

# A303 Amesbury to Berwick Down

TR010025

## 6.3 Environmental Statement Appendices

### Appendix 7.8 Schedule of Visual Effects

APFP Regulation 5(2)(a)

Planning Act 2008

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

October 2018



## 7.8 Schedule of Visual Effects

Table 7.8.1: Schedule of Visual Effects

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
01	Recreational users of Byway BSJA4 to the east of Yarnbury Castle  RV 1	High	0.95	<p><b>Construction (winter)</b></p> <p>The construction of the NMU routes from byway B5J44 and the dual carriageway to byway B5JA3 would be visible at close range. This construction activity would be seen in the context of vehicles on the existing A303, which would remain open during the construction phase.</p> <p>The depositing of the excavated chalk across the upper parts of East Parsonage Down, as well as the upper parts of cranes being used in the construction of the Green bridge one and the River Till Viaduct would also be visible, due to the elevated position of the receptor and the open character of the intervening agricultural fields. Construction to the north of Scotland Lodge Farm, associated with excavation for Winterbourne Stoke cutting west would be screened by the intervening landform.</p> <p>The excavation of the scheme around Longbarrow Junction, the main contractor's compound and STP would be barely visible due to the distance from the receptor.</p> <p>The remainder of the construction activity within the WHS would be screened by the Winterbourne Stoke Clump woodland.</p> <p>Construction activity would form a notable feature within the view, as well as being visible to varying degrees for the duration of the construction phase.</p> <p>This is balanced with views remaining across the wider landscape to the north and north-east of the receptor being unaffected, reducing the dominance of the construction activity and reducing its potential impact.</p> <p><b>Operation Year 1 (winter)</b></p> <p>At year 1 of operation, vehicles on the new section of dual carriageway in the foreground of the view would reflect the context of existing views of vehicles on the A303, albeit with additional signage consolidated around the layby.</p> <p>Green bridge one would aid in screening views along the Winterbourne Stoke cutting and present a visual connection across the new dual carriageway.</p> <p>The change to the surface ground levels across East Parsonage Down would not alter the composition of the view, as the completed earthworks would reflect the existing valley landform, although the white tone of the chalk would be perceptible, although seen in the context of a wider field pattern.</p> <p>Longbarrow Junction would be barely perceptible, due to the distance, from the receptor.</p> <p>The likely impact is again balanced by the panoramic extent of the view and that the Scheme is located across a smaller part of this field of view.</p> <p><b>Operation Year 15 (summer)</b></p> <p>By year 15 the chalk grassland across East Parsonage Down would have established to visually integrate with the vegetation coverage across Parsonage Down NNR in the foreground of the view and extend the scenic quality of the chalk grassland across the view.</p> <p>Similarly there would be new chalk grassland visible adjacent to the A303 in the foreground of the view, visually softening the highway boundary.</p>	Moderate	Moderate adverse	Minor	Slight adverse	Minor	Slight beneficial

