

# A303 Amesbury to Berwick Down

TR010025

## 6.3 Environmental Statement Appendices

### Appendix 7.7 Schedule of Landscape Effects

Volume 6

APFP Regulation 5(2)(a)

Planning Act 2008

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

October 2018



## 7.7 Schedule of Landscape Effects

Table 7.7.1: Schedule of Landscape Effects

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
<b>Published Landscape Character Assessments</b>								
<b>Natural England National Character Areas (NCA)</b>								
NCA 132 Salisbury Plain and West Wiltshire Downs	High (refer to Appendix 7.4)	<p><b>Construction (winter)</b></p> <p>The construction activity within the WHS would include excavation for the retained cutting, implementation of the long bridge, utilities, excavation for the west and east portals and tunnel canopies. The contractor compounds and stockpile areas would not be located within the WHS, nor the more sensitive landscape areas of chalk grassland within the NCA.</p> <p>The existing A303 would remain operational during the majority of the construction phase until the breaking out of the existing A303, thereby retaining the existing transport linkages across the character area.</p> <p>The key characteristics of remoteness and openness within the NCA would remain during the construction phase as the Scheme is located adjacent to existing road infrastructure, tourist land uses and within Amesbury.</p> <p>The impact of the construction phase would also be lessened by it being consolidated to a part of the NCA which is already characterised by the A303, which is noted as negatively impacting the NCA and where military land uses are stated as visually prominent.</p> <p>Whilst the physical footprint of the construction activity is very small in relation to the wider extent of the NCA, the perception of the construction activity and that it is in part within a WHS, would result in a barely perceptible impact to the NCA.</p> <p>However, professional judgement considers that the actual effect of the construction activity would not alter the existing character of the NCA and would enable a sense of place to be retained.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The Scheme would respond positively to the following Statements of Environmental Opportunity:</p> <ul style="list-style-type: none"> <li>• SEO 1: by enhancing the WHS landscape through the tunnelling of the A303 and enabling new chalk grassland; developing new network connectivity through the physical reconnection of the landscape within the WHS, via the tunnel canopies, long bridge and reversion of the existing A303 to a green byway, as well as reversion of intensive agricultural fields at East Parsonage Down to chalk grassland, albeit this would not have established by year 1;</li> <li>• SEO 3: by protecting, conserving and sustainably managing the WHS landscape, for its value in sense of place improving the tranquillity, as well as for new recreational opportunities; and</li> <li>• SEO 4: protecting the NCA's agriculture interest, by returning land to agriculture and extending the benefit and scope for access to nature and other recreation via the NMU routes, green bridges and long bridge..</li> </ul> <p>The reversion of the existing A303 to a restricted byway is also considered to reflect the stated positive development from the restoration and closure of the A344.</p> <p>The visible removal of the A303 within the WHS would improve the sense of place within the WHS, the tranquillity and dark night skies.</p>	Negligible adverse	Neutral	Negligible beneficial	Neutral	Negligible beneficial	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>These beneficial impacts would be balanced with the technical increase in highways infrastructure between the WHS and Berwick Down as a result of a new dual carriageway with associated signage, MS4 signs and Longbarrow Junction, the River Till viaduct, as well as the existing A303 remaining in operation between Winterbourne Stoke and Longbarrow Junction.</p> <p>The impact of this section of the Scheme on the NCA is lessened by the earthwork design, which is considered to sympathetically integrate the sections of cutting and embankment within the rolling landform.</p> <p>On balance therefore, the impact of the Scheme is considered to result in a barely noticeable improvement to the NCA. Professional judgement considers that the Scheme on balance would maintain the character of the landscape.</p>						
<b>County Landscape Character Types (LCT) and Areas (LCA) from the Wiltshire Landscape Character Assessment, 2005</b>								
LCT 3 High Chalk Plain	High (refer to Appendix 7.4)	<p><b>Construction (winter)</b></p> <p>The majority of the construction activity would be located within this LCT, with the exception of the River Till viaduct within the River Till valley and the utility connections across the River Avon.</p> <p>The construction activity within the WHS would be limited to the excavation of the retained cutting, implementation of the long bridge and tunnel canopies. The contractor compounds and stockpile areas would not be located within the WHS, nor the more sensitive landscape areas of chalk grassland within the LCT.</p> <p>The existing A303 would remain operational during the construction phase, thereby retaining the existing transport linkages across the character area.</p> <p>The key characteristics of the LCT being a very large scale and open landscape would remain during construction, with any loss of field patterns or vegetation being very minor and localised in scale.</p> <p>The impact of the construction phase would also be lessened by it being consolidated to a part of the LCT which is already characterised by the A303.</p> <p><b>Operation Year 1 (winter)</b></p> <p>In operation, the Scheme would visually remove vehicles from the majority of the WHS via the long bridge, retained cut and the tunnel.</p> <p>The Scheme would retain the key characteristics of a very large scale and open, exposed landscape, rolling landform and panoramic views, by being located in tunnel or false cutting and sympathetically regrading existing landform into the surrounding landscape.</p> <p>The Scheme is considered to respond positively to the forces for change within the LCT through providing supporting infrastructure to address visitors to the WHS.</p> <p>The Scheme does not include any of the identified tall structures (telecommunication masts or renewable energy schemes) which it is suggested could have an impact on the sense of remoteness.</p> <p>The Scheme responds positively towards the LCT management strategy by conserving the open and isolated character of the plain along with the vast areas of calcareous grassland and sites of historic interest.</p> <p>The Scheme responds positively towards the broad management strategies by reinstating chalk grassland and protecting the sites of historic interest and archaeological features.</p> <p>The adverse changes to the LCT are the technical loss of fields to the west of the WHS and the introduction of additional road infrastructure and associated signage.</p> <p>On balance, the impact of the Scheme in relation to the extent of the LCT would therefore be a barely perceptible change.</p>	Negligible adverse	Slight adverse	Negligible beneficial	Neutral	Negligible beneficial	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>However, professional judgement considers that the actual effect of the construction activity would not alter the existing character of the LCT and would enable a sense of place to be retained.</p> <p><b>Operation Year 15 (summer)</b> The main change by year 15 would be the establishment of the new planting and areas of chalk grassland. This would reinforce the key characteristics of the LCT and the landscape connectivity. Due to the permanence of the Scheme, the impacts would remain as stated for year 1.</p>						
LCA 3A Salisbury Plain West	High (refer to Appendix 7.4)	<p><b>Construction (winter)</b> The majority of the construction activity would be located within this LCA, with the exception of the River Till crossing, utilities and the changes to Allington Track, to the east of Amesbury. The construction activity would therefore reflect much of the LCT impacts.</p> <p><b>Operation Year 1 (winter)</b> In operation, the Scheme would reflect the impacts to the LCT. In addition, the Scheme would respond positively to the stated restricted access in the LCA, via the new NMU routes, green bridges and reconnection of the landscape within the WHS.</p> <p><b>Operation Year 15 (summer)</b> The main change by year 15 would be the establishment of the new planting and areas of chalk grassland. This would reinforce the key characteristics of the LCA and the landscape connectivity. Due to the permanence of the Scheme, the impacts would remain as stated for year 1,</p>	Negligible adverse	Slight adverse	Negligible beneficial	Neutral	Negligible beneficial	Neutral
LCA 3B Salisbury Plain East	High (refer to Appendix 7.4)	<p><b>Construction (winter)</b> The construction activity would be localised to the Allington Track and Amesbury Road at the eastern edge of the Scheme boundary. The scale of this work in relation to that of the wider LCA would not result a noticeable change to the character area.</p> <p><b>Operation Year 1 (winter)</b> In operation, the Scheme would reflect the existing landscape pattern with the new connection between the Allington Track and Amesbury Road via an existing track.</p> <p><b>Operation Year 15 (summer)</b> The main change by year 15 would be the establishment of the new chalk grassland. This would reinforce the key characteristics of the LCA; however in the scale of the LCA, there would be no noticeable change.</p>	Negligible adverse	Neutral	No Change	Neutral	No Change	Neutral
LCT 5 Chalk River Valley	High (refer to Appendix 7.4)	<p><b>Construction (winter)</b> The construction activity would be located in the upper part of the River Till, associated with the implementation of the River Till viaduct, as well as part of the haul road and at Countess Flyover, associated with the flyover and construction compound to the north-east of the existing services. Due to the very small scale of the construction activity and that it is either located in proximity to the existing A303 or within the existing highways boundary there would be no noticeable loss to the character type.</p> <p><b>Operation Year 1 (winter)</b> The Scheme would technically increase the amount of road infrastructure within the upper part of the River Till valley, due to the viaduct and the existing A303. However, the crossing points over the River Till would be consolidated</p>	Negligible adverse	Neutral	No Change	Neutral	No Change	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>within the valley. The very localised loss of a low number of trees to the south of the viaduct would not alter the overall vegetated character of the valley. Countess Flyover would introduce additional built form within the character type; however it is within the existing A303 footprint.</p> <p>The Scheme would not impact the stated key characteristics, with the split deck viaduct enabling light to the valley floor and thereby retaining the vegetation patterns.</p> <p>The Scheme would respond positively to the broad management objectives by re-planting hedgerows and hedgerow trees where these have been lost adjacent to the existing and adjacent to the River Till. The viaduct structure itself would limit any disruption to the visual unity along the valley floor by enabling views beneath it. By relocating the existing A303 from Winterbourne Stoke, the rural character of the village would be improved, reflecting the management objective of protecting the rural character of villages and lanes.</p> <p>The impact to the wider character area would however be no change, due to the very localised scale of the Scheme and the balance between the beneficial and adverse change.</p> <p><b>Operation year 15 (summer)</b> The new planting at Countess Roundabout would have established, however the impact would reflect the year 1 assessment.</p>						
