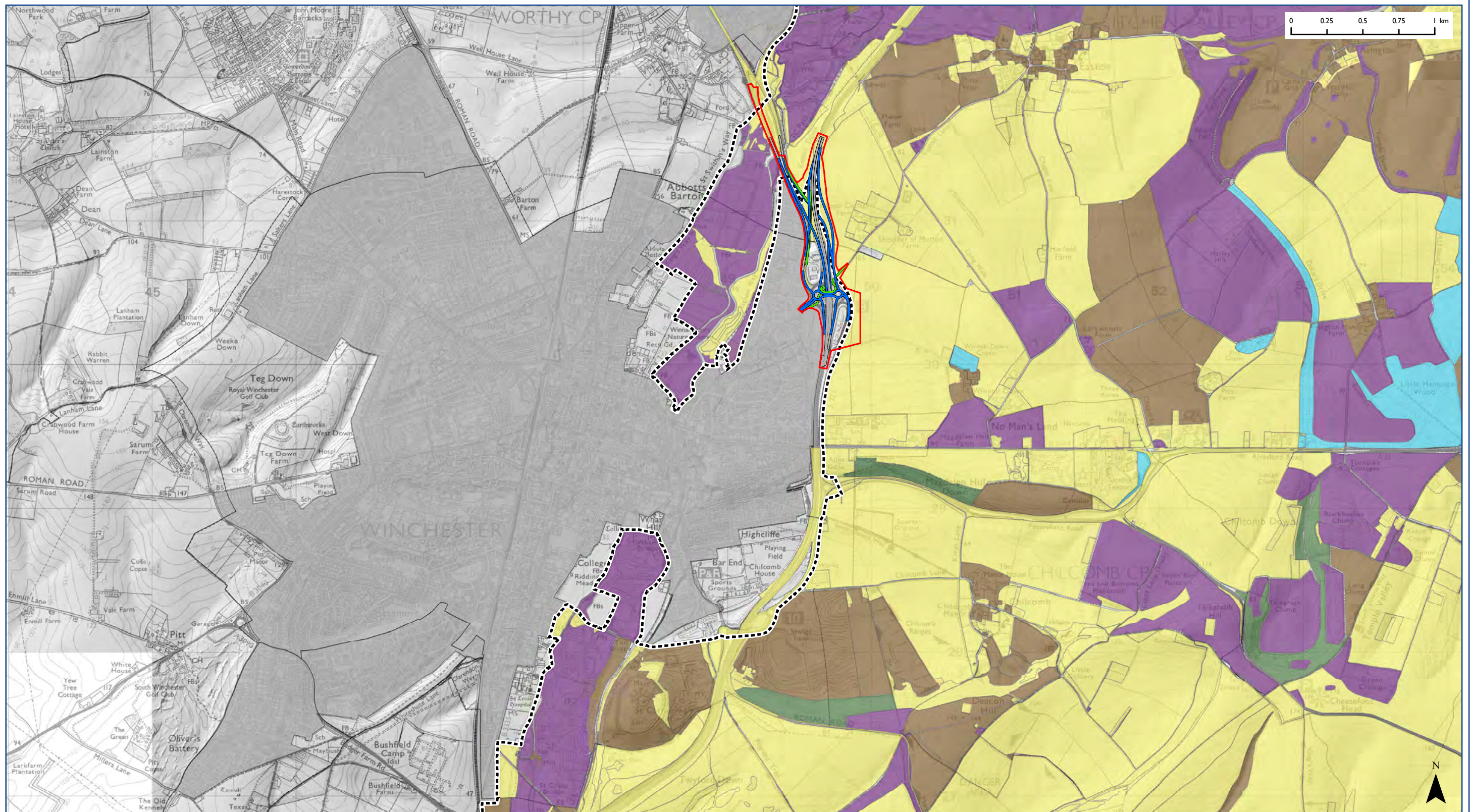
 20th Century (AD 1914 - Present)

■ Early modern (AD 1800 - AD 1913)

■ Late post-medieval (AD 1600 - AD 1799)

Early post-medieval (AD 1500 - AD 1599)

Medieval (AD 1066 - AD 1499)



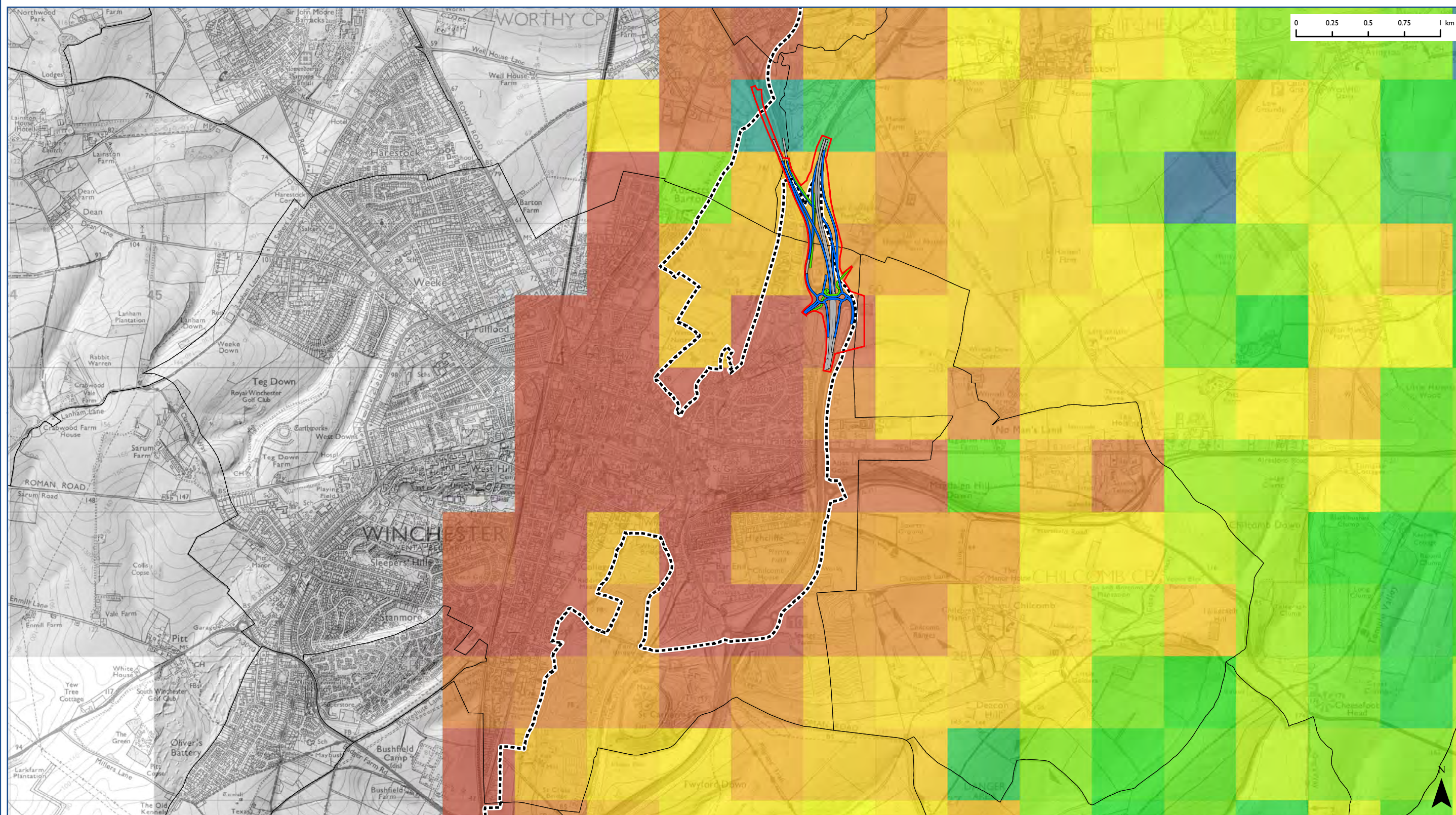
© Crown copyright and database rights 2018 Ordnance Survey 100050083