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				These changes are balanced with views of the new A303, seen in the context of the existing road network.						
02	Recreational Users of Byway STAP5  RV 2	High	2	<p><b>Construction (winter)</b> The intervening landform and vegetation would screen the deposition of excavated chalk across East Parsonage Down. The very upper parts of the STP would be visible; however at this distance it would form a barely noticeable feature.</p> <p><b>Operation Year 1 (winter)</b> The intervening landform and vegetation would screen East Parsonage Down, as well as the remainder of the Scheme. There would be a perceptible reduction in vehicular movement due to the realignment of vehicles to the north of Scotland Lodge, rather than across Berwick Down.</p> <p><b>Operation Year 15 (winter)</b> As per the year 1 assessment, the effect of the Scheme would remain as per year 1.</p>	Negligible	Slight adverse	Minor	Slight beneficial	Minor	Slight beneficial
03	Recreational users of Byway BSJA3 north- west of Berwick St James  RV 3	High	1	<p><b>Construction (winter)</b> The intervening landform and vegetation would screen the construction activity across East Parsonage Down.</p> <p><b>Operation Year 1 (winter)</b> The intervening landform and vegetation would screen land at East Parsonage Down; however there would be a reduction in views of vehicles due to the new A303 carriageway.</p> <p><b>Operation Year 15 (summer)</b> As per the year 1 assessment, there would be a reduction in vehicles from within the view.</p>	No Change	Neutral	Minor	Slight beneficial	Minor	Slight beneficial
04	Recreational users of Parsonage Down National Nature Reserve  RV 4	High	0.51	<p><b>Construction (winter)</b> There would be open and close range views of the re-profiling and deposition of chalk across the fields across East Parsonage Down, as well as the excavation for drainage area one and either of the pipeline options. The formation of the embankment to the north of Scotland Lodge Farm, as well as the construction of the realigned B3083 north and topsoil storage would be visible, due to the elevated position of the receptor, along with the construction of the B3083 underbridge and implementation of the signage and variable message signs. Part of the haul road from the main construction compound would be visible, as it crossed from Winterbourne Stoke Hill and the River Till valley via the temporary bridge to the south of the construction of the River Till viaduct. The upper part of the STP would also be visible, although at distance from the receptor. While the construction activity would be seen in the context of part of the existing A303 and buildings in the northern part of Winterbourne Stoke, it would be focal point of the view.</p> <p><b>Operation Year 1 (winter)</b> There would be close range views of the completed earthworks across East Parsonage Down and the bare chalk across the area. With the pipeline diversion being underground, it would evidently not be visible and the perception of the dry valley landform would remain due to the re-profiling. There would be open views of the River Till cutting west, along with views</p>	Major	Very Large adverse	Moderate	Moderate adverse	Minor	Slight adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	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 vehicles, which would be at closer range than existing vehicles crossing Oatlands Hill.</p> <p>Views would extend along the length of the new A303 as it rises across Winterbourne Stoke Hill. Views of the realigned B3083 north would reflect existing views of this road, although the signage on the new A303, above the B3083 underbridge would be notable new feature within the view.</p> <p><b>Operation Year 15 (summer)</b></p> <p>The chalk grassland in the foreground of the view would have established, representing a higher scenic quality in immediate proximity to the receptor in comparison to the existing intensively farmed fields.</p> <p>The woodland to the north of Scotland Lodge Farm would screen views of vehicles on the embankment. The establishment of the new tree planting adjacent to the realigned B3083 north would aid in softening views of the River Till cutting west and the lower parts of the variable message sign.</p>						
04A	Residents in Cherry Lodge	Medium	0.95	<p><b>Construction (winter)</b></p> <p>The excavation for the pipeline and the re-profiling and deposition of the chalk arisings would be in close proximity to the receptor although views are likely to be partially softened by the proximity of existing mature trees and therefore the overall balance of features within the view would not alter.</p> <p><b>Operation Year 1 (winter)</b></p> <p>In operation the white chalk across the fields would be perceptible, although largely softened by the proximity of mature trees. The pipeline would not be visible, being below ground. Any views towards the new A303 on embankment to the north of Winterbourne Stoke would be very oblique, due to the east/west orientation of the receptor.</p> <p><b>Operation Year 15 (summer)</b></p> <p>With the existing mature trees in leaf, the Scheme would be screened, effectively representing no change to the existing view.</p>	Moderate	Moderate adverse	Minor	Slight adverse	No Change	Neutral
04B	Community Groups in the Cherry Lodge Grounds	Medium	0.95	<p><b>Construction (winter)</b></p> <p>The excavation for the pipeline and the re-profiling and deposition of the chalk arisings would be in close proximity to the receptor along with oblique views of the formation of the embankment across the B3083. Whilst views are likely to be partially softened by the proximity of existing mature trees, the construction activity would be a focal point of the view.</p> <p><b>Operation Year 1 (winter)</b></p> <p>In operation the chalk across the fields would be perceptible, although partially softened by the proximity of mature trees. The pipeline would not be visible, being below ground. Any views towards the new A303 on embankment to the north of Winterbourne Stoke would be oblique, due to the east/west orientation of the receptor.</p> <p><b>Operation Year 15 (summer)</b></p> <p>With the existing mature trees in leaf, and the new woodland adjacent to the embankments the vehicles would be screened. There would be close range views of the established chalk grassland representing an improved scenic quality at close range to the receptor.</p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight beneficial
04C	Motorists on Cherry Lodge Lane	Low	0.75	<p><b>Construction (winter)</b></p> <p>There would be elevated and open views of the excavation for the pipeline, formation of the embankment to the north of Scotland Lodge Farm, as well as close range views of the re-profiling and chalk deposition</p>	Major	Moderate adverse	Moderate	Slight adverse	Moderate	Slight adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)	
				<p>across East Parsonage Down. Views would also include the construction of the B3083 realignment north, topsoil storage adjacent to the B3083 and the upper parts of cranes associated with the construction of the River Till viaduct. The construction activity would therefore be a focal point of the view.</p> <p><b>Operation Year 1 (winter)</b> The completed earthworks would be visible due to the white chalk, contrasting with the existing agricultural fields; however the perception of the valley landform would remain. The pipeline would not be visible, as it would be underground.</p> <p>The 17m high embankment and vehicles on the new A303 would be visible, whilst views of vehicles on the realigned B3083 would reflect the composition of existing views. The signage on the new A303, in proximity to the B3083 underbridge would be visible, being on embankment and 2.4m in height. The Scheme would therefore form a notable change to the view.</p> <p><b>Operation Year 15 (summer)</b> The establishment of the chalk grassland in the foreground of the view would represent an improved scenic quality compared to the existing agricultural fields.</p> <p>The new A303 and associated vehicles would be screened by the woodland, although the embankment would remain visible, being elevated above the receptor. The embankments to the east of the realigned B3083 north would be softened by the establishment of the new tree planting adjacent to this road, although views of vehicles and signage would remain.</p> <p>The Scheme would remain a noticeable feature within the view.</p>							
05	Motorists on the B3083  RV 5  P Figure 7.51 and 7.52	Low	0.36	<p><b>Construction (winter)</b> There would be elevated and open views of the formation of the embankment to the north of Scotland Lodge Farm, as well as close range views of the re-profiling and chalk deposition across East Parsonage Down and pipeline diversion. Views would also include the construction of the B3083 realignment, excavation for the water pipeline, topsoil storage adjacent to the B3083 and the implementation of Green bridge one. The construction activity would therefore be a focal point of the view.</p> <p><b>Operation Year 1 (winter) – [Figure 7.51]</b> The re-profiled land across East Parsonage Down would be integrated within existing views due to the sympathetic grading to reflect the existing landform pattern. The white tone of the chalk within the field would be visible, contrasting with the existing agricultural fields.</p> <p>The 17m embankment and vehicles on the new A303 would be visible. The B3083 underbridge would be seen below the height of the false cutting. The signage on the new A303, in proximity to the B3083 underbridge would be visible; being in an elevated position on embankment. The Scheme would therefore form a notable change to the view.</p> <p><b>Operation Year 15 (summer) – [Figure 7.52]</b> The establishment of the chalk grassland in the foreground of the view would represent an improved scenic quality compared to the existing agricultural fields. The establishment of the woodland to the north of Scotland Lodge Farm would further soften and visually integrate part of</p>	Major	Moderate adverse	Major	Moderate adverse	Moderate	Slight adverse	