LCA 5D Upper Avon	High (refer to Appendix 7.4)	<p><b>Construction (winter)</b> The construction activity would be associated with the implementation of Countess Flyover and construction compound to the north-east of the existing services, as well as the exaction and implementation of the water pipeline and electrical cable.</p> <p>Due to the very small scale of the construction activity situated in part within the existing highways boundary there would be no noticeable loss to the character area.</p> <p><b>Operation Year 1 (winter)</b> Countess Flyover would introduce additional built form within the character area; however it is within the existing A303 footprint.</p> <p>The Scheme would not impact the stated key characteristics of the LCA.</p> <p>The impact to the wider character area would however be no change, due to the very localised scale of the Scheme and the balance between the beneficial and adverse change.</p> <p><b>Operation year 15 (summer)</b> The new planting at Countess Roundabout would have established, to aid in softening the mass of the structure; however the impact would reflect the year 1 assessment.</p>	Negligible adverse	Neutral	No Change	Neutral	No Change	Neutral
LCA 5E Wyllye Valley	High (refer to Appendix 7.4)	<p><b>Construction (winter)</b> The construction activity would be located in the upper part of the River Till, associated with the implementation of the River Till viaduct, as well as part of the haul road.</p> <p>Due to the very small scale of the construction activity and that it is either located in proximity to the existing A303 or within the existing highways boundary there would be no noticeable loss to the character type.</p> <p><b>Operation Year 1 (winter)</b> The Scheme would technically increase the amount of road infrastructure within the upper part of the River Till valley, due to the viaduct and the existing A303. However, the crossing points over the River Till would be consolidated within the valley. The very localised loss of a low number of trees to the south</p>	Negligible adverse	Neutral	No Change	Neutral	No Change	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>of the viaduct would not alter the overall vegetated character of the valley. The Scheme would not impact the stated key characteristics, with the split deck viaduct enabling light to the valley floor and thereby retaining the vegetation patterns.</p> <p>The Scheme would respond positively to the broad management objectives by re-planting hedgerows and hedgerow trees where these have been lost adjacent to WST04. The viaduct structure itself would limit any disruption to the visual unity along the valley floor by enabling views under it. By removing the existing A303 from Winterbourne Stoke, the rural character of the village would be improved, reflecting the management objective of protecting the rural character of villages and lanes.</p> <p>The impact to the wider character area would however be no change, due to the very localised scale of the Scheme and the balance between the beneficial and adverse change.</p> <p><b>Operation year 15 (summer)</b> The impacts would reflect the year 1 assessment.</p>						
<b>District Landscape Character Areas from the Salisbury Landscape Character Assessment, 2008</b>								
LCT A: Narrow Chalk River Valley	High (Refer to Appendix 7.4)	The construction and operational phases would reflect the LCT 5 Chalk River Assessment.	Negligible Adverse	Neutral	No Change	Neutral	No Change	Neutral
LCA A1 Till Narrow Chalk River Valley	High (Refer to Appendix 7.4)	<p><b>Construction (winter)</b> During construction, there would be slight disruption to the landscape pattern and tranquillity resulting from construction of the Till viaduct and a temporary haul road, and the operation of machinery including cranes, piling machines and excavators within the northern part of the LCA. The haul road and Bailey Bridge would locally disrupt the pattern of the valley floor and break up views within the valley. Due to the localised impact of the construction activity, the impact is assessed as a slight loss to the existing character.</p> <p><b>Operation Year 1 (winter)</b> The elevated design and split deck of the viaduct would retain the landscape pattern of the valley floor and allow light to reach the valley floor, decreasing the enclosure and mass of the structure from the valley floor beneath. The key landscape characteristics would remain, with the noted noise and movement within Winterbourne Stoke being reduced by the realignment of the existing A303</p> <p>The adverse impacts on the Till valley north of Winterbourne Stoke would also be balanced with the beneficial impacts on the village of Winterbourne Stoke (also within the LCA), where there would be a notable reduction in vehicles, improving tranquillity within the village and reducing the severance effect the existing road has on movement along the valley.</p> <p>In relation to the overall management strategy for the LCA, the Scheme would conserve the predominantly rural character of Winterbourne Stoke. Excessive signage has been addressed by the Scheme introducing MS4s rather than gantries on the approach to the River Till viaduct. In addition the elevated position of the viaduct aids in limiting the disruption to the visual unity across the valley floor. Additionally, opportunities for new hedgerow planting adjacent to WST04 respond positively to the management strategy to considering opportunities for replanting.</p> <p>The magnitude of impact would therefore on balance be a barely noticeable change to the character area.</p> <p>Professional judgement considers that the effect to LCA A1 would that the project would maintain the character of the area.</p>	Minor adverse	Slight adverse	Negligible adverse	Neutral	Negligible adverse	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p><b>Operation Year 15 (summer)</b></p> <p>At Year 15, the planting around the abutments would have matured and seeded areas would be established, thereby softening the approach embankments. The impact would however remain, due to the permanence of the Scheme.</p>						
LCA A2 Upper Avon Narrow Chalk River Valley	High (Refer to Appendix 7.4)	The assessment would reflect that of LCA 5D: Upper Avon (County Assessment) with regards to the extent of construction and operational activity.	Negligible adverse	Neutral	No Change	Neutral	No Change	Neutral
LCT B: Broad Chalk River Valley Slopes	High (Refer to Appendix 7.4)	The Scheme would not directly or indirectly impact this LCA at either the construction or operational phases. The magnitude of landscape impact would be no change.	No change	Neutral	No change	Neutral	No change	Neutral
LCA B1 Wylde Broad Chalk River Valley Slopes	High (Refer to Appendix 7.4)	The Scheme would not directly or indirectly impact this LCA at either the construction or operational phases. The magnitude of landscape impact would be no change.	No change	Neutral	No change	Neutral	No change	Neutral
LCT D: Chalk Grassland	High (Refer to Appendix 7.4)	<p><b>Construction (winter)</b></p> <p>The majority of the construction activity would be located within this LCT, with the exception of the River Till viaduct within the River Till valley and the utility connections across the River Avon.</p> <p>The construction activity within the WHS would be limited to the excavation of the retained cutting, implementation of the long bridge, and tunnel canopies. The contractor compounds and stockpile areas would not be located within the WHS, nor the more sensitive landscape areas of chalk grassland within the LCT.</p> <p>The existing A303 would remain operational during the construction phase, thereby retaining the existing transport linkages across the character area.</p> <p>The key characteristics of the LCT being a very large scale and open landscape would remain during construction, with any loss of field patterns or vegetation being very minor and localised in scale.</p> <p>The impact of the construction phase would also be lessened by it being consolidated to a part of the LCT which is already characterised by the A303.</p> <p><b>Operation Year 1 (winter)</b></p> <p>In operation, the Scheme would visually remove vehicles from the majority of the WHS via the long bridge, retained cut and the tunnel.</p> <p>The Scheme would retain the key characteristics of a very large scale and open, exposed landscape, rolling landform and panoramic views, by being located in tunnel or false cutting and sympathetically regrading existing landform into the surrounding landscape.</p> <p><b>Operation Year 15 (summer)</b></p> <p>The main change by year 15 would be the establishment of the new planting and areas of chalk grassland. This would reinforce the key characteristics of the LCT and the landscape connectivity.</p> <p>Due to the permanence of the Scheme, the impacts would remain as stated for year 1,</p>	Negligible adverse	Slight adverse	Negligible beneficial	Neutral	Negligible beneficial	Neutral
LCA D2 Tilshead Chalk Downland	High (Refer to Appendix 7.4)	<p><b>Construction (winter)</b></p> <p>During construction there would be notable disruption to the landform, landscape pattern, and tranquillity at a local level within the Scheme boundary. There would be extensive re-grading works across East Parsonage Down, including the pipeline diversion and part of the water pipeline, as well as localised earthworks along the length of the Scheme to create embankments,</p>	Minor adverse	Slight adverse	Negligible adverse	Slight adverse	No change	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>cuttings and false cuttings. Additionally, there would be haul roads, temporary compounds and storage of materials. The construction phase in relation to the extent of the character area would therefore results in slight damage to the character area.</p> <p><b>Operation Year 1 (winter)</b> The new earthworks associated with the Scheme would reflect the existing rolling landform across Parsonage Down and East Parsonage Down There would be adverse impacts associated with the upgrading of the A303 to dual carriageway within the rural landscape, and a localised reduction in tranquillity in the landscape across East Parsonage Down. This would be balanced with beneficial impacts associated with the recreation of substantial areas of characteristic chalk grassland (albeit not established), the planting of hedgerows, as well as maintain views across the chalk downland, in response to the published management objectives of the LCA, improved recreational access as a result of green bridges, and reduced landscape severance. The existing A303 would be down-graded west of Scotland Lodge Farm, and the B3083 would be slightly re-aligned beneath the new A303 which would be on over bridge. The balance between these beneficial and adverse impacts is therefore assessed as resulting in a barely noticeable change to the character area.</p> <p><b>Operation Year 15 (summer)</b> At year 15, the areas of chalk grassland that were bare chalk in year 1 would have established, reducing the perception of disturbed landform across East Parsonage Down. Similarly, the areas of tree planting around Scotland Lodge Farm and north of Green Bridge no1, and sections of hedgerow and tree planting around the re-aligned B3083 would have matured, integrating the Scheme with the existing landscape. The magnitude of landscape impact to the character area is therefore assessed as no change due to the balance between the beneficial and adverse impact of the scheme, as there would be no noticeable loss to the character area.</p>						
LCA D3 Larkhill Chalk Downland	High (Refer to Appendix 7.4)	<p><b>Construction Phase (winter)</b> During construction there would be disruption to the land use of the LCA, with construction activity prominent in the vicinity of the construction compounds, Slurry Treatment Plant and associated haul roads, underground electrical cable route and water pipeline, Longbarrow Junction, retained cut, the implementation of the long bridge, the Western Portal and approach, Eastern Portal and approach, and Rollestone Junction. There would also be further disruption within the WHS as a result of the decommissioning of the existing A303. The engineering works within this LCA would be localised area to a part of the LCA which is already influenced by the existing A303. The openness of the landscape and dramatic views would be somewhat disturbed as a result of the combined impact of the extensive construction compounds and construction of the Longbarrow Junction Overall the scale of the construction activity would result in a slight damage to the character area during construction and variance with characteristic features.</p> <p><b>Operation Year 1 (winter)</b> There would be beneficial landscape effects across the WHS as a result of</p>	Minor adverse	Slight adverse	Negligible beneficial	Slight beneficial	Minor beneficial	Slight beneficial



Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>putting the A303 into tunnel, beneath the long bridge. This would also reduce the severance effect of the existing A303, increase tranquillity within the WHS, and enable new recreational access and the physical pattern and visual connectivity of the landscape to be restored.</p> <p>This would be balanced with adverse impacts arising from the increased extent of highways infrastructure at the Longbarrow Junction and west of the A360, the technical addition of the highways infrastructure and associated signage. The regraded earthworks are considered to be sympathetically regraded into the landscape, which in combination with the return of land to unrestricted agriculture reduces the impact to the existing landform.</p> <p>On balance, the Scheme is considered to enable a sense of place to be restored and the characteristics of the LCA to be maintained.</p> <p><b>Operation Year 15 (summer)</b></p> <p>At Year 15, the extensive areas of re-graded land would be fully integrated by the establishment of the chalk grassland. Tree planting around Longbarrow Junction would have matured, reducing the perception of highway infrastructure from parts of the surrounding landscape. Hedgerows alongside the road, combined with false cuttings would visibly and audibly reduce the impact of vehicles at the A360 tie-ins. The Scheme would respond positively to a number of published management objectives for the LCA, including maintaining open dramatic views across the chalk downland towards landscape features such as Stonehenge, replanting hedgerows, and conserving tranquillity.</p> <p>The impact of the Scheme is considered to remain as per the year 1 assessment</p>						
LCA D4 Boscombe Down Chalk Downland	High (Refer to Appendix 7.4)	<p><b>Construction (Winter)</b></p> <p>During construction, the very small scale or the activity at the eastern part of the Scheme boundary resulting from the implementation of signage and parts of the water pipeline and electrical cable would not result in a noticeable change to the character area.</p> <p><b>Operation Year 1 (winter)</b></p> <p>There would be no noticeable change to the character area in operation.</p> <p><b>Operation Year 15 (summer)</b></p> <p>There would be no noticeable change to the character area at year 15, reflecting the year 1 assessment.</p>	No change	Neutral	No change	Neutral	No change	Neutral
<b>Cranborne Chase and West Wiltshire Downs AONB Landscape Character Areas from the Cranborne Chase and West Wiltshire Downs AONB Integrated Landscape Character Assessment (2003)</b>								
LCA 5A Wyllye River Valley	High (Refer to Appendix 7.4)	The Scheme would not directly or indirectly impact this LCA at either the construction or operational phases. The magnitude of landscape impact would be no change.	No change	Neutral	No change	Neutral	No change	Neutral
<b>Local Landscape Character Areas defined by Field Work (LLCA)</b>								
LLCA 01 North Berwick Down	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b></p> <p>The main activity would be the excavation of the new A303 alignment from the existing A303, to the north-west of Scotland Lodge Farm. As part of the Winterbourne Stoke cutting west area, excavation would extend to 12.5m below existing ground levels adjacent to Green bridge one (Parsonage Down), which is also within the character area. The duration of the excavation for Winterbourne Stoke cutting is programmed to last approximately 150 weeks.</p> <p>There would also be the construction of the new NMU routes from the western tie in of the Scheme, to Green bridge one (Parsonage Down) and East Parsonage Down, as well as to the existing A303, to the south-west of Scotland Lodge Farm.</p>	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse	Negligible Adverse	Slight Adverse

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>The construction activity would therefore results in localised changes to landform, construction vehicles on the haul roads, cranes and tall lifting equipment to implement Green bridge one (Parsonage Down) and temporary topsoil storage areas, with stockpiled material up to 2m in height, as well as lifting equipment to implement the new signage.</p> <p>The construction activity would be located within the south of the LCA in close proximity to the existing A303, thereby physically consolidating the impact to a part of the character area which is already influenced by the existing A303; however the construction activity would impact on the tranquillity of the character area</p> <p>The key features of Yarnbury Castle and Parsonage Down National Nature Reserve (NNR) would not be directly impacted upon by the construction activity as it is not physically located within these areas. The construction activity would be perceived from within the character area, as well as the construction activity to the east of the character area, across the River Till Valley and Foredown.</p> <p>The construction activity would therefore result in noticeable loss to the existing character, tranquillity and pattern of landform within LCA 01 North Berwick Downs.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The Scheme would introduce additional highways infrastructure within the southern part of the character area, as a result of the dual carriageway, compared to the scale of the existing A303. The existing A303 would in part be converted to a new NMU route and private means of access.</p> <p>The design of the earthworks and re-profiled contouring would aid in sympathetically integrating the new A303 into the existing rolling landform across the character area, via rounding the off the upper parts of the cutting and softening the transition between the NMU routes via a low 1m bund.</p> <p>The new chalk grassland across these 1m bunds and along the cutting would not have established fully by year 1, such that these areas would be largely bare chalk at this stage, contrasting with the agricultural field and Parsonage Down NNR land cover.</p> <p>The key characteristics of the LCA, including its strong sense of openness and exposure would not be adversely affected as the new A303 would be principally in deep cutting, between 5m and 12.5m below existing ground levels to the north-west of Scotland Lodge Farm. Green bridge one (Parsonage Down) would also aid in integrating the perception of the Scheme within the landform, as its planted sides would physically connect the landscape either side of the cutting.</p> <p>There would also be new recreational opportunities within the LCA through the NMU routes, connecting Byway BSJA4 and SLAN3 with East Parsonage Down and Winterbourne Stoke respectively. Green bridge one (Parsonage Down) would also provide new recreational opportunities between Winterbourne Stoke, East Parsonage Down and Parsonage Down NNR.</p> <p>The impact of the Scheme is therefore a balance between the additional road infrastructure within the character area, accounting for the sympathetic integration of the earthworks with the new recreational opportunities and the new extent of chalk grassland and tree planting, albeit these features would not have established fully.</p> <p>The Scheme is therefore assessed as resulting in slight loss to the pattern of landform within the character area.</p> <p><b>Operation Year 15 (summer)</b></p> <p>At year 15, the main change would be the establishment of the chalk grassland, across the 1m bunds, sides of Green bridge one (East Parsonage</p>						