Scale at A3 1:25,000

Figure vii

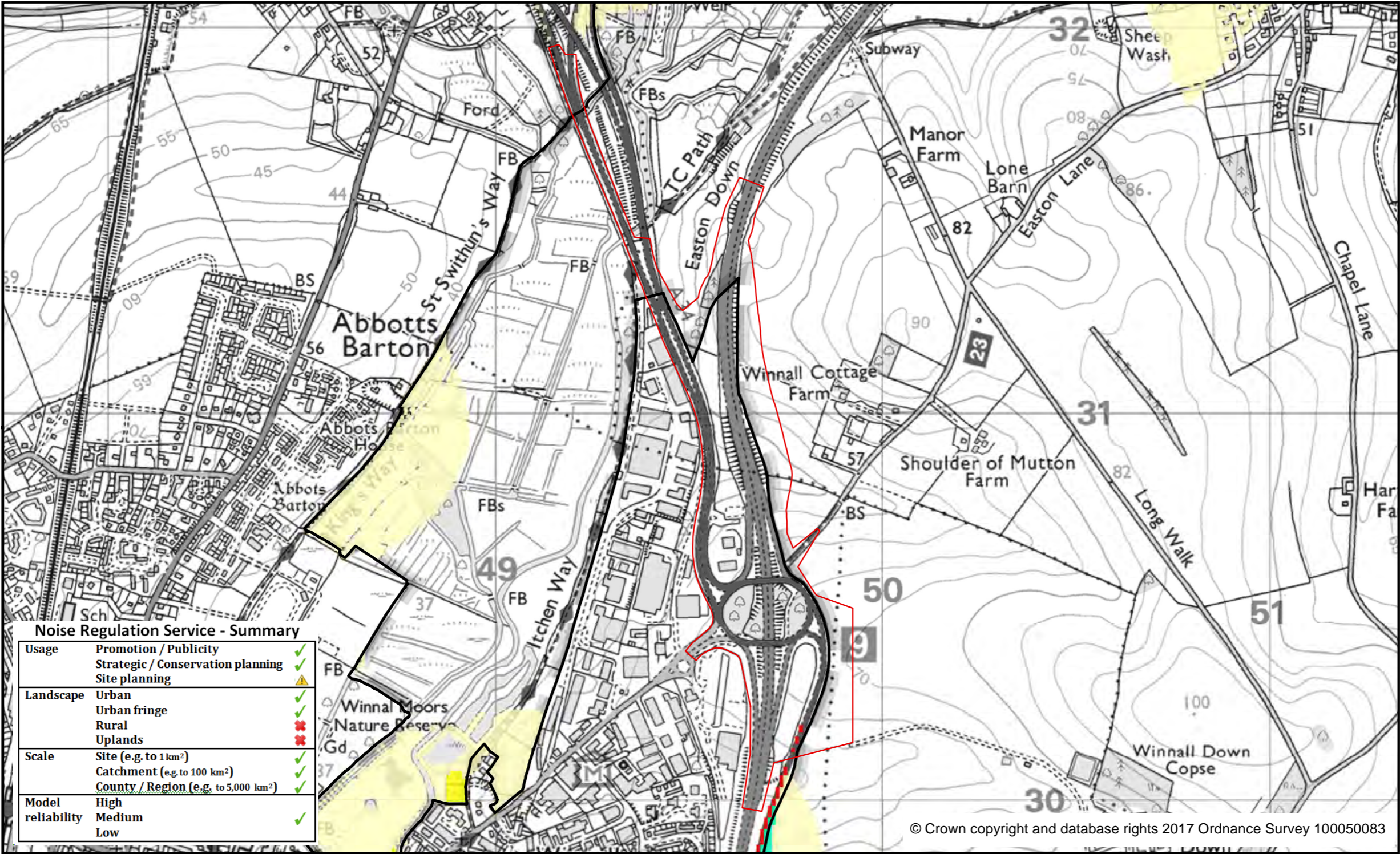
M3 Junction 9  
Option 14 Proposal  
South Downs Tranquility

— NMU Route



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Scale at A3 1:25,000

Figure viii



Noise Regulation Management Zones

Red line boundary

SDNPA boundary

**Suggested Management**

- A1. Protect
- A2. Protect / Maintain
- A3. Maintain
- A4. Improve
- A5. Maintain / Improve
- A6. Maintain / Assess
- A7. Assess
- A8. Change habitat type: Highest Demand
- A9. Change habitat type: High Demand
- B1. Create: Highest Demand
- B2. Create: High Demand

The coloured graphic below the map illustrates how the capacity and demand maps are used to create this classification.

EcoServ-GIS models executed by Sussex Biodiversity Record Centre (hosted by Sussex Wildlife Trust).

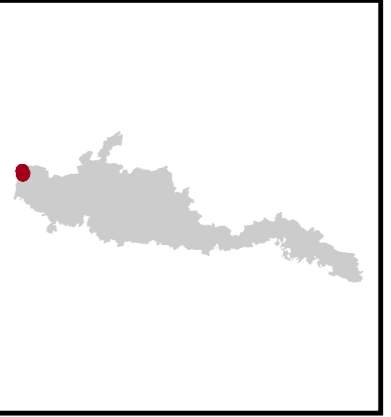
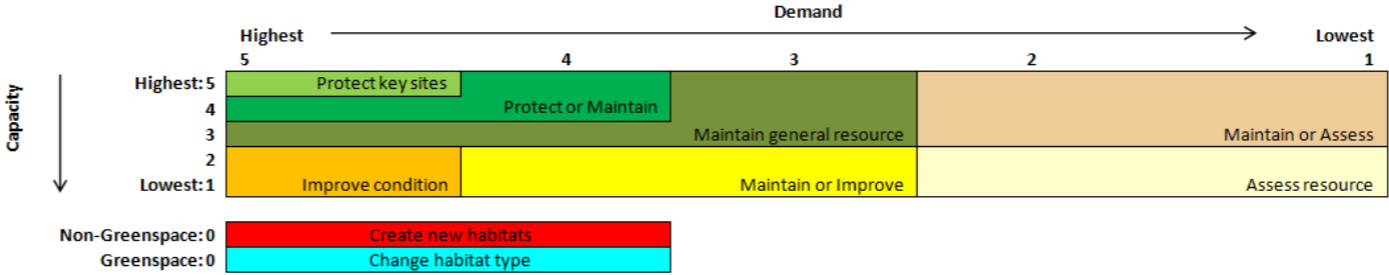
South Downs National Park Authority

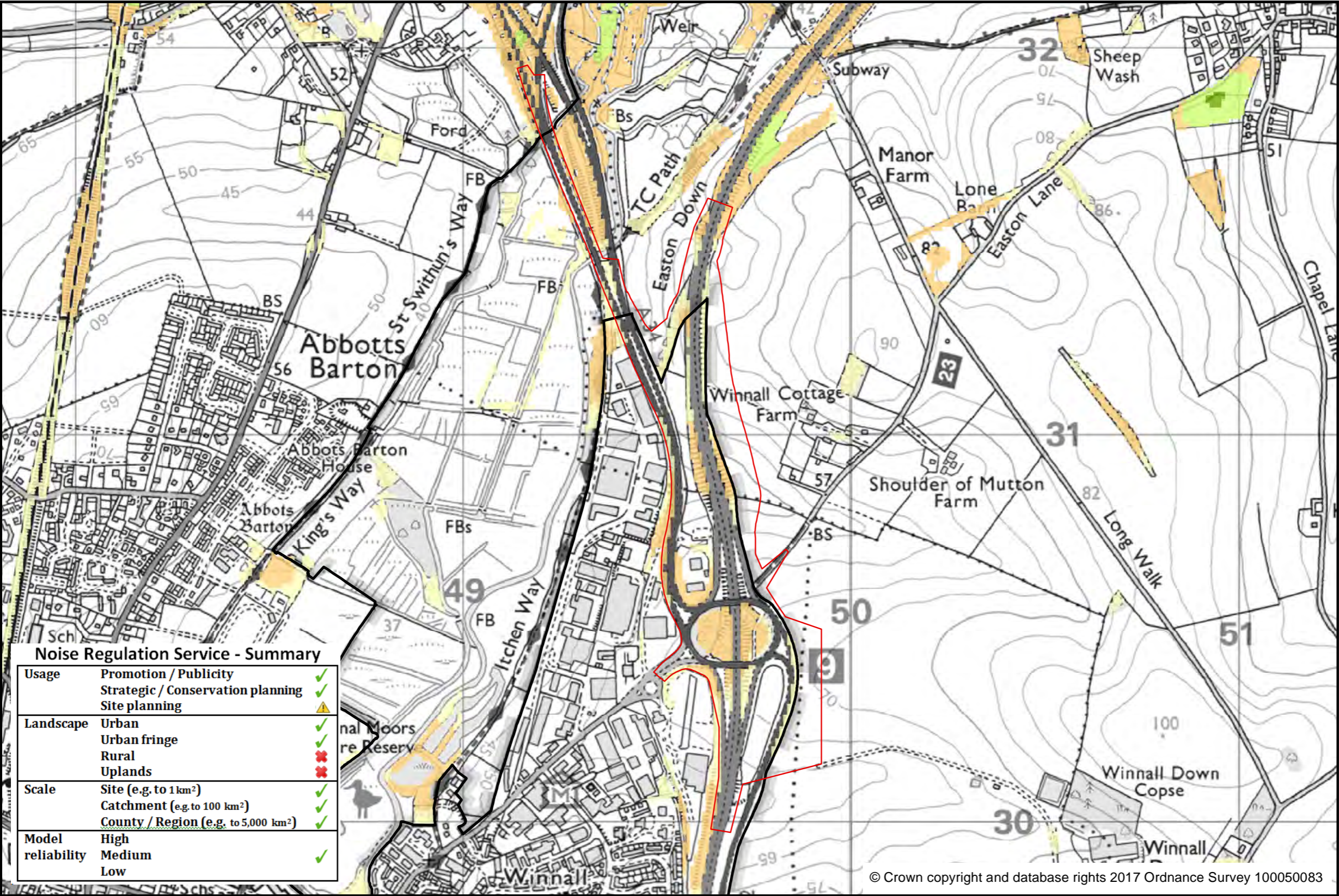
Sussex Biodiversity Record Centre

Areas where people benefit from the noise reducing impact of semi-natural habitats and ecosystems.

METHODS: Capacity and Demand quintiles are overlaid to estimate the management interventions that could maintain or increase the benefits delivered to people. Not all categories are always present.

LIMITATIONS: EcoServ-GIS relies on indicators to predict levels of capacity and demand. Results are relative to the study area and cannot be compared to other areas. Local knowledge must be used to interpret what the values mean in absolute terms.





EcoServ-GIS

Noise Regulation Capacity

Red line boundary

SDNPA boundary

**Capacity Scores**

- 80 - 100
- 60 - 80
- 40 - 60
- 20 - 40
- 1 - 20

Scores are on a 1 to 100 scale, relative to values present within the Study Area. White space within the Study Area shows areas with no data or with no capacity

EcoServ-GIS models executed by Sussex Biodiversity Record Centre (hosted by Sussex Wildlife Trust).

