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## Appendix D.1 Visual Effects Schedule

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
1	View from Roman Road looking southeast	30m	<p>Close views towards the corridor contained by highway boundary planting with filtered winter views of existing gantry and lighting.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be a close distance view of construction activity following minor localised vegetation removal as proposed gantry remains on existing MS3 base. Vegetation clearance would still be within a view that contains additional screening vegetation.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>There would be small increase on close views of the upgraded gantry at CH13875 as a result of minor boundary vegetation clearance. The upgraded gantry would be seen slightly more from eastern property but views otherwise would remain largely contained and similar to the existing view.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Established mitigation planting would conceal views of traffic flow and views of the proposed gantry.</p> <p>Impact: <b>No change</b></p> <p>Effect: <b>Neutral</b></p>
2	View from Monks Wood Close overbridge looking southeast	25m	<p>Close distance concealed views of existing gantry and motorway in cutting.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be close distance views of construction activity due to noise barrier installation to the southern side of highway boundary, adjacent to properties which may increase views of existing gantry and motorway corridor during construction. However, this would be within a view that contains additional screening vegetation.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>There would be a close distance filtered view to the proposed noise barrier installed on the highway boundary as a result of intervening vegetation.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Replacement mitigation planting within the highway boundary when in leaf would assist with replacing vegetation lost as a result of noise barrier construction activity.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
3	View from Itchen Valley Country Park to the north of the motorway looking southeast.	300m	<p>Mid to long range views to the motorway corridor are concealed by intervening vegetation and soft estate vegetation on the motorway embankment. Close distance filtered views of motorway exist from path adjacent to motorway.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be a range of views experienced by Country Park users. There would be a close distance view of construction activity and traffic movement following vegetation removal and increased views of lighting from areas adjacent the motorway. However, this would be seen within the context of the motorway corridor that is currently visible from the adjacent footpath. Mid to long range views from rest of park would be heavily filtered.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>There would be a range of views experienced by Country Park users. There would be an increase in close distance views of gantries at CH 17778 and CH 17800 from adjacent the motorway footpath as a result of highway boundary vegetation clearance. Mid to long range views from rest of park will be within a view that contains additional screening and therefore heavily filtered.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Established mitigation planting along the highway boundary would filter views of traffic flow and views of proposed double gantries from the adjacent footpath. Mid to long range views to proposed gantries and motorway would be largely concealed.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>
4	View from Public Right of Way DPROW1 looking northeast	10m	<p>Mid to long range views to the motorway corridor are concealed by soft estate vegetation and intervening vegetation located outside of the highway boundary. Close distance partial open and filtered views of motorway exist from path adjacent to motorway.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be a range of views experienced by footpath users. There would be a close distance view of construction activity and traffic movement following vegetation removal and increased views of lighting from footpath adjacent the motorway. However, this would be seen within the context of the motorway corridor that is currently visible from the adjacent footpath. Mid to long range views from the rest of the footpath would be screened by intervening vegetation.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>There would be a range of views experienced by footpath users. There would be an increase in close distance views of gantries at CH 17778 and CH 17800 from the adjacent footpath as a result of highway boundary vegetation clearance. Mid to long range views from the rest of the footpath will be within a view that contains additional screening and therefore heavily filtered.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Established mitigation planting along the highway boundary would filter views of traffic flow and views of proposed double gantries from the adjacent footpath. Mid to long range views to proposed gantries and motorway would be largely concealed.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
5	View from Mill Gardens overlooking northeast	50m	<p>Close to mid distance view towards the carriageway are mostly concealed by existing visual barrier. Possible upper storey partial views above barrier to existing gantry.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be a slight increase in the close to mid distance view of construction activity following vegetation removal. However, most of construction activity views would be concealed by the existing visual barrier. Some views from the upper storey of properties would experience an increased view of construction activity.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>There would be an increase in close to mid distance upper storey views of the proposed gantry at CH18425 and traffic movement awareness as a result of highway boundary vegetation clearance. However, the majority of views would be screened by the existing barrier.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Replacement mitigation vegetation within highway boundary when in leaf would largely filter views to the top of proposed gantry.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>
6	View from Quob Farm Close overlooking north	40m	<p>Close distance filtered views to the highway corridor and existing gantry.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be increased close distance views of construction activity due to noise barrier installation and associated vegetation removal, and minor increase of views to top of existing gantry and motorway corridor. However, this would be set behind an existing bund and within a view that contains additional screening vegetation.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Increased close to mid distance filtered views to proposed noise barrier and potentially filtered views to motorway and proposed gantry at CH20190 from upper storey properties. However, the general character of the view would remain unchanged and visual effects would not be significant.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Established mitigation planting would filter further views of traffic flow and views of the proposed gantry.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
7	View from the bus stop near the pub at Moorgreen Road (East). The view is representative of those experienced by the properties at Moorgreen Road.	100m	<p>Long distance views towards the motorway corridor are screened by intervening vegetation and fragmented soft estate vegetation.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be an increase in the mid to long distance views of construction activity and traffic movement as a result of vegetation removal for the ERA.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>There would be an increase in the mid to long distance views of the highway corridor and filtered views to proposed gantry at CH20945 due to vegetation removal. ERA would not be readily perceptible within existing vegetation framework.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Replacement mitigation planting within the highway boundary when in leaf would assist with replacing vegetation lost as a result of construction activities. The proposed gantry will be heavily screened.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>
8	██████████ at east end of Monarch Way looking northeast.	130m	<p>Middle distance screened views towards the motorway corridor across open fields. During winter and in the absence of foliage there would be filtered views of the highway corridor in distance.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be middle distance views of construction activity introduced as a result of vegetation removal for the construction of the ERA WB3. However, this would still be within a view that contains a narrow strip of intervening vegetation.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Vegetation loss would increase awareness of the highway corridor and introduce oblique filtered views to gantry at CH 20945. However, the proposed ERA WB3 would not become visible as set in cutting.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Replacement mitigation planting within the highway boundary when in leaf would heavily filter views to the traffic flow and proposed gantry.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
9	View from Upper Northam Drive looking southeast	100m	<p>Close to mid distance filtered views through highway boundary vegetation to existing gantry and motorway on embankment.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be an increase of close to mid distance filtered views of construction activity mainly from western elevated properties due to minor vegetation clearance on westbound north of receptor, and existing narrow screening vegetation on the westbound south of receptor.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Vegetation loss would be limited during construction and restricted only on the westbound north of receptor. Slight increase of close to mid distance filtered views towards the highway corridor and proposed relocated gantries at CH 22991 and CH 23249 would be available.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Established mitigation planting would filter views of traffic flow and views of the proposed relocated gantries resulting in an imperceptible change of view.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>
10	View from Netley Firs Road looking north. Representative view of housing at Strawberry Fields.	175m	<p>Mid to long distance filtered and partial views towards the motorway corridor set in cutting from this elevated location. During winter and in absence of foliage the highway corridor would be more visible.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be an increase in the mid to long distance views of construction activity from this elevated location as a result of vegetation loss. The context of the motorway would become more apparent especially during the winter. There would be a perceptible change of the existing view. However, this would be seen within the context of the motorway corridor that is visible in the distance and construction activity would not cause significant deterioration to the existing view.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>New filtered winter views from the Conservative Club to proposed gantry at CH 23249 as a result of vegetation loss and relocation of gantry.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Replacement mitigation planting within the highway boundary when in leaf would conceal views to the traffic flow and proposed relocated gantry.</p> <p><i>Impact: No change</i></p> <p><i>Effect: Neutral</i></p>