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>Down) and along the cutting. The chalk grassland would physically extend the character of Parsonage Down NNR southwards towards the new A303 and Scotland Lodge Farm.</p> <p>The establishment of the new chalk grassland would also aid in further softening the earthworks and integrating the Scheme within the landscape. Similarly, the establishment of the new tree planting to the north of Green bridge one (East Parsonage Down) would physically connect with the existing woodland and integrate this woodland with the existing and new woodland to the north of the Scotland Lodge Farm.</p> <p>The impact of the Scheme is therefore assessed as reducing to a barely noticeable loss to the pattern of the landform.</p>						
<p>LLCA 02 Parsonage Down Dry Valley</p>	<p>Medium (Refer to Appendix 7.5)</p>	<p><b>Construction (winter)</b></p> <p>The main construction activities within the character area would be the formation of the embankment between Green bridge one (Parsonage Down) and the realigned B3083 north, with earthworks extending up to 17m above existing ground levels.</p> <p>The construction of the realigned B3083 north and part of the realigned B3083 south would also include the construction of the B3083 underbridge, including tall lifting machinery, for 35 weeks.</p> <p>East Parsonage Down would also be re-graded to facilitate the tunnel arising's, during the one year tunnel boring operations, in combination with either of the pipeline diversion options and part of the water pipeline. The re-grading would also include for the re-profiling within the valley floor for drainage area one (Parsonage Down).</p> <p>The construction phase would therefore result in large scale direct impacts to the character area, including adversely impacting the tranquillity.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The Scheme would introduce additional highways infrastructure within the southern part of the character area, as a result of the dual carriageway. The realigned B3083 north is however considered to reflect the existing baseline character, whereby this road forms the edge to the character area.</p> <p>Vehicles on the new A303 would also be perceived as the road is situated on an embankment which is open in character in relation to East Parsonage Down.</p> <p>The scale of the embankment would however be softened by the re-graded earthworks, which would fall from the new A303 to the valley floor before rising towards Cherry Lodge lane, reflecting the existing landform pattern. As such, the deposited tunnel arising's would be sympathetically regraded across the dry valley landform.</p> <p>The new earthworks would however be largely bare chalk prior to the establishment of the chalk grassland. The chalk grassland is considered a beneficial change in land cover compared to the intensive agriculture fields, albeit it would not have established.</p> <p>There would also be low hedgerow and tree planting alongside the realigned B3083 and to the north of Scotland Lodge Farm; however this also would not have established.</p> <p>The new fencing across the dry valley floor would reflect the scale and character of existing fencing in the character area.</p> <p>Tranquillity within the character area would be noticeably impacted, both visually and audibly, by vehicles on the new A303 and crossing the B3083 overbridge, as the vehicles would be at a higher elevation within the character area than compared to existing vehicles on the B3083.</p> <p><b>Operation Year 15 (summer)</b></p>	<p>Major adverse</p>	<p>Large adverse</p>	<p>Moderate adverse</p>	<p>Moderate adverse</p>	<p>Minor adverse</p>	<p>Slight adverse</p>

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>At year 15, the chalk grassland would have established, reinforcing local land cover patterns and improving the opportunities for biodiversity compared to the intensive agricultural land use. The new tree planting would also have matured along the realigned B3083 north and to the north of Scotland Lodge Farm, creating new woodland linkages across the southern part of the character area.</p> <p>These beneficial changes are balanced with the continued presence of the new A303, and change to the tranquillity, as vehicles would remain visible and audible, on the embankment. The Scheme is therefore assessed as a slight loss to the existing character of LCA 02 at year 15</p>						
LLCA 03 South Berwick Down	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> During construction, the Scheme would have a minimal direct impact on this LCA, with the construction of the new NMU routes along the alignment of the existing A303. The impact of construction activity would therefore be so small such that there would be a barely noticeable loss to the existing character of the area, given that it is consolidated within the existing A303.</p> <p><b>Operational Phases</b> At year 1 and year 15 of operation, there would be barely noticeable change to the characteristics of the LCA as the Scheme would realign the A303 to the north of the Winterbourne Stoke and part of the existing A303 would be downgraded to private access only. The visible perception of vehicles on the A303 would therefore be reduced from within the character area, resulting in a barely noticeable improvement to the character area.</p>	Negligible adverse	Slight adverse	Negligible beneficial	Slight beneficial	Negligible beneficial	Slight beneficial
LLCA 04 Upper Till Valley Slopes	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The main construction activity would include the excavation for the River Till cutting west and formation of the River Till viaduct embankment west and east. In addition, there would be excavation for the water pipeline. The construction of the realigned B3083 south would also be located in the character area, along with part of the haul road connecting the Slurry Treatment Plant (STP) with East Parsonage Down. The excavation for the River Till cutting is shallow, to depths of 1.5m, whilst the formation of the viaducts would extend around 10m above existing ground levels. The duration of this part of the construction phase is 1 year. There would also be a contractor compound with topsoil storage up to 2m in height adjacent to the existing B3083, at the western edge of the character area. The construction phase would have direct impacts on the LCA, with uncharacteristic conspicuous features, as well as adversely impacting the tranquillity.</p> <p><b>Operation Year 1 (winter)</b> In operation, there would be an increase in highway infrastructure within the character area, compared to the scale of the existing A303. New features within the landscape would include the variable message signs on the River Till viaduct embankment east. The profile of the new earthworks on the River Till viaduct embankment west and east would relate to the form of the valley slopes, by reflecting a part of the valley system where existing landform extends towards the River Till. The new earthworks would however be largely bare chalk with the new tree planting also of a low height, such that the earthworks would remain a noticeable feature within the character area.</p>	Major adverse	Large adverse	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>There would be a reduction in tranquillity of the landscape, within the character area, due to the new A303 alignment. The reduction is lessened by the fact that the existing A303 is already perceived from within the character area. Drainage area 2 and drainage area 3 are considered to be well integrated within the re-profiled landform, although their associated fencing would not quite fit the open character of the valley slopes. The Scheme would therefore represent additional new noticeable features within the southern part of the character area at year 1.</p> <p><b>Operation Year 15 (summer)</b> At year 15, the planting on the River Till viaduct embankment west and east would have established to soften the new earthworks, as well as the variable message signs and perception of vehicles on the approach to the River Till Viaduct. The land returned to agriculture or seeded as new chalk grassland would also have established. Where agricultural, the land cover would reflect the existing land use. Where chalk grassland, the new land cover would introduce a more valued land cover and opportunities for biodiversity. The establishment of the vegetation would aid in softening the Scheme, such that it would represent a slight change to a localised part of the character area.</p>						
LLCA 05 Upper Till Floodplains and Meadows	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The main construction activity would be the implementation of the River Till Viaduct, along with part of the haul road across the valley floor, linking the STP with East Parsonage Down and the directional drilling for the water pipeline. The implementation of the River Till Viaduct would require cranes and tall lifting equipment, as well as localised piling across the valley floor. The deck construction is programmed as lasting approximately 22 weeks, within the overall 86 week duration for the River Till Viaduct and its approach embankments. The haul road would be on embankment and the temporary crossing to the River Till would be via a temporary bridge (e.g. Bailey bridge). Both would disrupt the pattern of the flat landform within the valley floor with several individual river side trees being removed. The construction activity would result in uncharacteristic and notable features within the southern part of the character area, in contrast to the distinctive patterns of the floodplain. The construction activity and haul road would also reduce the tranquillity across the floodplain.</p> <p><b>Operation Year 1 (winter)</b> At year 1 of operation, the River Till viaduct would represent an uncharacteristic feature above the floodplain, introducing new massing and vehicles. The elevated design and supporting piers of the River Till Viaduct would reduce the direct physical impact to the floodplain and technically retain the open character of the valley floor overall. The split-deck design of the bridge would also allow light to reach the valley floor, beneath the viaduct. There would be new planting within the existing hedgerow adjacent to byway WST04 to aid in increasing the condition and intactness of the hedgerow, although at year 1, the planting would not have established. The River Till Viaduct would reduce the tranquillity in the southern part of the character area. Whilst the character area is already crossed by the existing A303, at Winterbourne Stoke, the elevated position and scale of the River Till Viaduct would be a noticeable change to the character area. This change is balanced with an increase in tranquillity along the alignment of</p>	Major adverse	Very Large adverse	Moderate adverse	Large adverse	Moderate adverse	Large adverse