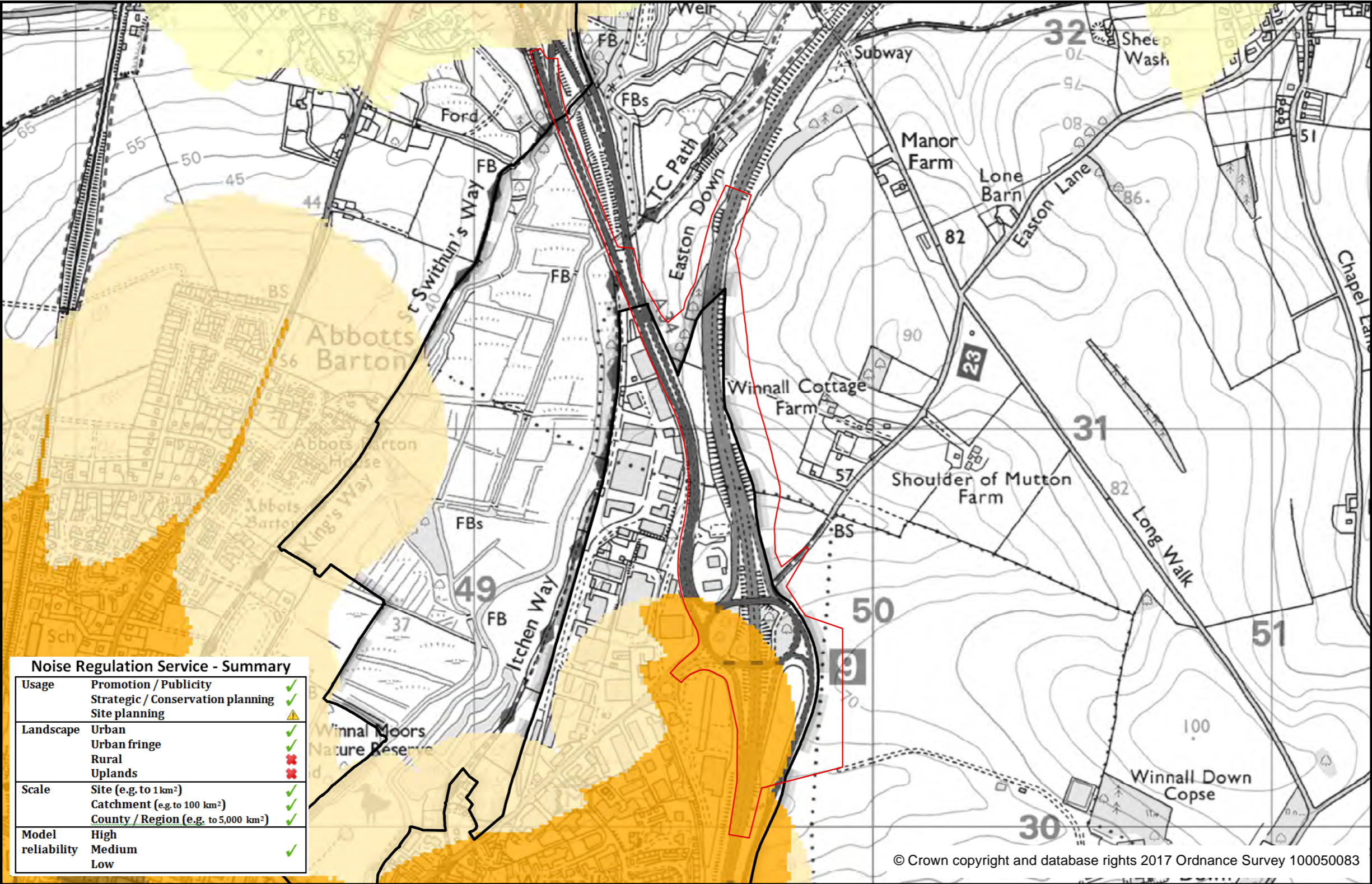
South Downs National Park Authority

Sussex Biodiversity Record Centre

Noise regulation capacity reflects the ability of different ecosystems and habitats to absorb noise pollution.

**METHODS:** Noise regulation values per ecosystem / habitat are inferred from available literature. These are estimated typical values. Habitat age and management is not considered. Analysis is conducted at short and local scales to give capacity scores based on habitat type and patch size. Default short scale distance = 30 m. Default local scale distance = 100 m

**LIMITATIONS:** EcoServ-GIS relies on indicators to predict levels of capacity and demand. Results are relative to the study area and cannot be compared to other areas. Local knowledge must be used to interpret what the values mean in absolute terms.



**EcoServ-GIS**

Noise Regulation Demand

**Demand Scores**

- 80 - 100
- 60 - 80
- 40 - 60
- 20 - 40
- 1 - 20

Scores are on a 1 to 100 scale, relative to values present within the Study Area. White space within the Study Area shows areas with no data or with no capacity

EcoServ-GIS models executed by Sussex Biodiversity Record Centre (hosted by Sussex Wildlife Trust).

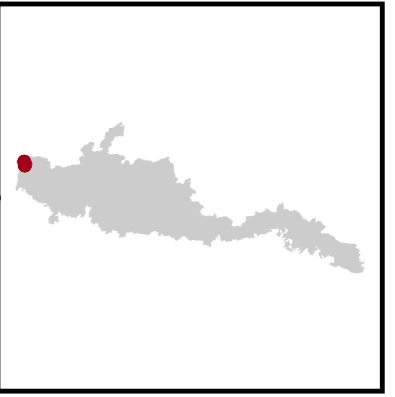
**South Downs**  
National Park Authority

**Sussex Biodiversity Record Centre**

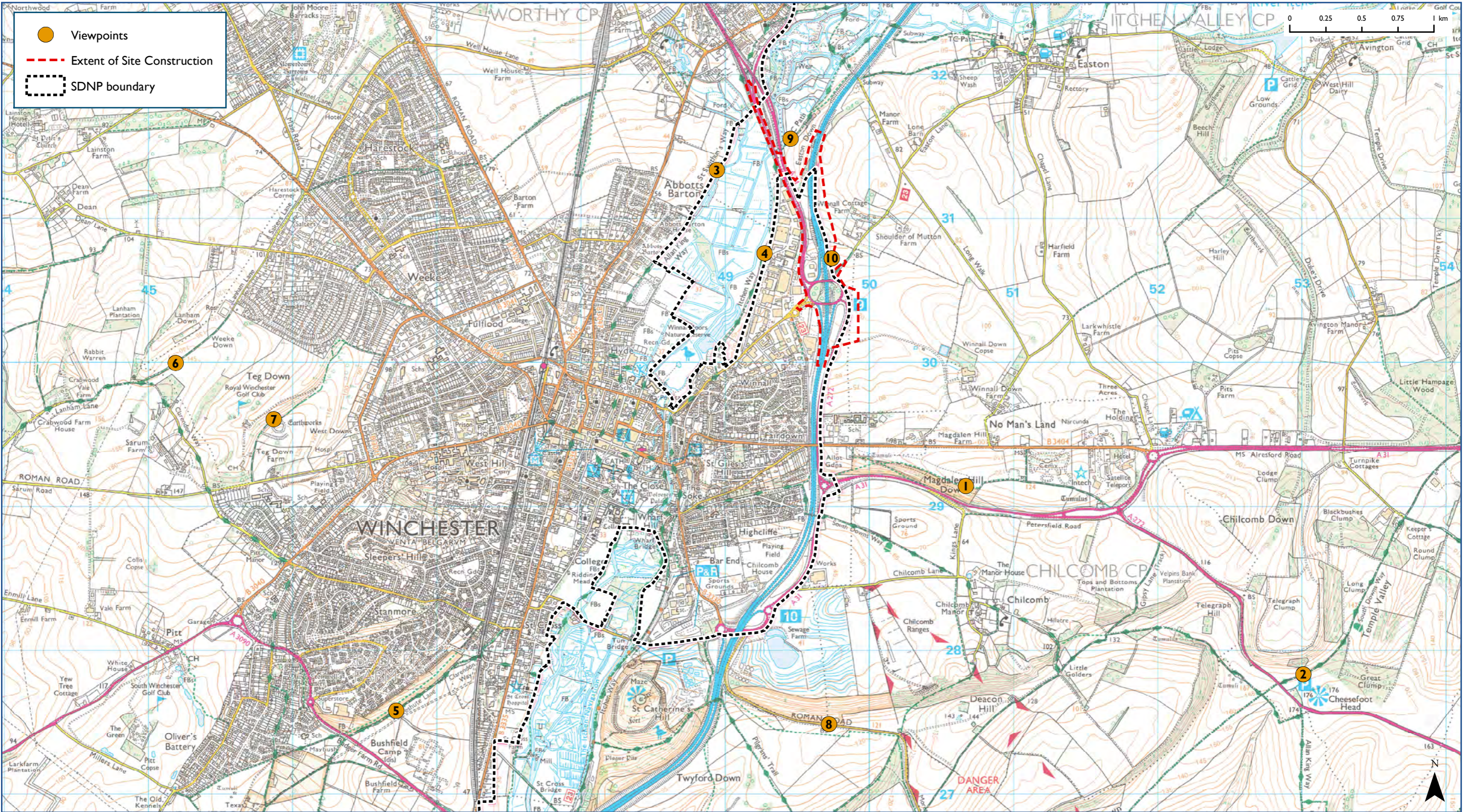
Noise regulation demand reflects the predicted need for noise regulation. This is based on modelled noise levels, population density and health data.