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11	View from Windmill Lane looking east	35m	<p>Close distance filtered views through soft estate vegetation towards an existing gantry and the motorway on slight embankment.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be nearby and direct views of construction activity and an increase in the filtered views towards the highway corridor following vegetation clearance due to noise barrier installation and gantry relocation. The works would constitute an intrusive period in the context of the existing quiet and wooded outlook towards the mature screening of the M27.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Moderate adverse</i></p>	<p>Noise barrier construction would screen the majority of views from receptor to proposed gantries at CH 24850 and CH 24800. The top of gantries would be possibly visible through the existing slip road vegetation and above the noise barrier. General character of the view would remain the same and visual effects would not be significant.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Replacement mitigation planting within the westbound highway boundary when in leaf would assist with softening views of the noise barrier and filter any potential views to the top of gantries.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>
12	View south east from the south edge of Manor Farm County Park	50m	<p>Mid distance views out from the southern waterside edge of the county park to the motorway are filtered by the vegetation on the viaduct embankments and the Country Park's woodland. Crossing itself is highly conspicuous within the view.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be a slight increase in the filtered views of construction activity within the context of the motorway corridor which runs on an embankment. This would not be a noticeable change of view due to Country Park's intervening woodland and the significant distance from the highway corridor.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Slight increase of long distance filtered views to proposed gantries at CH 26500 and CH26160. The proposed gantries would become a minor urban element within the context of the bridge which already forms a prominent feature in these estuary views. General character of the view would remain the same and visual effects would not be significant.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Replacement mitigation planting would assist with filtering views to the motorway and proposed gantry at CH26500. Proposed gantry would still be visible in distant filtered views despite the mitigation planting.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>