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>the existing A303 at the southern edge of the character area, as well as the retained use of recreational routes and the open character of the valley, via the permeability beneath the viaduct.</p> <p><b>Operation Year 15 (summer)</b> At year 15, the new planting within the hedgerow would have established to strengthen and reinforce the characteristic vegetation patterns, with the split deck structure of the River Till Viaduct retaining the vegetation on the valley floor by allowing light onto the floodplain. The continued presence of the River Till Viaduct would however retain the impact as per year 1 of operation, such that it would remain at considerable variance to the landscape character area, including its existing tranquillity.</p>						
LLCA 06 Lower Till Valley Slopes	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The character area is located to the south of the existing A303 and therefore the construction activity would not be located directly within the character area. The construction activity across the floodplain and valley slopes would be perceived, due to the height of cranes and tall lifting equipment, resulting in a slight loss to the tranquillity of the area.</p> <p><b>Operation Year 1 (winter)</b> There would be reduction in the volume of vehicles adjacent to the character area, due to the downgrading of the existing A303 and that the new A303 would be further to the north of the character area. The reduction in vehicles is considered to locally improve the tranquillity of the character area,</p> <p><b>Operation Year 15 (summer)</b> The impact at year 15 would reflect the year 1 assessment, with the continued reduction in vehicles adjacent to the character area as a result of the realignment of the A303.</p>	Minor adverse	Slight adverse	Minor beneficial	Slight beneficial	Minor beneficial	Slight beneficial
LLCA 07 Lower Till Floodplains and Meadows	High (Refer to Appendix 7.5)	Neither the construction nor operational phases of the Scheme are directly located within the LCA; nor would they be perceived due to the intervening landform and vegetation. The construction and operational phases would therefore not result in any loss to the character area.	No change	Neutral	No change	Neutral	No change	Neutral
LLCA 08 Wylde Valley Sides	High (Refer to Appendix 7.5)	Neither the construction nor operational phases of the Scheme are directly located within the LCA; nor would they be perceived due to the intervening landform and vegetation. The construction and operational phases would therefore not result in any loss to the character area.	No change	Neutral	No change	Neutral	No change	Neutral
LLCA 09 Lesser Cursus and the Packway Ridges	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction activity for Rollestone Junction would be located at the northern edge of the character area. The excavation and new road construction would be small in scale and consolidated around an existing road junction. The main construction compound and STP would be located to the south of the character area, with the construction of the River Till Viaduct to the south-west of the character area. These activities would be perceived due to the scale of the STP, the use of cranes and the general construction activity reducing the tranquillity. The combination of the direct changes to landform and construction of Rollestone Junction with the perception of the wider construction activity would result in a partial change to the existing character.</p> <p><b>Operation Year 1 (summer)</b> At year 1, Rollestone Junction would reflect the land use and character of the existing junction in this part of the character area, as would vehicles using the road, either in 'normal' operation, or in the event of a high load or diversion scenario. There would be areas of bare chalk adjacent to the new road</p>	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse	Negligible adverse	Slight adverse

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>alignment; however the overall scale in relation to the character area would be much localised.</p> <p>The perception of the Scheme within the valley floor, to the south-west of the character area and to the south of the character area at Longbarrow Junction would result in a slight change to the existing character.</p> <p><b>Operation Year 15 (summer)</b></p> <p>At year 15, the chalk grassland within the junction would have established, thereby integrating the new earthworks and increasing the extent of chalk grassland. The overall scale of the change in the landscape would remain very small and reflective of the existing road junction. Similarly the establishment of the new chalk grassland and hedgerows to the south of the character area would aid in further integrating the Scheme and reducing the impact to the character area.</p>						
LLCA 10 Winterbourne Stoke Dry Valleys	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b></p> <p>The main construction activity would be the excavation between the River Till Viaduct embankment east, the implementation of Green bridge two (east of Till) and the excavation for part of the Longbarrow cutting west. There would also be re-grading to create the false cuttings (bunds), the diversion of WSTO6B and part of the haul route between the tunnel and East Parsonage Down, as well as excavation for the water pipeline. These activities would require cranes and tall lifting equipment for Green bridge two (east of Till) and excavators.</p> <p>Part of the STP would also be located in the character area, introducing a building 20m in height, security fencing and 24 hour lighting as well as the northern part of the main construction compound; however the entirety of both of these facilities would be perceived.</p> <p>The deepest part of the excavation would extend down to 5.2m below existing ground levels. The construction phase would therefore result in direct impacts within the southern part of the LCA and new uncharacteristic features with the construction compounds and part of the STP.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The Scheme would introduce a new road across the southern part of the character area, balanced with the reconfiguration of Rollestone Corner. The existing recreational value of byway WSTO6B would be enhanced via Green bridge two (east of Till).</p> <p>The earthworks either side of the new road and around Green bridge two (east of Till) would be largely bare chalk and the new hedgerows adjacent to byway WSTO6B would not have established.</p> <p>The new dual carriageway and extent of highway infrastructure would represent a partial loss to the field pattern and landform in the southern part of the character area and change in land use, due to the new road.</p> <p><b>Operation Year 15 (summer)</b></p> <p>At year 15, chalk grassland would have established, further integrating the earthworks and new A303 with landform. The new planting adjacent to byway WSTO6B would have established, increasing the vegetated structure of the field boundary. Due to the continued presence of the new road, the impact of the scheme would retain a slight loss to the character area.</p>	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse	Minor adverse	Slight adverse
LLCA 11 Oatlands Hill	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b></p> <p>The main construction compound and part of the STP would be located within the character area, in addition to the construction of the realigned A360 north and realigned A360 south.</p> <p>The main construction activities would include the excavation for Longbarrow</p>	Major adverse	Large adverse	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>Roundabout, down to 11m below existing ground level. There would also be localised removal of vegetation from the field boundary to the north-east of Hill Farm due to the construction compound. Excavation would also be required for the water pipeline and part of the electrical cable, located adjacent to the A360.</p> <p>There would also be impacts through the excavation for the retained cut within the World Heritage Site (WHS), to similar depths of down to 8m below existing ground level.</p> <p>The construction of Green bridge three (Longbarrow Junction) and the long bridge within the WHS would require cranes and tall lifting equipment.</p> <p>There would be a large scale disruption to landscape pattern across the northern part of the LCA, as well as a notable reduction in the tranquillity in the context of the construction of Green bridge three (Longbarrow Junction) programmed for approximately 75 weeks as part of the Longbarrow junction construction which is programmed for the entire construction period, given it is also part of the main construction compound.</p> <p><b>Operation Year 1 (winter)</b></p> <p>At year 1, Longbarrow Junction and its associated highway infrastructure (signage) would represent a change in land use and the introduction of new large scale highways infrastructure. The dumbbell north and dumbbell south roundabouts would be situated at existing ground levels whilst the new A303 would be in cutting, thereby reducing the perception of vehicles.</p> <p>New hedgerows along the A360 north and south would be low in height, similar to the new woodland copses around the Longbarrow Junction. There would be notable new areas bare chalk, prior to the establishment of the new chalk grassland.</p> <p>The width of the cutting across Longbarrow Roundabout would be softened by Green bridge three, as it would physically connect the landscape and reduce the perception of vehicles on the existing A303.</p> <p>New public rights of way would increase recreational opportunities through the character area and provide new access between Winterbourne Stoke and the WHS.</p> <p>The magnitude of landscape impact is therefore assessed as partial loss of existing fields within the character area.</p> <p><b>Operation Year 15 (summer)</b></p> <p>By year 15, the new hedgerows, woodland planting and chalk grassland would have established, aiding to reflect and enhance the existing landscape pattern, and reduce the scale of Longbarrow Junction and its associated signage. This is balanced with the continued presence of Longbarrow Junction and retained cutting across the northern part of the character area.</p>						
LLCA 12 Stapleford Down	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b></p> <p>The construction of the new NMU route would be located at the western edge of the character area, adjacent to the A360, including for the excavation of for the electrical cable. The scale of the construction activity in relation to the extent of the character area would be very small and therefore the actual direct change is limited.</p> <p>The construction of the retained cut and long bridge to the north of the character area would be perceived due to the height of the cranes and tall lifting equipment.</p> <p>The construction phase would therefore result in a slight loss to the landform and tranquillity of the character area.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The new NMU route would increase the recreational opportunity within the</p>	Minor adverse	Slight adverse	Minor beneficial	Slight beneficial	Minor beneficial	Slight beneficial



Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>character area, linking byway BSJA11 to the existing A303 converted to a byway and the Stonehenge Visitor Centre. Additionally, the reduced perception of vehicles within the WHS would aid in improving the tranquillity of the character area.</p> <p><b>Operation Year 15 (summer)</b> The year 15 impact would reflect the year 1 assessment due to the continued presence of the NMU route and that permanent perceived reduction in vehicles due to the retained cut, long bridge and tunnel.</p>						
LLCA 13 Larkhill Salisbury Plain Training Area	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> A very small part of the construction of Rollestone Junction would be located in the south-west part of the character area, consolidated to the existing road junction. The very small scale of the construction activity would result in a barely noticeable loss to the existing character and reduction in tranquillity.</p> <p><b>Operation Year 1 (winter)</b> In operation, Rollestone Junction would reflect the existing land use and road network character; as would vehicles using the road, either in 'normal' operation, or in the event of a high load or diversion scenario. There would be no noticeable loss or alteration to the features within the character area.</p> <p><b>Operation Year 15 (summer)</b> The year 15 impact would reflect the year 1 assessment due to the continued presence of Rollestone Junction.</p>	Negligible adverse	Slight adverse	No Change	Neutral	No Change	Neutral
LLCA 14 Stonehenge and Normanton Ridges	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction activity within the character area would include the removal of the existing Longbarrow Roundabout, the construction of part of the realigned A360 north, the excavation for the cutting approach to the western portal and the implementation of the long bridge and breaking out of part of the existing A360. Associated with this would be the excavation for the electrical cable. And water pipeline. Part of the main construction compound would also be in the character area, introducing buildings and a change of land use for the duration of the construction phase.</p> <p>The cutting approach to the western portal would involve excavation to 8.5m in depth below existing ground levels. The implementation of the long bridge would require cranes and tall lifting equipment. The breaking out of part of the existing A360 is programmed to last approximately 1 year, with the excavation for the cutting approach to the western portal part of the 176 week construction activity in this part of the Scheme boundary.</p> <p>The construction activity would therefore result in direct impacts to the south-west part of the character area, with the main construction site buildings and construction activity representing uncharacteristic features within the LLCA.</p> <p><b>Operation Year 1 (winter)</b> The beneficial change to the character area would be the removal of part of the A360 as a result of the realigned A360 north and the tunnel, as well as the introduction of new recreational routes and access across the WHS via the new long bridge. The long bridge would reduce the physical impact of the cutting approach to the western portal by physically reducing the extent of the cutting. The long bridge would provide a physical landscape connection between the north and south sides of the WHS, enabling recreational access across the WHS, compared to the severance caused by the existing A303.</p> <p>The long bridge would physically and visually link this part of the WHS. There would be a reduction in the perceived amount of vehicles and highways infrastructure within the character area due to the removal of the existing Longbarrow Roundabout, including its lighting columns, the realigned A360 north and south and the cutting approach to the western portal.</p>	Major adverse	Large adverse	Major beneficial	Large beneficial	Major beneficial	Very Large beneficial

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>There would also be new recreational opportunities within the character area due to the existing A303 being reverted to a restricted byway.</p> <p>These beneficial changes are assessed as resulting in a noticeable improvement to the character area.</p> <p><b>Operation year 15 (summer)</b></p> <p>At year 15, areas of chalk grassland would have established either side of the cutting approach to the western portal. This establishment would further integrate the scheme within the character area and enable large scale improvement, and a greatly enhanced character to the landscape.</p>						
LLCA 15 Springbottom and Woodford Dry Valleys	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b></p> <p>The construction activity would include the excavation for the cutting approach to the western portal and canopy approach to the western portal, along with the electrical cable, as well as the decommissioning of the existing A303 and reversion to a restricted byway.</p> <p>The excavation would extend to 17m below existing ground levels. Additional construction activity would include cranes and tall lifting equipment for the construction of the western portal, as well as the perception of the construction activity adjacent to the character area, within LLCA 14.</p> <p>The combination of the direct construction within the character area and the perception of that to the within the WHS would therefore result in a noticeable change from uncharacteristic features within the character area.</p> <p><b>Operation Year 1 (winter)</b></p> <p>At year 1, there would be a noticeable improvement to the tranquillity and the physical and visual perception of the landscape within this part of the character area due to the tunnel and vehicles within the cutting approach to the western portal. Fences and signage along the new A303 would also be located within the cutting approach to the western portal to maintain the open character of the landscape and reduce the presence of this highways infrastructure.</p> <p>The existing A303 would be opened as a restricted byway, removing the severance feature from the landscape and improving recreational access. Similarly the tunnel would increase the area of permissive open access land within the WHS, by enabling recreational users to cross part of the WHS currently severed by the existing A303.</p> <p>There would be notable new areas of chalk grassland, although at year 1, much of these areas would be bare chalk.</p> <p>The beneficial changes are balanced with the physical change to part of the landform within the WHS, as a result of the cutting, although this is both localised and small in scale in relation to the wider extent of the character area.</p> <p>The Scheme would therefore result in large scale improvement to the character area, by the restoration of the physical connectivity of the landscape within the WHS, the visual and audible removal of vehicles and the improved opportunities for recreational access.</p> <p><b>Operation Year 15 (summer)</b></p> <p>At year 15, the beneficial changes would remain, as per year 1, with the addition of the establishment of the chalk grassland along the upper sections of cutting approach to the western portal. This establishment of chalk grassland would physically and visually connect the landscape pattern, such that the Scheme would greatly enhance the character area.</p>	Moderate adverse	Large adverse	Moderate beneficial	Large beneficial	Major beneficial	Large beneficial
LLCA 16 Durrington Down Larkhill	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b></p> <p>The construction phase would not be located directly within the character area. The existing vegetation along the edge of the character area and the</p>	Negligible adverse	Slight adverse	Negligible beneficial	Slight beneficial	Negligible beneficial	Slight beneficial

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
Dry Valley		<p>intervening landform would predominantly limit any perception of the construction activity to the southern edge of the character area.</p> <p><b>Operation Year 1 (winter)</b> The perception of the operational phase of the Scheme would be from the reduction in vehicles within the WHS, due to the tunnel. Any vehicles on the Packway, due to the high load route, or the diversion scenario, would reflect the existing context of vehicles on the Packway, especially given the infrequency of these events as stated in Chapter 2. There would be an improvement to the tranquillity of the character area as a result of the reduced visual and audible perception of vehicles.</p> <p><b>Operation Year 15 (summer)</b> The beneficial change as a result of the tunnel would remain at year 15, reflecting the year 1 assessment.</p>						
LLCA 17 Upper Stonehenge Dry Valley	High (Refer to Appendix 7.5)	<p><b>Construction Phase (winter)</b> During construction, neither the tunnelling operations nor the new A303 dual carriageway would be readily apparent from within this LCA, due to the intervening landform The decommissioning of the existing A303 and reversion to a restricted byway would have direct landscape impacts on the LCA for a short period. The construction activity required for this decommissioning would be small scale and balanced with the removal of vehicles from the existing A303 to enable the construction work; the overall impact to the LCA would be barely noticeable.</p> <p><b>Operation Year 1 (winter)</b> At year 1, traffic along the A303 would have been removed to tunnel and the existing A303 converted to a restricted byway. There would be an increase in tranquillity, and the landscape pattern would be improved through the removal of the severance caused by the existing A303, as well as simultaneously increasing recreational access. The physical and visual connectivity of the landscape would be improved and the Scheme would result in noticeable improvement.</p> <p><b>Operation Year 15 (summer)</b> At year 15, the bare chalk along the restricted byway would have established as chalk grassland, reinforcing the landscape pattern and characteristic chalk grassland within the character area.</p>	Negligible adverse	Slight adverse	Major beneficial	Large beneficial	Moderate beneficial	Large beneficial
LLCA 18 King Barrow and Coneybury Ridge	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> During construction, the decommissioning of the existing A303 and reversion to a restricted byway, along with the downgrading of Stonehenge Road would be located within the character area, although localised to the existing A303. The construction activity at the Western Portal would be perceived due to the generally elevated position of the character area. The combination of this activity would result in noticeable features within and adjacent to the character area, and a partial loss of the character.</p> <p><b>Operation Year 1 (winter)</b> At year 1, there would be a large scale improvement to the character area by the removal of the existing A303 and the physical reconnection of the landscape. The resulting restricted byway would also increase the recreational opportunities within the character area.</p> <p><b>Operation Year 15 (summer)</b> At year 15, the bare chalk along the new restricted byway would have established as chalk grassland, further improving the landscape pattern of the landscape and replicating the key characteristic chalk grassland. The Scheme would retain the large scale improvement to the character area.</p>	Moderate adverse	Moderate adverse	Major beneficial	Large beneficial	Major beneficial	Large beneficial