METHODS: Local search distance (population size) = 300 m, Minimum population size (local scale) = 50, Local search distance health scores = 300 m, Max noise distance from airports = 1500 m, Max noise distance from motorways = 800 m, Max noise distance from railways = 650 m, Max noise distance from A roads = 600 m, Max noise distance from B roads = 550 m. Thresholds are applied to limit the area of mapped Demand. Defaults are applied, but can be varied with custom settings.

LIMITATIONS: EcoServ-GIS relies on indicators to predict levels of capacity and demand. Results are relative to the study area and cannot be compared to other areas. Local knowledge must be used to interpret what the values mean in absolute terms.



Landscape and Visual Report M3 Junction 9:  
Viewpoints



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Scale at A3 1:25,000

Figure x

figure xi



VP3 looking east from Allan King Way

VP1, 2 ,4 awaiting photos

Figure xi



VP5 Looking north east from Clarendon Way

Figure xi



VP5 Looking north East further up the hill

Figure xi



VP5 (zoomed) to show downland & M3 slip road location



VP6 to east of bridleway

Figure xi



VP7 looking north east

Figure xi



VP8 Looking north from access land



VP9 route down to underpass A34

Figure xi



VP9 A34 underpass



VP9 A34 bridge

Figure xi



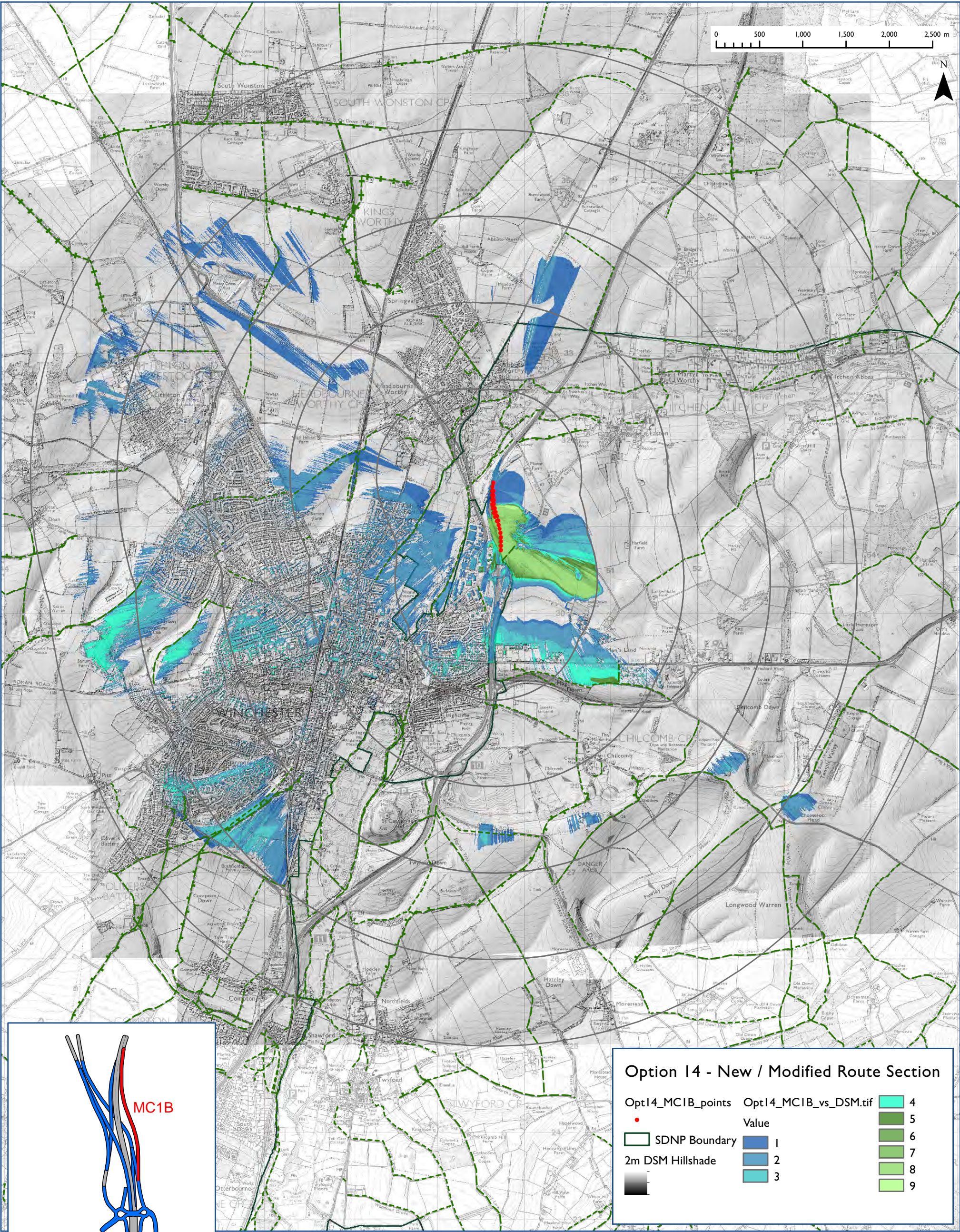
VP9 looking north from underpass



VP10 looking east along Easton Lane

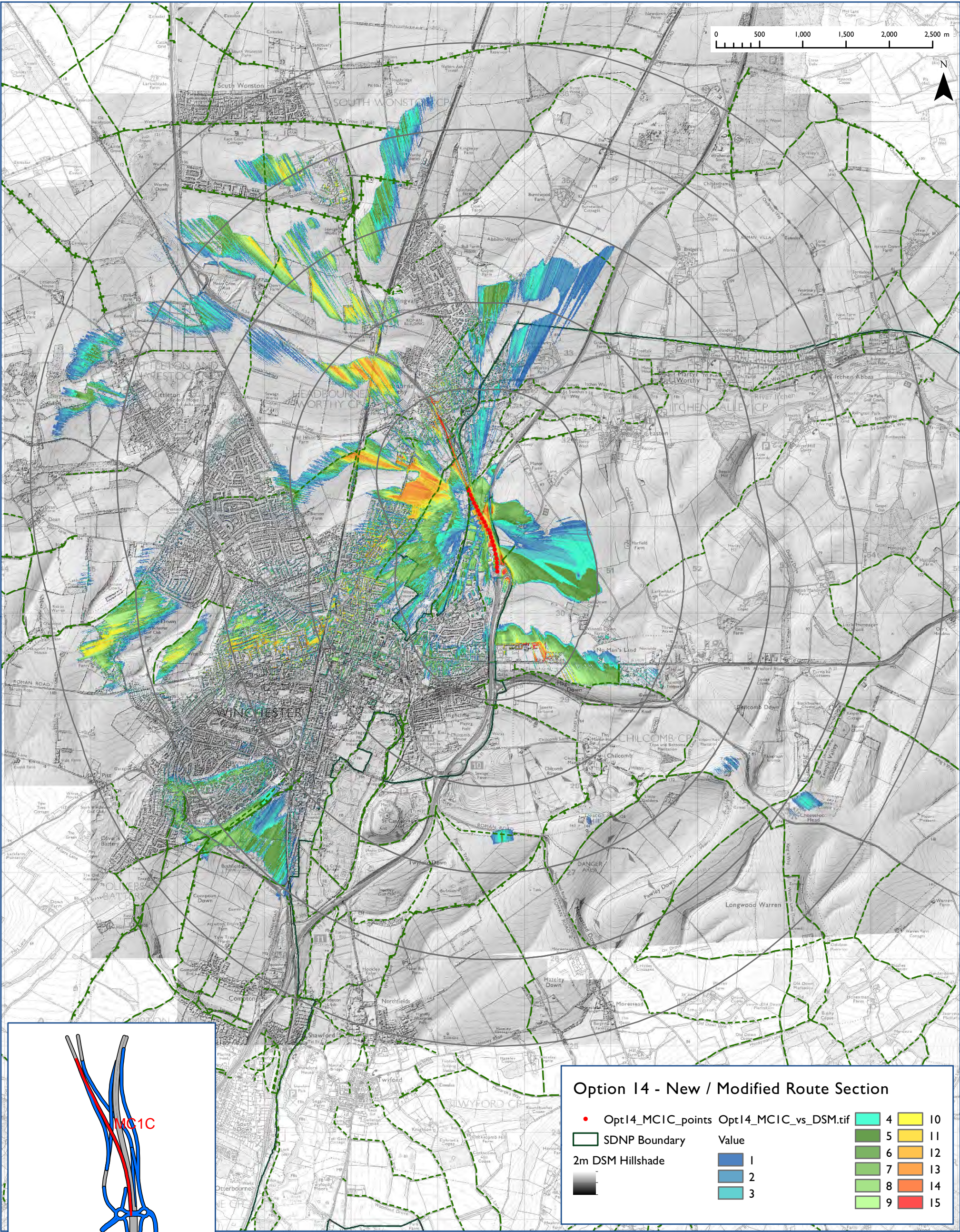
M3 Junction 9  
Option 14 Proposal  
Section MCIB ZTV