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13	View from Public Right of Way DPRoW2 looking southeast within the edge of Manor Farm Country Park	10m at closest point	<p>Close to medium distance views to the motorway which is a prominent component of the view from the footpath with open views of traffic as it crosses the River Hamble.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be a degree of visibility of the construction activity that ranges from direct open views from the south to filtered/ open views from the north. However, the motorway corridor is prominent and visually detracting, and construction activity would not cause significant deterioration to the existing view.</p> <p><b>Impact: Minor adverse</b></p> <p><b>Effect: Slight adverse</b></p>	<p>Vegetation loss due to ERA on westbound would increase views of traffic flow within the corridor and views to ERA wall structure from the south approach. The proposed gantries at CH 25946 and CH 26160 would be visible in a range of direct open views from the south and filtered/ partial views from the north. The proposed ERAs and gantries would become visible within the scope of view. However, the general character of the view remaining the same as motorway corridor is already a prominent urban feature.</p> <p><b>Impact: Minor adverse</b></p> <p><b>Effect: Slight adverse</b></p>	<p>Replacement mitigation planting within the highway boundary when in leaf would filter views of proposed gantries from both north and south approach.</p> <p><b>Impact: Negligible adverse</b></p> <p><b>Effect: Slight adverse</b></p>
14	View from Coal Park Lane looking southwest.	120m	<p>Close to mid distance view, the view of the motorway corridor is currently screened by mature vegetation. During winter and in absence of foliage there will be filtered views to the highway corridor.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be an increase of oblique filtered views of construction activity associated to proposed gantry and minor vegetation loss.</p> <p><b>Impact: Negligible adverse</b></p> <p><b>Effect: Slight adverse</b></p>	<p>There would be minor vegetation loss along the eastbound corridor. Close to medium distance views would mostly remain unchanged due to intervening screening vegetation that assists with filtering views to the top of proposed gantry at CH 26500.</p> <p><b>Impact: Negligible adverse</b></p> <p><b>Effect: Slight adverse</b></p>	<p>It is unlikely that substantial replacement vegetation would be planted to mitigate the proposed gantry due to minor vegetation removal during construction. However, close to medium distance views would be concealed by the existing additional screening vegetation.</p> <p><b>Impact: Negligible adverse</b></p> <p><b>Effect: Slight adverse</b></p>



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15	View from Coal Park Lane overbridge looking northwest	10m	<p>Mid to long distance elevated view into the motorway corridor and existing gantry looking northwest along the length of the carriageway and the River Hamble.</p> <p>Sensitivity: <b>High</b></p>	<p>Southern and northern approaches would have varying degrees of visibility towards the motorway due to intervening vegetation and buildings. There would be no change of view to the southern approach during construction, but an introduction of filtered long distance views of construction activity due to proposed gantries and ERAs on the other side of River Hamble experienced from the northern approach and the bridge.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>There would be a slight increase of filtered winter views to two proposed gantries at CH 26160 and CH 26500 and ERA on eastbound from the northern approach which would become more visible from the overbridge.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Proposed gantries would still be visible in distant filtered views within the context of the highway corridor views despite the mitigation planting.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>
16	<div style="background-color: black; width: 100px; height: 1em; display: inline-block;"></div> Rookery Avenue looking south	36m	<p>Close distance views towards the motorway corridor emerging from cutting. Southernmost property experiences open direct views to motorway corridor above barrier. Properties set further back have medium distance partial and filtered views.</p> <p>Sensitivity: <b>High</b></p>	<p>The need for localised vegetation removal along the eastbound carriageway verge would increase the oblique views of the construction activity.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Vegetation loss and the introduction of the gantry would be a perceptible change. This would open oblique partial and filtered views to gantry at CH28877 from southernmost property. However, this would be seen within the context of existing views of the motorway corridor and would not cause any significant adverse effects.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Established mitigation planting would filter views of traffic flow and views of the proposed gantries resulting to minor change of view.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>