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
LLCA 19 Durrington Down Ridges	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction activity is not located within this character area. There construction of the Eastern Portal and the approach to the eastern portal would be perceived, involving tall lifting equipment and cranes as well as fencing adjacent to the excavation. The breaking out of the existing A303 and reversion to a restricted byway would also be perceived across the elevated parts of the landscape, in proximity to King Barrow ridge. The perception of this activity would result in a slight loss to the existing character of the area.</p> <p><b>Operation Year 1 (winter)</b> The Scheme would not be located within this character area, beyond the Packway being used for high load or diversion scenarios. However, this is considered to reflect the existing context. With vehicles no longer on the existing A303, there would be a slight beneficial change to the tranquillity of the area.</p> <p><b>Operation Year 15 (summer)</b> With the continued reduction in the perception of vehicles, the impact of the Scheme would reflect the year 1 assessment.</p>	Minor adverse	Slight adverse	Minor beneficial	Slight beneficial	Minor beneficial	Slight beneficial
LLCA 20 Countess Farm Dry Valleys	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction of the Eastern Portal, approach to the eastern portal and the excavation for the new road alignment, to the north of the existing A303 would be located directly within the character area. In addition there would be the haul roads crossing the character area. The excavation would extend to 6m below surface level and the construction of the Eastern Portal would require tall lifting equipment and cranes. The formation of the embankment within the lower part of the dry valley would require low earthworks of less than 1m in height above ground levels. The implementation of the water pipeline and electrical cable would also form part of these works, being adjacent the existing A303. In addition, the construction of Countess flyover would also be perceived, due to the tall lifting equipment and cranes at Countess Roundabout. The 'Nile Clumps' tree group would be retained and protected during the construction phase by tree protection fencing as set out in the Outline Environmental Management Plan (OEMP) (Appendix 2.2). There would however be vegetation removed from the southern edge of the character area within Countess Farm.</p> <p><b>Operation Year 1 (winter)</b> At year 1, the Scheme would introduce additional road infrastructure within the character area, due to the additional scale of the new A303 dual carriageway. The new A303 alignment would also be partly on embankment as it crosses the lower part of the dry valley. In addition to the perception of vehicles on Countess Flyover and the new massing of the reinforced embankments would be perceived, albeit in the context of existing buildings and road infrastructure in Amesbury. The Nile Clumps would remain, retaining the key vegetation patterns within the character area. On balanced therefore, the Scheme would result in a perceptible change.</p> <p><b>Operation Year 15 (summer)</b> At year 15, areas of bare chalk would have established with chalk grassland, in combination with new planting on the new cutting. The new replacement planting within Countess Farm would also have established. This would reduce the perception of vehicles on the new A303 and the scale and mass of the reinforced embankments. The adverse impact to the</p>	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse	Negligible adverse	Slight adverse

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		character would remain due to the elevated position of vehicles adjacent to its southern boundary.						
LLCA 21 Avon Valley Slopes	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction of Countess flyover and reinforced embankments, excavation for the utilities and connection at Ratfyn, as well as the construction compound to the north of Countess services would be located within the character area. There would be localised vegetation removal from within the central reservation of the existing A303 and existing Countess Roundabout to enable the construction of the flyover. There would also be vegetation clearance to accommodate the widening of the slip roads and associated drainage basins, bordering Countess Farm. The construction of the new flyover would be within the footprint of the existing A303 corridor, although is programmed to take approximately 4 years. In the context of the exiting A303 remaining operational during the construction phase, the construction activity would be very localised within the character area, covering areas which are not as valued in landscape terms compared to Amesbury Abbey and the landscape to the south of the existing A303. The construction activity would therefore result in a slight change to the character area through the loss of vegetation, construction activity and temporary loss of the field to the north-west of Countess Services from the construction compound.</p> <p><b>Operation Year 1 (winter)</b> The new flyover would represent a larger scale structure than the existing roundabout, being approximately 7m in height above Countess Roundabout and with retaining walls extending to the tie-ins with the existing A303. The flyover would not introduce additional lighting, and would remain wholly within the corridor of the existing A303, thereby reflecting the exiting land use. The new planting adjacent to flyover would be small in height, similar to the replacement planting around the drainage basins to the south of Countess Farm. The flyover would also provide new surface level pedestrian crossings, in place of the existing underpasses, which are considered to be beneficial for the pedestrian connectivity. The scale of the flyover would therefore be an additional new feature, but one which is not uncharacteristic of the existing highways context, such that it would maintain the character of the LLCA. The character of the LLCA would also be maintained when vehicles were on the A3028 in the event of the high load or diversionary scenarios, due to the extent of existing traffic on this road.</p> <p><b>Operation Year 15 (summer)</b> The new tree planting around the drainage basins would have established to reflect the existing vegetated character adjacent to the roundabout. The new planting within the central part of Countess Roundabout would also have established, reducing the scale of the new flyover and reinforcing the existing wooded enclosed character, as well as aiding in improving the scenic quality to this part of Amesbury and the sense of arrival to the town., There would therefore be noticeable loss or damage to the character area.</p>	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse	Negligible adverse	Neutral
LLCA 22 Avon Valley Floodplain and Meadows	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> There would be localised impacts as a result of vegetation clearance to construct a new utilities connection with the Ratfyn Substation and vegetation clearance adjacent to the existing A303 to enable the construction of the Countess reinforced embankment east. Both of these operations would reduce the tranquillity of the area by introducing additional activity within the character area which is noted for its</p>	Moderate adverse	Moderate adverse	Moderate adverse	Moderate adverse	Minor adverse	Slight adverse

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>more settled state. Additionally, the construction of Countess Flyover would also be perceived from within the character area, due to the tall lifting equipment and cranes.</p> <p><b>Operation Year 1 (winter)</b> There would be planting alongside the River Avon and the A303 to replace vegetation removed during the construction phase, although at year 1 it would be low in height and therefore vehicles and the side walls of Countess Flyover would be visible, particularly to the immediate south of the new A303, within part of the Registered Park and Garden. The impact to the character is lessened by the existing perception of vehicles on the A303 and the A3028 which crosses the northern part of the LLCA. High load vehicles or the diversion scenario would reflect the existing character of this road in the LLCA.</p> <p><b>Operation Year 15 (summer)</b> At year 15, the new planting adjacent to the Countess reinforced embankment east would have established to reflect the existing character, such that the Scheme would represent a slight loss in character only, due to the more elevated position of vehicles adjacent to the character area.</p>						
LLCA 23 Amesbury Down	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction activity would not be located directly within the character area. Whilst the character area includes elevated landform, the distance from the Scheme and the intervening vegetation would screen any perception of the construction phase.</p> <p><b>Operation Years 1 and 15</b> Similar to the construction phase, the Scheme would not be located within the character area, and therefore there would be no change during the operational phases.</p>	No change	Neutral	No change	Neutral	No change	Neutral
LLCA 24 Nine Mile River	High (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction activity would not be located directly within the character area. The character area covers a low lying tract of land, immediately adjacent to Bulford. The intervening landform, vegetation and settlement would therefore screen any perception of the construction phase.</p> <p><b>Operation Years 1 and 15</b> Similar to the construction phase, the Scheme would not be located within the character area, and therefore there would be no change during the operational phases.</p>	No change	Neutral	No change	Neutral	No change	Neutral
LLCA 25 South Bulford Ridge	Medium (Refer to Appendix 7.5)	<p><b>Construction (Winter)</b> The construction activity would be localised to the byway BULF12 and the associated closure of this route. The works associated with this closure would be very small in scale and in the context of the existing infrastructure within the character area, would not result in any noticeable loss. The construction of Countess Flyover would also be perceived, due to the more elevated character of the character area in relation to the construction activity. The construction phase would result in a slight change to the character area.</p> <p><b>Operation Year 1 (winter)</b> There would be a technical reduction in the recreational opportunity within the character area through the closure of byway BULF12. The perception of Countess Flyover and new signage on the existing A303 would be in the context of the existing A303. Similarly, the perception of any vehicles on the A3028 as a result of high load or diversionary scenarios would reflect the</p>	Minor adverse	Slight adverse	Negligible adverse	Neutral	Negligible adverse	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		existing context and character of this road within the LLCA. Overall the Scheme would result in a barely noticeable change. <b>Operation Year 15 (summer)</b> Due to the retained closure of the byway BULF12 the impact of the Scheme would remain as per year 1.						
LLCA 26 Solstice Park Dry Valley	Low (Refer to Appendix 7.5)	<b>Construction (Winter)</b> The construction activity would be localised to the new link between Amesbury Road and Equinox Drive at the eastern edge of the character area, as well as the implementation of new signage on the existing A303. The works associated with this closure would be very small in scale, with all the construction work perceived in the context of the existing infrastructure within the character area, would result in a barely noticeable loss to the existing character. <b>Operation Year 1 (Winter)</b> There would be new recreational opportunity within the character area due to the new linkages, however overall the Scheme would not result in any change to the character area. Any perception of the new signage on the existing A303 would be perceived in the context of the existing road, as would high load vehicles of the diversion scenario. <b>Operation Year 15 (summer)</b> The new recreational opportunity within the character area would remain, retaining the beneficial change. However, overall the Scheme would not alter the character area.	Negligible adverse	Slight adverse	Negligible beneficial	Neutral	Negligible beneficial	Neutral
LLCA 27 Earls Farm Downs	Medium (Refer to Appendix 7.5)	<b>Construction (winter)</b> During construction, there would be direct impacts on the LCA as a result of the construction of additional signage and variable message signs, localised stopping up of byways and slip roads, and the creation of a new byway link between the Allington Track byway and Amesbury Road byway. Construction of these elements would be small in scale, as well as located along the alignment of an existing track. The impact of the construction phase would therefore result in a slight change to the character area, <b>Operation Year 1 (winter)</b> At year 1, the new signage and variable message signs would be perceived in the context of the existing A303 dual carriageway which includes highways signs. The byway link along the alignment of the existing byway would reflect the existing landscape pattern. In operation the Scheme would reduce the extent of road infrastructure. <b>Operation Year 15 (summer)</b> The new chalk grassland would have established, thereby further integrating the landscape and removal of the slip roads.	Minor adverse	Slight adverse	Negligible beneficial	Neutral	Minor beneficial	Slight beneficial
LLCA 28 Beacon Hill	High (Refer to Appendix 7.5)	<b>Construction (winter)</b> There would be a small and very localised direct impact as a result of the works to close byway AMES12/BULF12 and removal of vegetation. The perceived construction of signage and variable message signs on the existing A303 would be within the context of the existing road and its influence on the character area. Due to the elevated landform across the character area, the construction of Countess Roundabout and the Eastern Portal would also be perceived. Construction activity would represent a barely noticeable loss to the character area. <b>Operation Year 1 (winter)</b>	Minor adverse	Slight adverse	Negligible adverse	Neutral	No change	Neutral

Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		<p>There would be a technical reduction in recreational opportunity, from the closure of byway AMES12/BULF12 and the new chalk grassland would not have fully established. Perception of the new signage and variable message signs on the existing A303 would be in the context of existing signage on the A303.</p> <p><b>Operation Year 15 (summer)</b> The new chalk grassland would have established which is considered to be beneficial for the introduction of a rare land cover type. This is balanced with the continued technical reduction in recreational opportunity within the character area.</p>						
LLCA 29 Boscombe Down Airfield	Low (Refer to Appendix 7.5)	Neither the construction nor operational phases of the Scheme are directly located within the LCA; nor would they be perceived due to the intervening landform and vegetation. The construction and operational phases would therefore not result in any loss to the character area.	No change	Neutral	No change	Neutral	No change	Neutral
LTCA 1: Shrewton	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> The construction activity would not be located within Shrewton. The perception of the construction activity would also be limited by the intervening landform and vegetation patterns. The construction activity would be perceived from the southern edge of the village, although it would not alter the overall character of the village.</p> <p><b>Operation Years 1 and 15</b> The Scheme would not be located within Shrewton. The perception of the new A303 would be in the context of the existing relationship between the settlement and the existing A303.</p>	Negligible adverse	Neutral	No change	Neutral	No change	Neutral
LTCA 2: Winterbourne Stoke	Medium (Refer to Appendix 7.5)	<p><b>Construction (winter)</b> There would be construction activity to the west of the village to downgrade the existing A303 to a private means of access, as well as construction of new NMU routes. The construction activity across East Parsonage Down and across the River Till valley to the north of the village, including for the haul road would also be perceived. The duration of the construction activity, in combination with its proximity to the village would result in a noticeable change to the character of the village.</p> <p><b>Operation Year 1 (winter)</b> The existing A303 would be downgraded to a local road (with speed limits between 30 or 40mph) and would experience lower volumes of vehicles. The severance effect between the north and south of the village would be largely reduced as a result of the downgrading of the existing A303, and tranquillity would be greatly improved within the village.</p> <p>The River Till Viaduct would be perceived from the northern part of Winterbourne Stoke, as well as the River Till Viaduct embankment west. The perception of these features would alter the relationship between Winterbourne Stoke and the surrounding fields, due to the additional road infrastructure. There would also be the perception of reduce tree coverage within the River Till valley and the new chalk grassland across East Parsonage Down.</p> <p>The realigned B3083 south is considered to reflect the existing spatial relationship and perception between the character area and the B3083.</p> <p>On balance therefore, the Scheme is considered to improve the character of Winterbourne Stoke and enable a sense of place to be restored within the village.</p> <p><b>Operation Year 15 (summer)</b> With the establishment of the new chalk grassland across East Parsonage Down and across the River Till Viaduct embankment west, the relationship</p>	Moderate adverse	Moderate adverse	Moderate beneficial	Moderate beneficial	Major beneficial	Moderate beneficial



Landscape Receptor	Sensitivity (reference is made to LVIA Appendices)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
		between the village and the new A303 earthworks would be further integrated, enabling a sense of place within the village to be enhanced. This is balanced with the continued presence of the River Till Viaduct to the north of the village.						
LTCA 3: Berwick St James	High (Refer to Appendix 7.5)	Neither the construction nor operational phases of the Scheme are directly located within the LCA; nor would they be perceived due to the intervening landform and vegetation. The construction and operational phases would therefore not result in any change to the character area.	No Change	Neutral	No Change	Neutral	No Change	Neutral
LTCA 4: Stapleford	Medium (refer to Appendix 7.5)	Neither the construction nor operational phases of the Scheme are directly located within the LCA; nor would they be perceived due to the intervening landform and vegetation. The construction and operational phases would therefore not result in any change to the character area.	No Change	Neutral	No Change	Neutral	No Change	Neutral
LTCA 5: Larkhill	Low (Refer to Appendix 7.5)	<b>Construction (winter)</b> The construction phase would not be located directly within the character area, however the breaking out of the existing A303 and reversion to a restricted byway would be perceived from the southern edge of Strangways. <b>Operation Years 1 and 15</b> The reduction of vehicles to the south of the character area, within the WHS would be perceived from the southern part of the character area. Vehicles using the Packway, either in 'normal' operation or in the event of a high load or diversion scenario would reflect the existing character and perception of vehicles within the LTCA.	Negligible adverse	Slight adverse	Negligible beneficial	Slight beneficial	Negligible beneficial	Slight beneficial
LTCA 6: Durrington	Low (Refer to Appendix 7.5)	<b>Construction (winter)</b> The construction phase is not located within the LCA. Any perception of the proposed utility corridor across the River Avon would not result in any noticeable change to the character area. <b>Operation Years 1 and 15</b> The Scheme would not be located within the character area and any perception of it would not result in any noticeable change to the character area.	No Change	Neutral	No Change	Neutral	No Change	Neutral
LTCA 7: Bulford and Bulford Camp	Low (Refer to Appendix 7.5)	Neither the construction nor operational phases of the Scheme are directly located within the LCA; nor would they be perceived due to the intervening landform and vegetation. The construction and operational phases would therefore not result in any loss to the character area.	No Change	Neutral	No Change	Neutral	No Change	Neutral
LTCA 8: Amesbury	Low (Refer to Appendix 7.5)	<b>Construction (winter)</b> The construction of Countess Flyover, retaining embankments and the Eastern Countess diverge would be located to the north of Amesbury. The perception of the construction activity would be localised to the northern edge of the character area, due to the elevated landform. For the remainder of the character area the construction activity would not be perceived due to the intervening landform and vegetation. The construction phase would result in a barely noticeable loss to the tranquillity of the character area. <b>Operational Years 1 and 15</b> The Countess Flyover would be located across the existing Countess Roundabout which is perceived as the sense of arrival to Amesbury. The Scheme would retain this perception of arrival, and enable a sense of place within the character area to be retained.	Negligible adverse	Neutral	No Change	Neutral	No Change	Neutral

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

© Crown copyright 2018.  
You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence: visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/) write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk).

This document is also available on our website at [www.gov.uk/highways](http://www.gov.uk/highways)

If you have any enquiries about this document email [info@a303stonehenge.co.uk](mailto:info@a303stonehenge.co.uk) or call **0300 123 5000**.\*

\*Calls to 03 numbers cost no more than a national rate call to an 01 or 02 number and must count towards any inclusive minutes in the same way as 01 and 02 calls.  
These rules apply to calls from any type of line including mobile, BT, other fixed line or payphone. Calls may be recorded or monitored.

Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ  
Highways England Company Limited registered in England and Wales number 09346363