figure xii-a



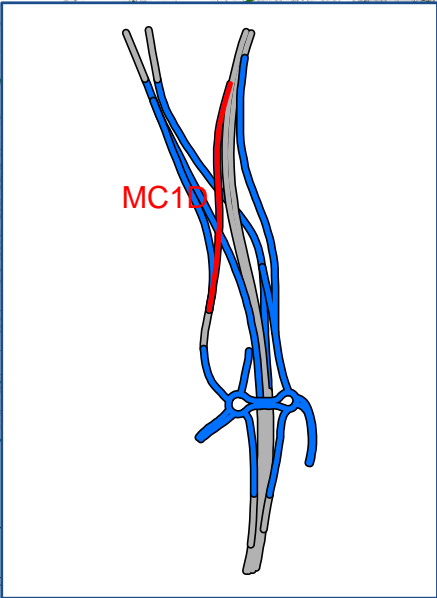
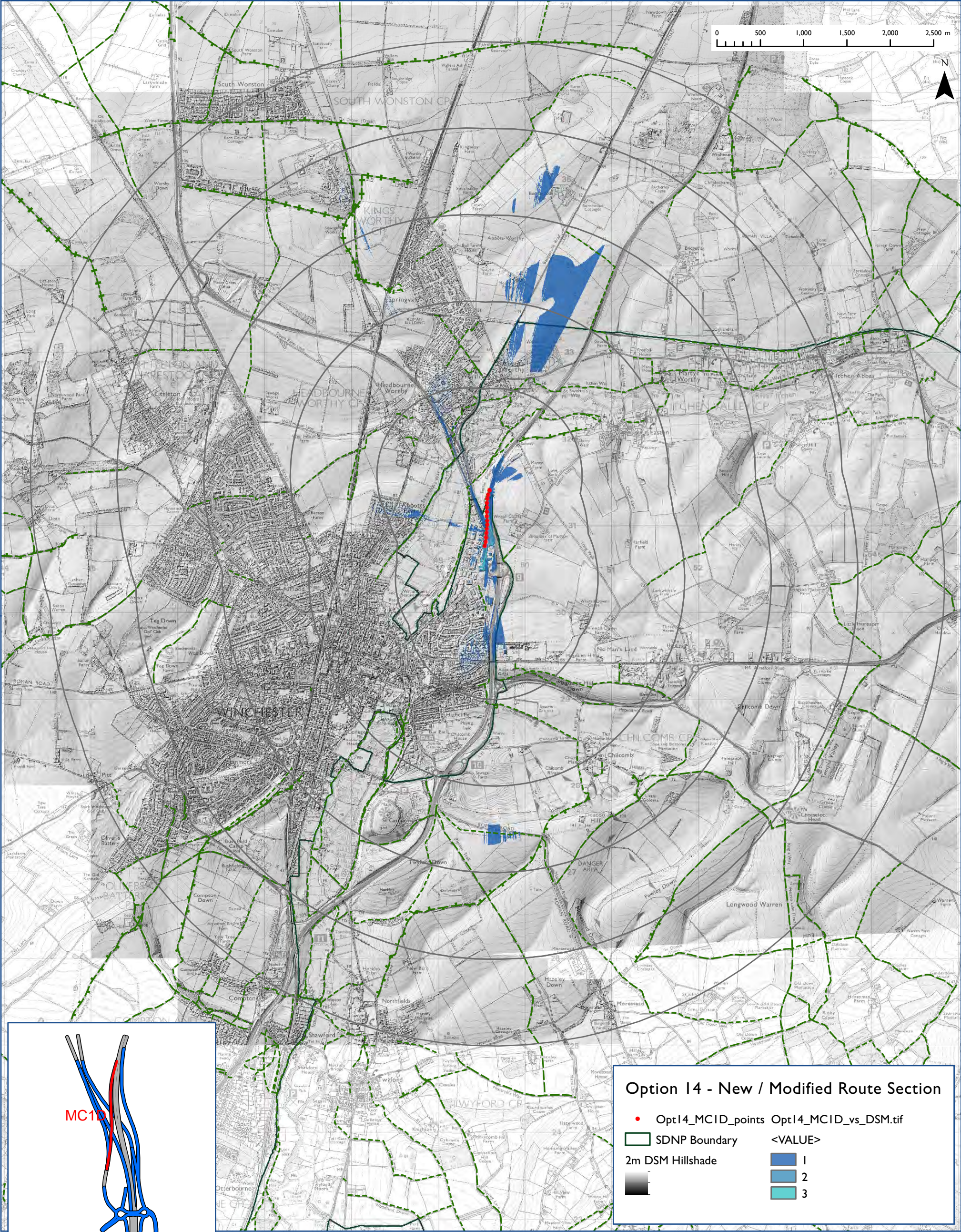
M3 Junction 9  
Option 14 Proposal  
Section MCIC ZTV

Figure xii-b



M3 Junction 9  
Option 14 Proposal  
Section MCID ZTV

Figure xii-c

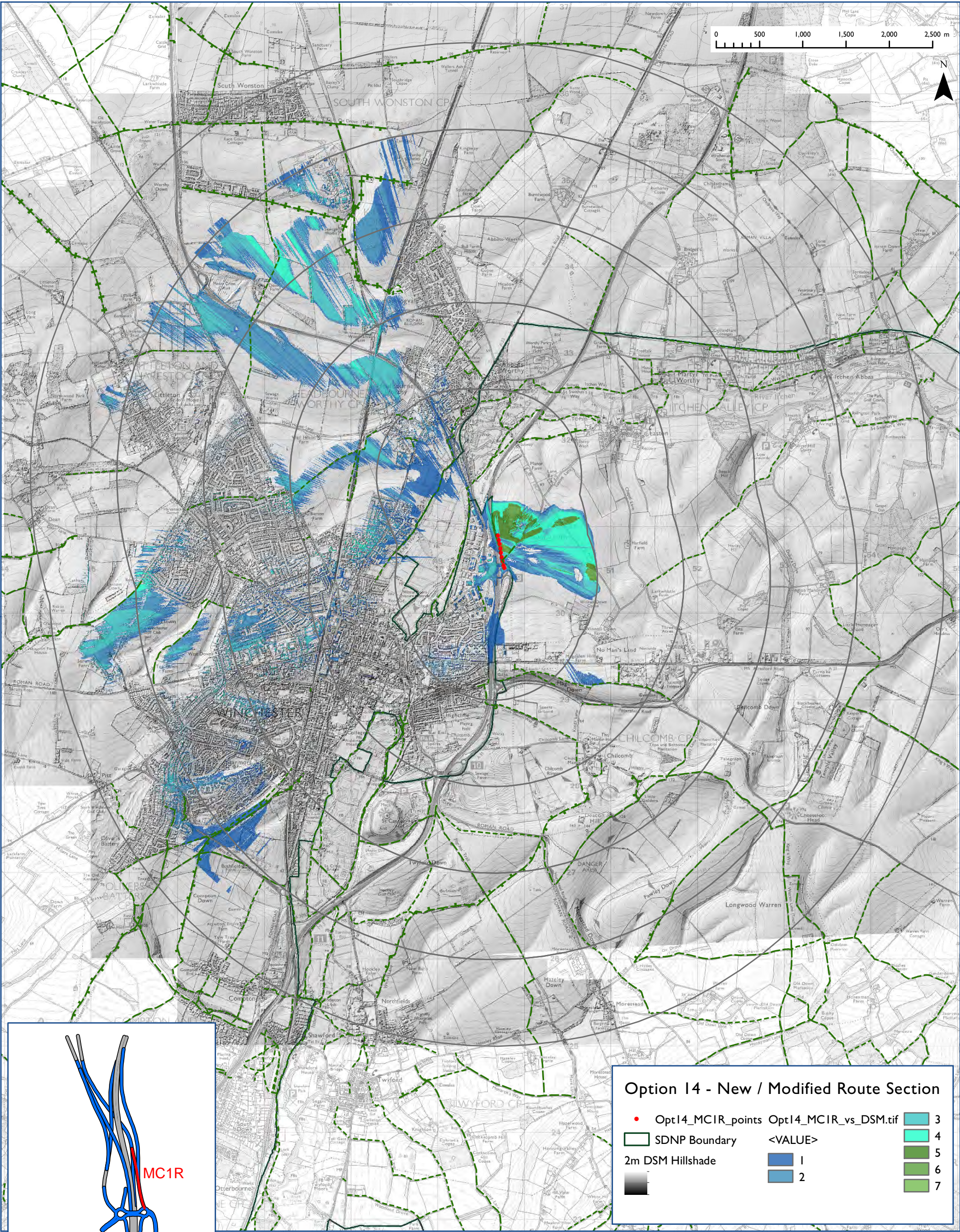


Option 14 - New / Modified Route Section

- Opt14\_MCID\_points Opt14\_MCID\_vs\_DSM.tif
- SDNP Boundary
- 2m DSM Hillshade
- <VALUE>
- 1
- 2
- 3