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17	View from Lady Betty's Drive looking southeast.	50m	<p>Close distance heavily filtered views to the motorway corridor set in cutting.</p> <p>Sensitivity: <b>High</b></p>	<p>As a result of vegetation clearance for the noise barrier, views across the cutting would be partially increased.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Vegetation loss and the introduction of proposed noise barrier to the top of the cutting would introduce harsher views to the noise barrier, exacerbate the loss of openness towards the motorway and introduce close distance views from upper storeys to proposed gantry at CH 30438.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Limited replacement mitigation planting in front of the barrier towards the properties when in leaf would assist with soften views to the noise barrier. Established mitigation planting behind the barrier towards the motorway will filter views to the top of gantry.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>
18	View from Lady Betty's Drive looking southwest	60m	<p>Middle distance filtered view to the top of the road cutting from upper storeys.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be close distance views to construction activity associated with the vegetation clearance and the noise barrier installation closer to the southern properties.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>An introduction of close distance harsher views to the noise barrier and partial views to the top of the proposed gantry at CH 30438 from upper storeys as a result of vegetation loss.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Limited replacement mitigation planting in front of the barrier towards the properties when in leaf would assist with soften views to the noise barrier. Established mitigation planting behind the barrier towards the motorway will filter views to the top of gantry.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
19	View from Garden Centre's car park off Fontley Road looking northwest towards the motorway corridor.	100m	<p>Close to medium distance filtered view into the motorway emerging from cutting and rising to embankment looking northwest along the length of the carriageway. View is representative of that experienced from Ashlyn Farm west of Garden Centre, although a line of trees intervenes between the Farm and the car park leaving Farm with less vegetation screening</p> <p>Sensitivity: <b>High</b></p>	<p>Existing limited screening vegetation along the westbound highway verge will result to minor filtered and partial views into the construction activity. There is no vegetation loss along to the westbound to exacerbate the existing view into the carriageway corridor.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Increase of the middle distance filtered view to an additional gantry within the highway corridor. This would form a minor vertical element within the existing prominent corridor and therefore would not cause any significant adverse effects.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Proposed mitigation planting would filter views of traffic flow and views of the proposed additional gantry resulting to minor change of view.</p> <p>Filtered winter views possible despite the mitigation planting.</p> <p>Impact: <b>Negligible adverse</b></p> <p>Effect: <b>Slight adverse</b></p>
20	View from Kingston Gardens looking north	30m	<p>Close distance direct filtered views to the motorway from upper storeys.</p> <p>Sensitivity: <b>High</b></p>	<p>Vegetation removal as a result of noise barrier installation would potentially increase the direct filtered views to construction activity and the motorway corridor. Any excavation in these areas should be undertaken carefully using hand held tools, preferably by compressed air soil displacement, according to Clause 7.2.1 of BS 5837:2012. This would minimise unnecessary loss of existing trees and prevent damage to existing tree roots.</p> <p>Impact: <b>Minor adverse</b></p> <p>Effect: <b>Slight adverse</b></p>	<p>Introduction of close distance views to the noise barrier as a result of vegetation loss. The proposed noise barrier would replace the softer views towards the screening vegetation and replace them with a harsher view of the barrier. However, the barrier would provide a year round screening of traffic movements and the gantry at CH33000 resulting in a beneficial change to the view from the receptor.</p> <p>Impact: <b>Negligible beneficial</b></p> <p>Effect: <b>Slight beneficial</b></p>	<p>Established mitigation planting within the highway boundary would softer views towards the noise barrier and screen or filter views to the top of proposed gantry from upper storeys.</p> <p>Impact: <b>Negligible beneficial</b></p> <p>Effect: <b>Slight beneficial</b></p>

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21	View from Funtley Link Path (PRoW) looking southeast. View is also representative of this experienced [REDACTED]	100m	Medium distance views to M27 on embankment with fragmented and frequently open screening vegetation.  Sensitivity: <b>High</b>	Vegetation clearance as a result of the proposed ERA and noise barrier along the eastbound highway verge would open views to construction activity ranging from direct open towards southeast to partial and filtered views towards southwest.  <i>Impact: Minor adverse</i>  <i>Effect: Slight adverse</i>	An increase of direct open views to ERA, traffic flow and wall structure as a result of vegetation loss and existing limited screening vegetation. Vegetation clearance within highway verge when looking southwest would increase filtered views to noise barrier and open views above the noise barrier to the top of double gantries at CH 33791.  <i>Impact: Minor adverse</i>  <i>Effect: Slight adverse</i>	Proposed mitigation planting would filter views of traffic flow and wall structure associated with ERA EB7 and assist filtering views to double gantries above noise barrier at southwest resulting to minor change of view.  <i>Impact: Negligible adverse</i>  <i>Effect: Slight adverse</i>
22	[REDACTED]	65m	Short to medium distance filtered and occasionally open views to highway corridor on embankment.  Sensitivity: <b>High</b>	Introduction of oblique filtered views and partial open views to construction activity associated with minor vegetation loss and proposed gantries.  <i>Impact: Minor adverse</i>  <i>Effect: Slight adverse</i>	An increase of oblique filtered and partial open views to the top of gantries at CH 34785 and CH34800. Double gantries would form a distant element within the existing visible corridor and, therefore, would not cause any significant adverse effects.  <i>Impact: Minor adverse</i>  <i>Effect: Slight adverse</i>	Both gantries would still be visible in distant filtered views despite the mitigation planting.  <i>Impact: Negligible adverse</i>  <i>Effect: Slight adverse</i>

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
23	View taken from footpath at Kiln Road looking north is representative of those experienced by properties at Kiln Road.	230m	<p>Elevated long distance open views across arable fields into the motorway corridor. The highway corridor is set on an embankment and consists of fragmented sections of young planting and open verges that make it a prominent feature in the view.</p> <p>Sensitivity: <b>High</b></p>	<p>There would be an increase in the long distance views of construction activity from this elevated location. However, this would be seen within the context of the motorway corridor that is visible in distance and it is not considered that construction activity would cause significant deterioration to the existing view.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>There would be an introduction of long distance views ranging from open direct to filtered views to the proposed noise barrier and ERA retaining wall structure on westbound. This would form minor distant element within the existing visible motorway corridor and therefore would not cause any significant adverse effects.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Established and additional mitigation planting within the highway boundary would soften views towards the noise barrier to the west and filter views to ERA's wall structure.</p> <p><i>Impact: Negligible adverse</i></p> <p><i>Effect: Slight adverse</i></p>
24	View taken from Furze Court looking northeast	35m	<p>Close distance concealed views by well-established vegetation towards the motorway set on embankment. During winter and in absence of foliage there will be filtered views to the highway corridor.</p> <p>Sensitivity: <b>Moderate</b></p>	<p>There would be an increase of the close distance views of construction activity and traffic flow as a result of mature vegetation removal for the noise barrier construction. This would still be within a view that contains additional screening vegetation within the highway boundary verge.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>An introduction of close distance filtered views to the noise barrier as a result of well-established vegetation loss within the highway boundary. However, the barrier would screen views to the motorway and double gantry at CH 35125 all year round resulting in a beneficial change to the view from the receptor.</p> <p><i>Impact: Negligible beneficial</i></p> <p><i>Effect: Slight beneficial</i></p>	<p>Established reinstatement planting behind the barrier would soften the views to the barrier and provide concealed views all year round.</p> <p><i>Impact: Negligible beneficial</i></p> <p><i>Effect: Slight beneficial</i></p>