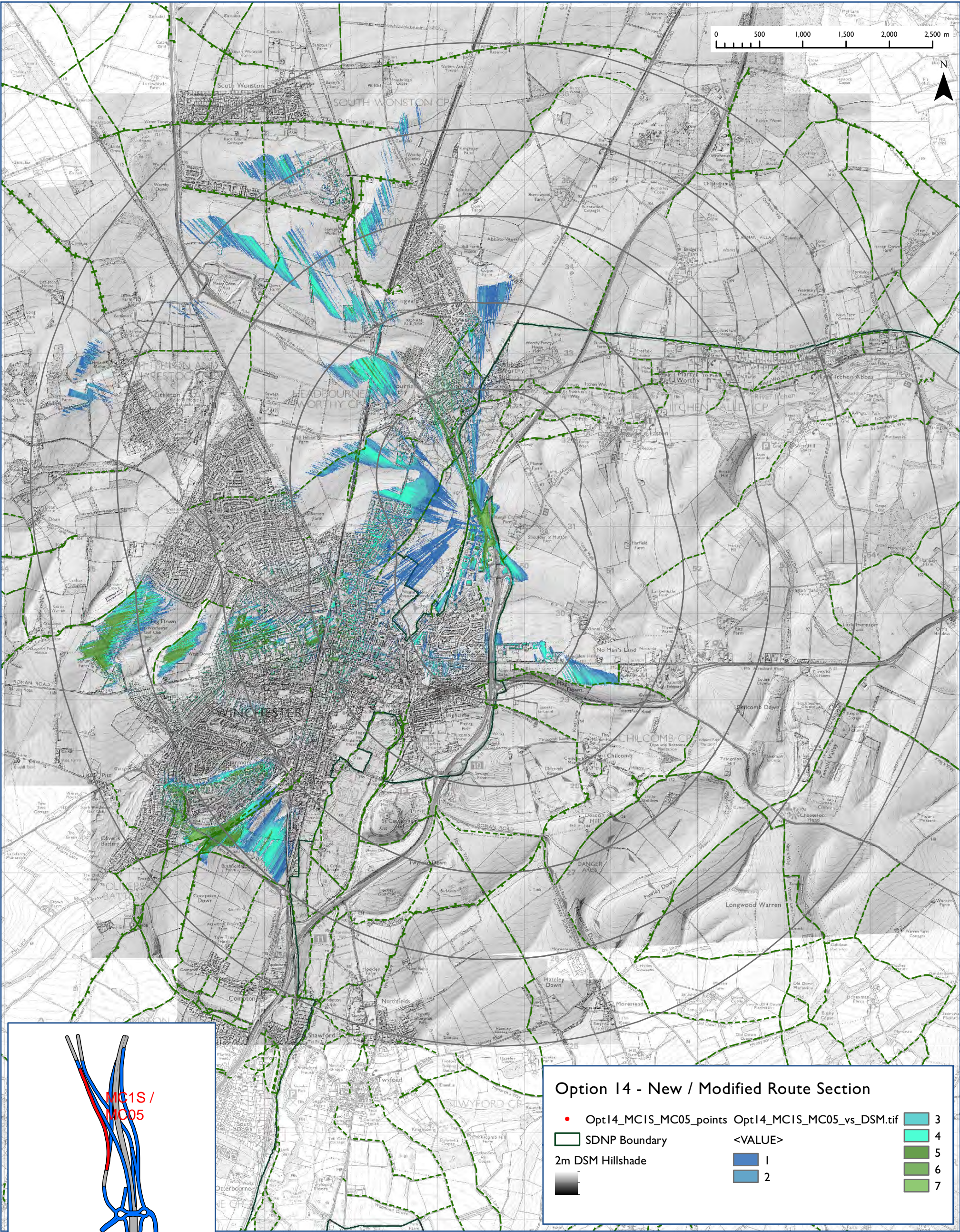
M3 Junction 9  
Option 14 Proposal  
Section MC1R ZTV

Figure xii-d



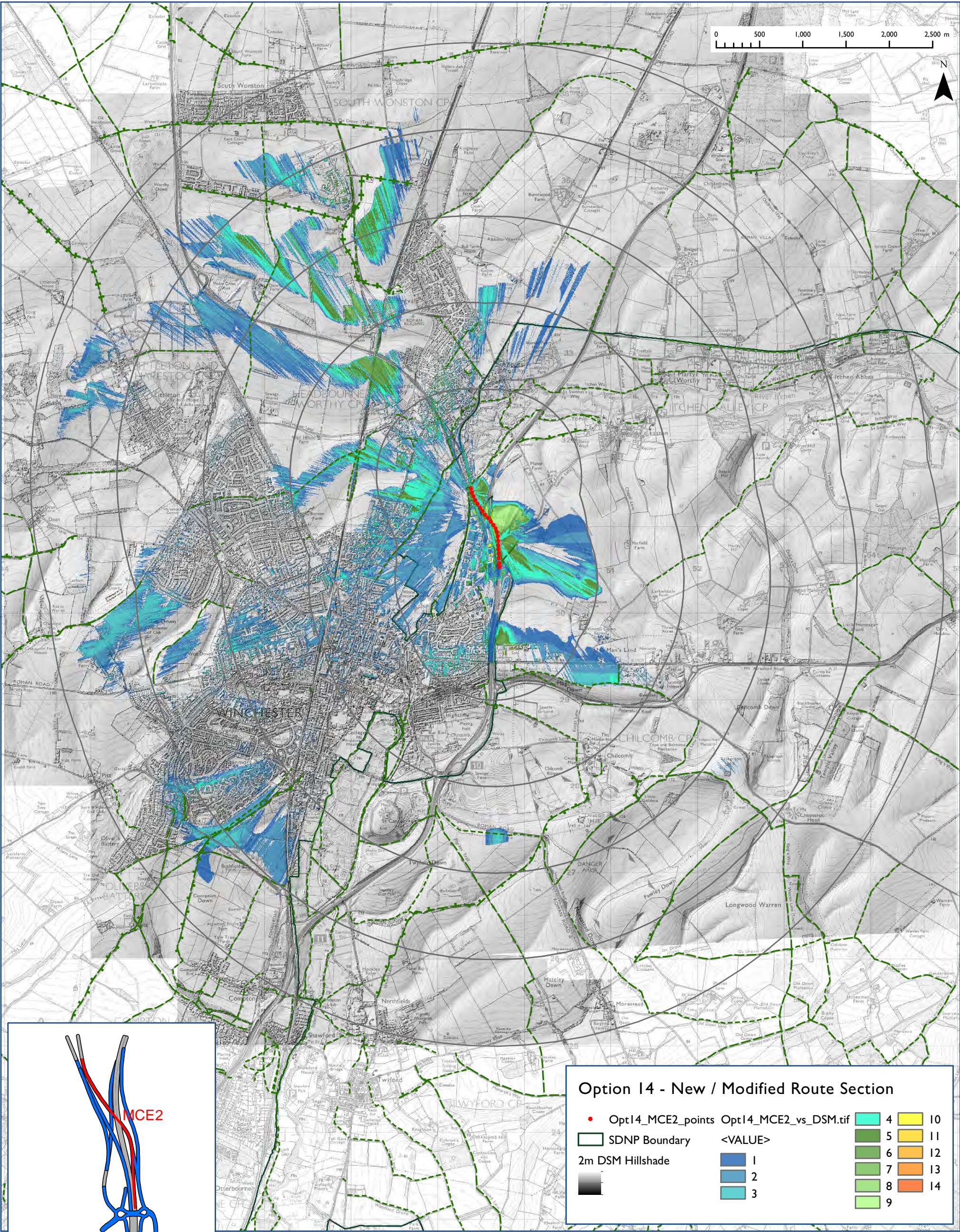
M3 Junction 9  
Option 14 Proposal  
Section MCIS / MC05 ZTV

Figure xii-e



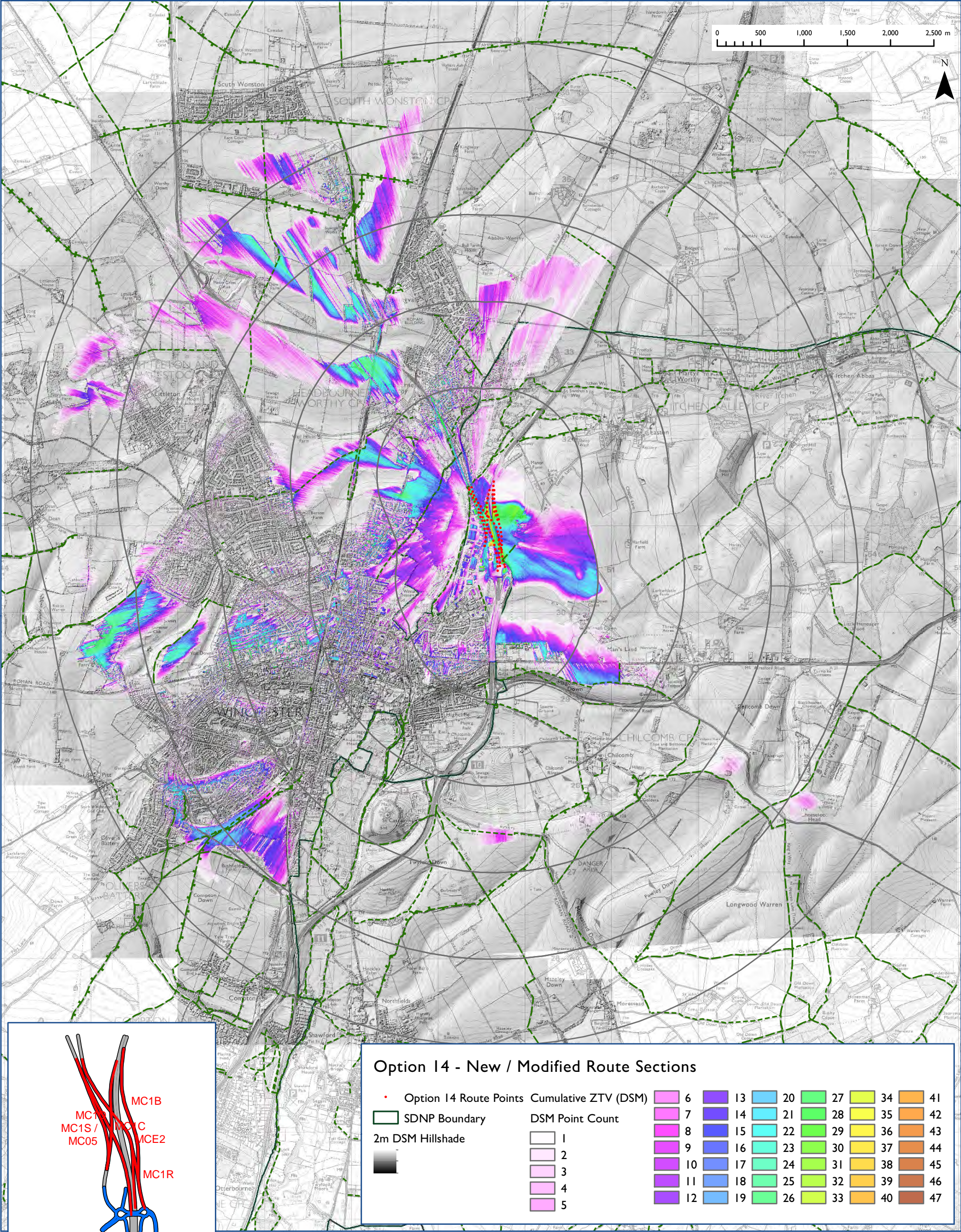
M3 Junction 9  
Option 14 Proposal  
Section MCE2 ZTV