No.	Key Representative Viewpoint description	Approximate distance from Highway	Existing view and sensitivity	Magnitude of impact and significance of effect during construction	Magnitude of impact and significance of effect Winter Year 1	Magnitude of impact and significance of effect Summer Year 15
25	View from PRow (DPROW11) north of motorway looking southeast.	10m	<p>Middle distance views towards the raised motorway corridor are contained by offsite vegetation. Near distance views as approaching the motorway are heavily filtered through screening vegetation within the highway boundary. During winter and in absence of foliage there would be filtered views to the highway corridor</p> <p>Sensitivity: <b>High</b></p>	<p>There would be an increase of near distance filtered and partial open views of construction activity when approaching the corridor from the north. However, there is no significant change of the existing view due to the limited vegetation loss and the additional screening vegetation along the verge of the eastbound highway.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Introduction of short to middle distance filtered and partial open views of traffic flow and proposed gantries at CH 36215, CH 36175 and CH 35975 when approaching from the north. This would be a visible change. However, it would be seen within its existing context of highway corridor and would not cause any significant adverse effects.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>	<p>Replacement mitigation planting when in leaf would assist with filtering views of the traffic and proposed gantries. However partial views to the top of proposed gantries would be visible despite the mitigation planting.</p> <p><i>Impact: Minor adverse</i></p> <p><i>Effect: Slight adverse</i></p>

## Appendix D.2 Heritage Assets

## Introduction

- 1.1.1 This appendix presents a brief outline of the findings of the Cultural Heritage Assessment to date. It also highlights the methodology which is being followed and provides a brief evaluation of constraints which have been identified from desk-based sources.
- 1.1.2 A desk study has been undertaken to investigate, as far as is reasonable and practical, the nature and extent of any known or potential archaeological and historical assets within the intervention area for the proposed scheme.

## Scope of assessment

- 1.1.3 A scoping exercise was undertaken in December 2016 (Highways England 2016). This identified 4 heritage assets to be assessed for potential impacts. Below ground archaeology has been scoped out as works, excluding the construction compounds, are within the existing highway boundary which has previously been disturbed. Data was gathered for these assets and additional information was referenced to place the assets in the appropriate context.

## Baseline conditions

- 1.1.4 The baseline conditions were informed by a review of heritage records. This has involved a consultation of the following sources:
- Data was gathered on designated heritage assets from the National Heritage List for England
  - Conservation Area data was obtained from the Eastleigh Borough Council and Southampton City Council websites
  - A site visit

## Assessment methodology

- 1.1.5 The Historic Environment covers a range of sub-topics. These are defined in the Design Manual for Roads and Bridges (DMRB Volume 11, Section 3, Part 2 (HA 208/07)) as:
- Archaeological Remains, which considers those materials created or modified by past human activities, including a wide range of visible and buried artefacts, field monuments, structures and landscape features
  - Built Heritage, which considers architectural, designed or other structures with a significant historical value, such as listed buildings
  - The Historic Landscape, which concerns perceptions that emphasise evidence of the past and its significance in shaping the present landscape
- 1.1.6 Within the context of the DMRB, a cultural heritage asset is considered an individual archaeological site or building, a monument or group of monuments, an historic building or group of buildings, or historic landscape. In this instance, all heritage assets scoped for assessment fall within the built heritage sub-topic.
- 1.1.7 The establishment of the value of cultural heritage assets which make up the baseline environment has involved reference to the guidance provided in Annexes 5, 6 and 7 of the DMRB HA208/07. The annexes identify factors which it is appropriate to consider during the evaluation of cultural heritage assets. The guidance recommends the adoption of 6 ratings for value in relation to built heritage: very high; high; medium; low; negligible; and unknown. See Table 1 below. These criteria are guidance and are subject to individual asset context and professional judgement based on experience of similar schemes or assets.



Table 1: Criteria for assessing the value of heritage assets

Value	Example
<b>Very High</b>	World Heritage Sites (including nominated sites). Assets of acknowledged international importance. Assets that can contribute significantly to acknowledged international research objectives.
<b>High</b>	Scheduled Monuments (including proposed sites), Listed buildings at Grade I and II*. Conservation Areas containing very important buildings. Undesignated assets of scheduled or listed quality and importance. Assets that can contribute significantly to acknowledged national research objectives.
<b>Medium</b>	Listed buildings at Grade II. Conservation Areas containing buildings that contribute significantly to its historic character. Designated or undesignated assets that contribute to regional research objectives.
<b>Low</b>	Undesignated assets of local importance. Undesignated assets of modest quality in their fabric or historical association and historic townscape of limited historic integrity (including buildings and structures included in a local list prepared by the local authority). Assets compromised by poor preservation and/or poor survival of contextual associations Assets of limited value, but with potential to contribute to local research objectives
<b>Negligible</b>	Assets with very little or no surviving heritage interest
<b>Unknown</b>	The importance of the resource has not been ascertained

1.1.8 The evaluation of the magnitude of the impact has involved the reference to the guidance provided in Annexe 6 of the DMRB HA208/07. See Table 2 below which is an amalgamation of the 3 tables which are found in the above annexes.

Table 2: Assessing the magnitude of impacts

Factors in the Assessment of Magnitude of Impacts	
Major	Changes to most or all key historic building elements such that the resource is totally altered. Comprehensive changes to setting.
Moderate	Changes to many key historic building elements, such that the resource is clearly modified. Considerable changes to setting that affect the character of the asset.
Minor	Changes to key historic building elements, such that the asset is slightly altered. Slight changes to setting.
Negligible	Very minor changes to, historic buildings elements, or setting.
No Change	No change to fabric or setting.

1.1.9 The overall impact has involved the use of the matrices provided in Annexes 5, 6 and 7 of the DMRB HA208/07 to establish an overall rating for each asset. Please see the matrix below:

Table 3: Overall Impact

Value	Magnitude of Impact					
		No change	Negligible	Minor	Moderate	Major
	Very high	Neutral	Slight	Moderate or large	Large or very large	Very large
	High	Neutral	Slight	Moderate or slight	Moderate or large	Large or very large
	Medium	Neutral	Neutral or slight	Slight	Moderate	Moderate or large
	Low	Neutral	Neutral or slight	Neutral or slight	Slight	Slight or moderate
	Negligible	Neutral	Neutral	Neutral or slight	Neutral or slight	Slight

1.1.10 The 4 assets identified for further assessment have been plotted on a site plan in Figure 7.2.

### Description and value of assets

1.1.11 A table of the 4 heritage assets identified in the scoping report for assessment and their associated values is available in Table 4. The following is a summary of these assets and the values assigned to them. These values are based on a preliminary evaluation and may be subject to change based on further study.

1.1.12 The Brick Kiln, Chimney, Drying Sheds, Boiler and Engine House at Bursledon Brickworks South Section (Asset No. 2) is a Grade II\* listed brickworks on Coal Park Lane in Lower Swanwick. It sits 15m from the motorway. There are 2 steam boilers, 1 dating from 1897 which has now been converted to an oil tank, and a more modern oil burning one. A steam engine for working the brick making machinery is situated adjacent to the boilers. This appears to be the last steam driven brickworks remaining in England. The kiln appears to be the oldest remaining example of a Staffordshire type continuous kiln. This asset is set back from the carriageway and situated up a bank. The brickworks are heavily screened by vegetation and trees. There is a row of houses to the west on Coal Park Lane but these are also screened by trees. A railway bounds the site to the south. The primary view of the asset is from the approach road. The asset is not visible from the M27 due to the amount of vegetation on the bank.

1.1.13 The Church of St Francis (Asset No. 1) is a Grade II Listed church in Funtley. The church dates to 1836 with later alterations. It is 200m north from the motorway. It is T-shaped in plan, with an entrance porch to the south and a second porch which is now the organ chamber to the north-east. There is also a modern vestry extension to the north-west. The exterior is built in the Georgian Gothik style. Polygonal chimney stacks have been removed from the east, west and north gables and some windows are blocked. There is stained glass in the chancel window which was originally from St Peter's Church at Duntisbourne Abbots in Gloucestershire. This asset is only partially screened from the M27. Where Funtley Road passes under the carriageway there is no screening provided by the trees which have been planted on embankments elsewhere. The asset is visually dominated by the embankment for the M27. The church itself looks out across rural farmland to the east, with the M27 bounding the view to the south. It is situated in a small group of residential buildings.