Figure xii-f



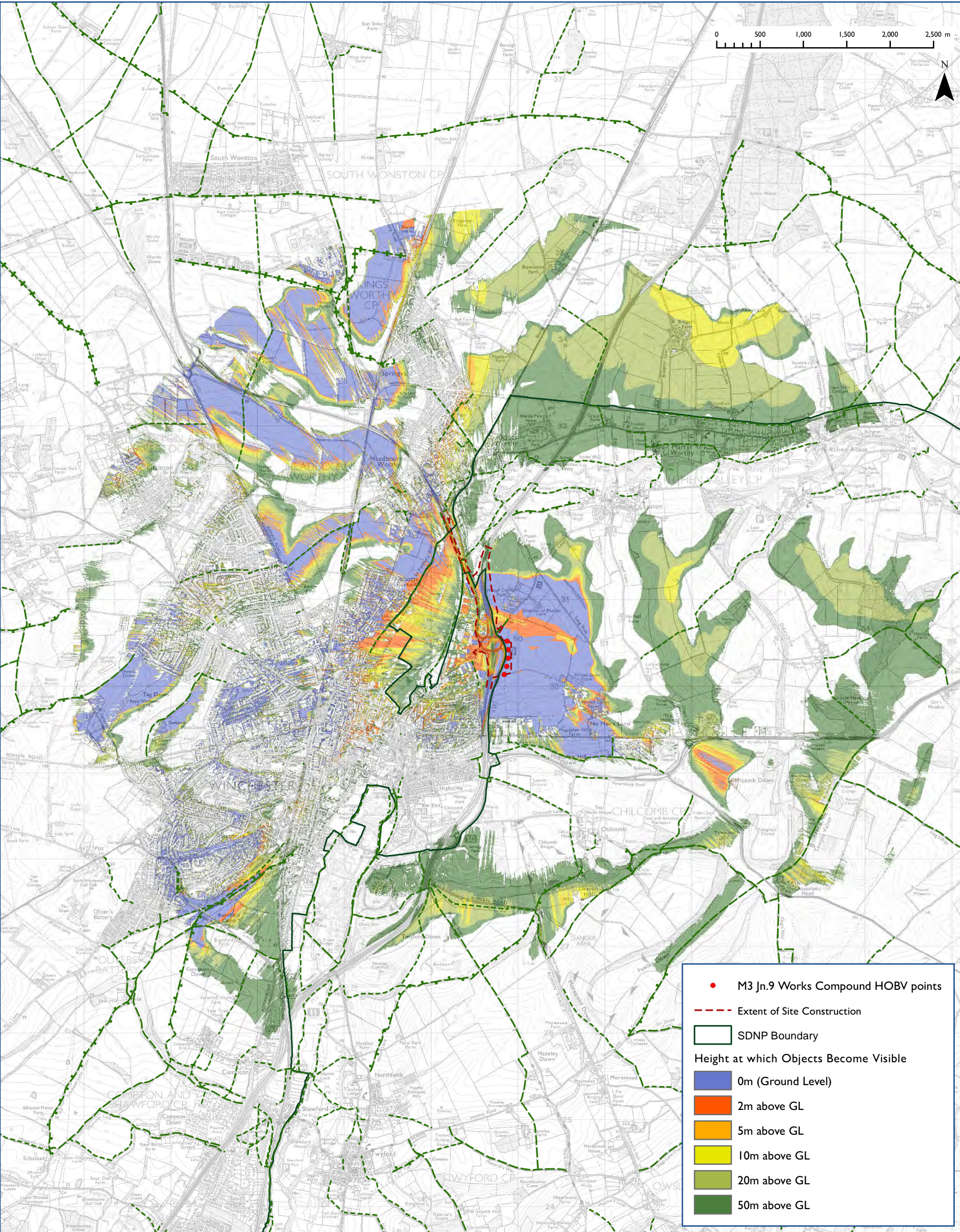
M3 Junction 9  
Option 14 Proposal  
Cumulative ZTV vs DSM

Figure xiii



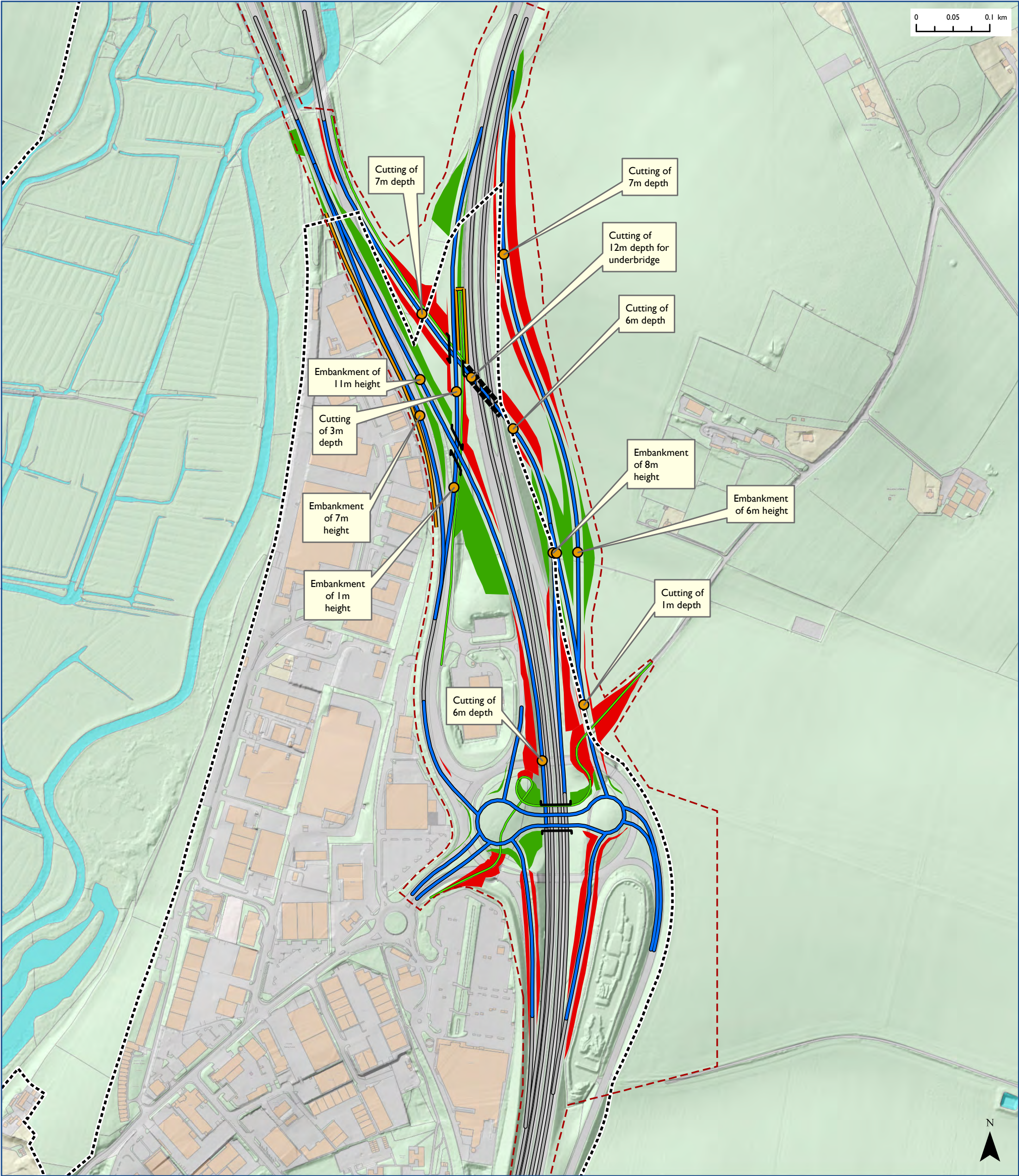
M3 Junction 9  
Works Compound  
HOBV Analysis