1.1.14 The Itchen Valley Conservation Area (Asset No. 3) was designated on 9 January 1986 in order to protect and manage the landscape, conserve habitats and preserve the settings of

historic buildings. It is located 100m south from the motorway, and covers an area of approximately 73 hectares from Woodmill and South Stoneham in the west, through Riverside Park and Monks Path towards Mansbridge and Townhill Park to the east. The area is predominantly open, undeveloped land lying to the north and south of the River Itchen and includes a wide range of landscape features and natural habitats. It also includes a small number of listed buildings. It links the city with the surrounding countryside, and is currently a location for a variety of recreational activities such as canoeing and walking. The Conservation Area is a vital link in the footpath network with paths following the river north to Winchester and south through the City. The asset is bounded by the M27 at its northern extent, and is heavily screened from the carriageway by vegetation and trees. There is 1 Grade I Listed Building within the Conservation Area: The Church of St Mary (NHLE No. 1179339). There is also 1 Grade II\* Listed Building: South Stoneham House NHLE No. 1340008). There are 8 Grade II Listed Buildings located within the Conservation Area, including:

- Drinking Fountain (Grade II, NHLE No. 1091961)
- Boundary wall to St Mary's Church (Grade II, NHLE No. 1091986)
- Mans Bridge (Grade II, NHLE No. 1092023)
- Town Hill Park House (Grade II, NHLE No. 1178777)
- Sluice Bridge at South of Salmon Pool (Grade II, NHLE No. 1268516)
- Fish House at West of Salmon Pool (Grade II, NHLE No. 1268517)
- Stable Block to Townhill Park House (Grade II, NHLE No. 1340036)
- Townhill Park and Garden (Grade II, NHLE No. 1000868)

1.1.15 With the possible exception of the drinking fountain, these listed buildings are dependent on their open setting which contributes to their characters.

1.1.16 The Romill Close Conservation Area (Asset No. 4) was designated on 25 May 1989 and extended to include Gaters Mill on 12 September 1991. They lie directly adjacent to the motorway to the south, between the River Itchen to the west and Allington Lane to the east. The Itchen Valley Country Park is to the north beyond the M27. Gaters Mill is a group of buildings between a mill stream and mill pond that is fed from the main river. The land rises steeply to the east. Outside the Conservation Areas are some commercial premises and a row of important trees on the north side of Swaythling Road. There have been mills on the site dating from the 13th or 14th centuries. Fulling Mills occupied the site until 1685 when a paper mill was established. This manufacture stopped in 1865, when the mills were largely demolished and reused as flour mills. A fire in 1916/17 damaged the buildings and a number were then replaced. In 1990, planning permission was granted to selectively redevelop and refurbish the buildings for office use. Romill Close is a cul-de-sac running north to south between Swaythling Road and the M27. Prior to the construction of the M27, Romill Close was part of Allington Lane. On the eastern side of the close is a row of Victorian semi-detached houses that may have been housing for mill workers.

1.1.17 The Conservation Areas lie to the south of the M27 at the bottom of a steep embankment, and are screened from the carriageway by extensive vegetation and trees. Due to this planting, the Conservation Areas are not visible from the carriageway, although both are visually dominated by the embankment that the M27 is built on. There is 1 listed building located within the Romill Close and Gaters Mill Conservation Areas: 1 and 2 Mansbridge Road, a grade II Listed 16th century timber framed house (NHLE No. 1111935), which is also well screened from the M27 carriageway.

## Limitations

1.1.18 The following assumptions and limitations apply:

- Scoping was based on the design information available at Design Fix 1
- The location of the construction compound(s), layout areas and haul roads are currently unknown, hence it is not possible to fully address the significance of the potential construction effects
- The full extent of engineering works (such as earth slopes and retaining structures) is currently not fully known
- Installation of new cable ducting has been assumed to be located within the verge and therefore vegetation removal would be limited to rough grass and occasional scrub

## Regulatory and policy framework

1.1.19 The following legislation, policies, plans and guidelines have been taken into account as part of this study.

### Ancient Monuments and Archaeological Areas Act, 1979

1.1.20 This legislation sets out guidance and policy for protecting nationally important monuments through scheduled status. Consent must be obtained from Historic England for all works on Scheduled Monuments.

### Planning (Listed Building and Conservation Areas) Act 1990

1.1.21 The Act makes provision for the protection and conservation of historic buildings and areas by way of a process of listing and designation. Identified buildings are classified as being Grade I, Grade II\* or Grade II, and historic areas are designated Conservation Areas. Once listed, Listed Building Consent must be obtained from the local planning authority before works to demolish, alter or extend a listed building can be carried out. Similarly, consent must be obtained for the demolition of buildings in a Conservation Area. New developments in a Conservation Area are also expected to adhere to strict design criteria to ensure the character of the area is maintained or enhanced.

### National Planning Policy Framework 2012

1.1.22 The National Planning Policy Framework includes the need to assess heritage assets as part of the development schemes and to record assets that cannot be conserved as part of the works. This includes both designated and undesignated assets.

### Southampton Local Plan (Adopted 2015)

1.1.23 The policies in the Local Plan relates to the protection and enhancement of the historic environment and is relevant for the proposed development. Policies HE3, HE4, HE5 and HE6 deal with development affecting Scheduled Monuments, Listed Buildings, Parks and Gardens and Conservation Areas, and their settings, as well as regionally and locally important archaeological sites.

## Design, mitigation and enhancement measures

1.1.24 All assets within the scope of this assessment could present constraints to any proposed works due to legislation and guidance.

1.1.25 The constraints around designated sites are set by governmental policy and legislation. Historic assets should be viewed as irreplaceable. However, constraints could be reduced by seeking to avoid, or if not, reduce, any damage through design.