Figure xiv



Zone of theoretical visibility M3 Junction 9  
Map 1: Landform Effects

Figure xv

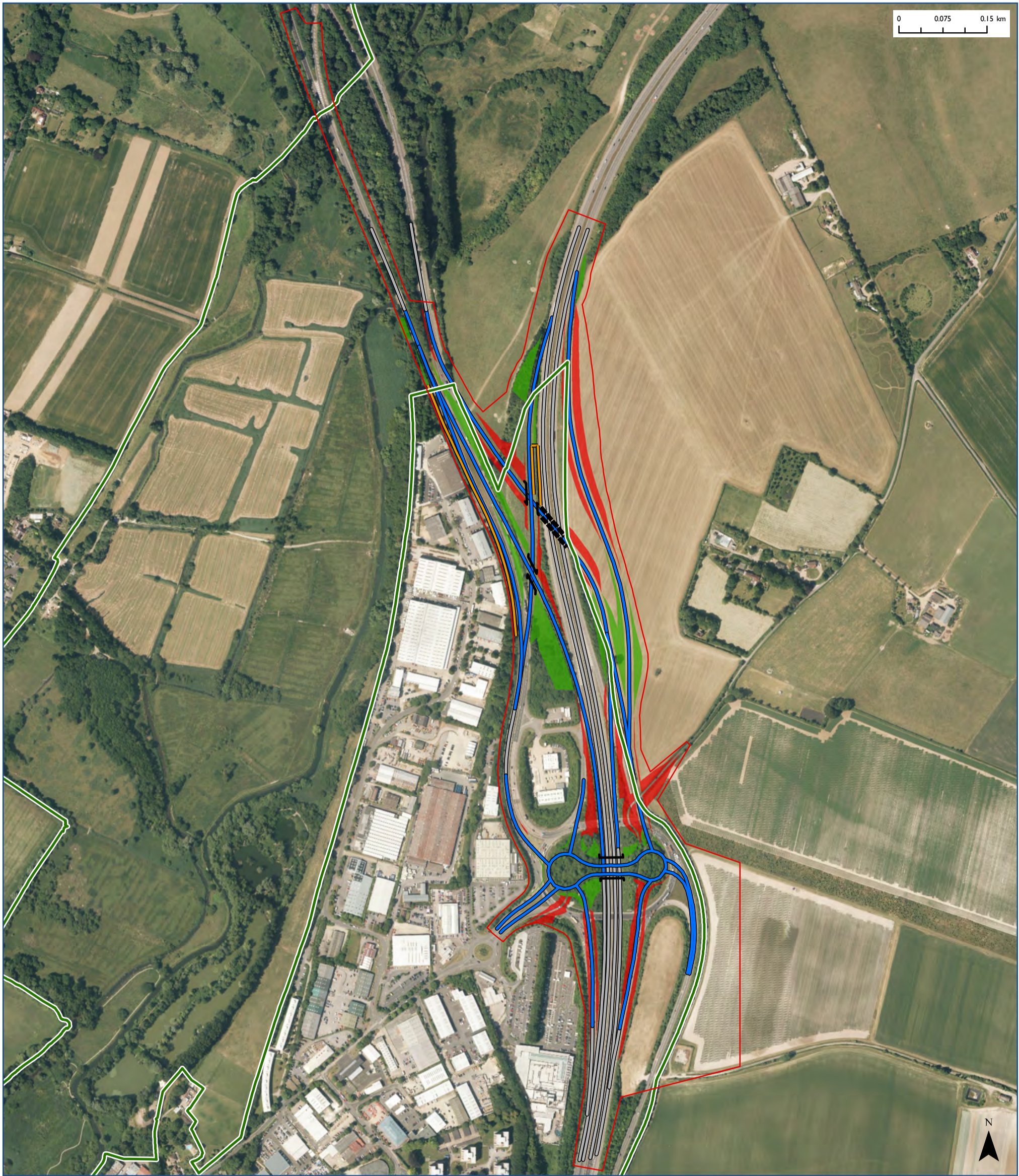


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Scale at A3 1:5,000

- |                                   |                                     |                            |              |
|-----------------------------------|-------------------------------------|----------------------------|--------------|
| ● Chainage point                  | <b>Option 14 Carriageway Routes</b> | <b>Proposed structures</b> | ■ Cutting    |
| - - - Extent of Site Construction | — New / Modified Route              | — Bridge                   | ■ Embankment |
| ⋯ SDNP boundary                   | — Existing Carriageway              | — Retaining Wall           |              |
|                                   | — NMU Route                         | — Tunnel                   |              |

Zone of theoretical visibility M3 Junction 9  
Map 1a: Landform Effects & Aerial Imagery

Figure xv (aerial) South Downs  
National Park Authority

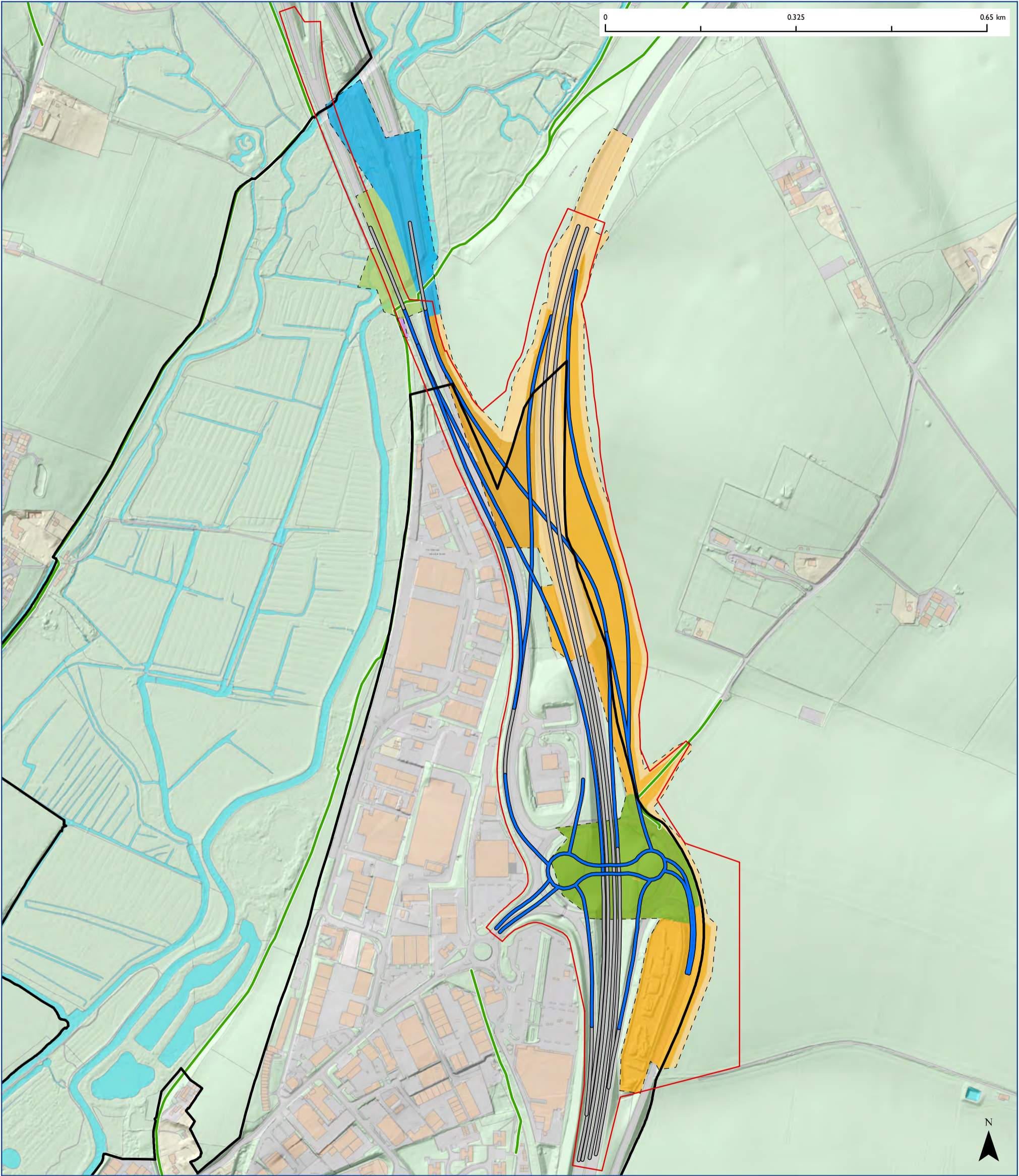


- |                     |                                     |                            |                  |
|---------------------|-------------------------------------|----------------------------|------------------|
| — Red line boundary | <b>Option 14 Carriageway Routes</b> | <b>Proposed structures</b> | — SDNPA boundary |
| — Cutting           | — New / Modified Route              | — Bridge                   |                  |
| — Embankment        | — Existing Carriageway              | — Retaining Wall           |                  |
|                     |                                     | — Tunnel                   |                  |

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Scale at A3 1:6,250

Zone of theoretical visibility M3 Junction 9  
Map 2: Physical Effects

Figure xvi



- |                                     |                       |   |                          |
|-------------------------------------|-----------------------|---|--------------------------|
| — Red line boundary                 | □ SDNPA boundary      | □ Potential area of impact (non-urban): | □ Loss, Heather          |
| <b>Option 14 Carriageway Routes</b> | — Public Right of Way | ■ Loss, Agricultural                    | ■ Vulnerable, Freshwater |
| — New / Modified Route              |                       | ■ Vulnerable, Agricultural              |                          |
| — Existing Carriageway              |                       | ■ Loss, Woodland                        |                          |
|                                     |                       | ■ Vulnerable, Woodland                  |                          |

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Scale at A3 1:6,250