- 1.1.26 More work is needed to provide more detailed assessments of value, impact magnitude and significance of effects for each of the assets.

## Potential impacts

- 1.1.27 The potential effect of the proposed scheme would be to add to the urbanising effect of the existing road through addition of lighting, lighting structures and signage. The setting of the Itchen Valley Conservation Area is already affected by the M27 corridor. There are proposed additions of a gateway gantry and an emergency refuge area on the eastbound carriageway, and an advanced directional sign, a variable message sign and a proposed forced taper point on the westbound carriageway next to the Conservation Area. Currently extant gantries are proposed for removal. Any changes in gantries and signage may alter the view of the skyline from various locations within the Conservation Area. This would also be dependent on any removal or addition of vegetation screening. The value of the Itchen Valley Conservation Area is **Medium**, and the magnitude of change is **Negligible**. Therefore, there is likely to be an effect on the asset of **Slight Adverse** significance.
- 1.1.28 The potential effect of the proposed scheme would be to add to the urbanising effect of the existing road through addition of lighting, lighting structures and signage. The setting of the Gaters Mill and Romill Close Conservation Area is already affected by the existing M27 corridor. There are proposed additions of a forced taper point and a link variable message sign on the eastbound carriageway, and an emergency refuge area and secondary variable message sign on the westbound carriageway next to the Conservation Area. Currently extant gantries are proposed for removal. Any changes in gantries and signage may alter the view of the skyline from the Conservation Area. This would also be dependent on any removal or addition of vegetation screening. The sensitivity of Gaters Mill and Romill Close Conservation Area is **Medium**, and the magnitude of change is **Negligible**. Therefore, there is likely to be an effect on the asset of **Neutral** significance.
- 1.1.29 The potential effect of the proposed scheme would be to add to the urbanising effect of the existing road through addition of signage. The setting of the Brick Kiln, Chimney, Drying Sheds, Boiler and Engine House at Bursledon Brickworks South Section is already affected by the existing M27 corridor. There are proposed additions of a primary variable message sign on the eastbound carriageway, and an advanced directional sign and primary variable message sign on the westbound carriageway next to the asset. Currently extant gantries are proposed for removal. Any changes in gantries and signage may alter the view of the surrounding landscape from the asset which forms a part of the setting of this asset. This would also be dependent on any removal or addition of vegetation screening. The sensitivity of Bursledon Brickworks is **High**, and the magnitude of change is **Negligible**. Therefore, there is likely to be an effect on the asset of **Slight Adverse** significance.
- 1.1.30 The potential effect of the proposed scheme would be to add to the urbanising effect of the existing road through addition of signage. The setting of the Church of St Francis is already affected by the existing M27 corridor. There are proposed additions of a link variable message sign on the eastbound carriageway and a link variable message sign on the westbound carriageway next to the asset. There is also a proposed emergency refuge area on the eastbound carriageway to the east of the asset which could be within the view from the asset itself. Currently extant gantries are proposed for removal. Any changes in gantries and signage may alter the view of the skyline and the surrounding landscape from the asset which forms a part of the setting of this asset. This would also be dependent on any removal or addition of vegetation screening. The sensitivity of the Church of St Francis is **Medium**, and the magnitude of change is **Negligible**. Therefore, there is likely to be an effect on the asset of **Neutral** significance.

## Summary

- 1.1.31 The proposed scheme would result in an impact on the setting of all 4 heritage assets. Appropriate mitigation for these assets is likely to include screening (if anything). Consultation would be undertaken with Historic England and the Southampton City Council Historic Environment Team to discuss impacts and appropriate mitigation options to reduce impacts. Appropriate agreed mitigation is likely to be able to reduce both the magnitude and significance of any impacts.
- 1.1.32 Two of these assets are Conservation Areas. Appropriate mitigation may include design of lighting, surfacing and screening in line with those already utilised within the Conservation Areas.

Table 4 Gazetteer

Asset No.	NHLE Ref	Description	Designation	Value
1	1094310	Church of St Francis	II	Medium
2	1233725	Brick kiln, chimney, drying sheds, boiler and engine house at Bursledon Brickworks south section	II*	High
3	N/A	Itchen Valley Conservation Area	Conservation Area	Medium
4	N/A	Gaters Mill and Romill Close Conservation Area	Conservation Area	Medium

## References

Eastleigh Borough Council Planning Policy and Design Unit (2005) Gaters Mill & Romill Close - West End Conservation Area.

English Heritage (2011) Seeing the History in the View: A Method for Assessing Heritage Significance Within Views.

English Heritage (2011) The Setting of Heritage Assets.

Highways Agency et al. (2007) Design Manual for Roads and Bridges, Volume 11 Cultural Heritage, Section 3, Part 2, Revision HA 208/07.

Highways England (2016) M27 Junction 4 to Junction 11 Scoping Report Landscape.

Southampton City Directorate of Strategy and Development (1993) Itchen Valley Conservation Area.