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	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 embankment and screen views of vehicles.</p> <p>The embankments to the east of the realigned B3083 north would be softened by the establishment of the new tree planting adjacent to the B3083.</p> <p>The Scheme would remain a noticeable feature within the view.</p>						
06	<p>Recreational users of PRoW (footpath) WSTO4 across High Down</p> <p>RV 6</p>	High	0.8	<p><b>Construction (winter)</b></p> <p>Due to the elevated position of the receptor, the excavation for Longbarrow Junction west across Fore Down would be visible, along with vehicles on the haul routes and excavation for the water pipeline. The re-profiling of landform to the north of Hill Farm and the construction and installation of Green Bridge two and the excavation for Green Bridge two cutting would also be visible, along with the STP.</p> <p>The construction activity would be a focal point of the view, although views would remain across Fore Down and the River Till valley to the north of the receptor, such that the construction activity would be consolidated in relation to the extent of the wider view, and seen within the context of views of the existing A303 which would remain in operation during the construction phase.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The completed earthworks would be visible to the north of Hill Farm, albeit reflecting the overall pattern of rising landform to the north of the River Till. Green Bridge two and its completed earthworks would also be visible, being positioned higher in the landscape than the current landform, although seen in the context of Hill Farm cottages. The bunds along the A303 carriageway would aid in screening the lower parts of vehicles and the signage to the west of Green Bridge two, which is 5.9metres above the road.</p> <p>Longbarrow Junction and the River Till viaduct would be screened by the intervening ridgelines. The water pipeline would not be visible, being underground.</p> <p>The Scheme would therefore be a noticeable feature.</p> <p><b>Operation Year 15 (summer)</b></p> <p>The completed earthworks would be integrated within the landscape due to the establishment of the planting and the hedgerows adjacent to the Green Bridge two. In combination with the bunds views of vehicles would be further softened, such that the Scheme would be perceptible but not alter the overall balance of panoramic views from the receptor.</p>	Major	Large Adverse	Moderate	Moderate adverse	Minor	Slight adverse
06A	Residents at the southern edge of Shrewton/ Rolleston	Medium	1.7	The intervening vegetation and undulating landform across the River Till valley sides would screen views of the construction activity and operation of the Scheme to effectively represent a no change.	No Change	Neutral	No Change	Neutral	No Change	Neutral
06B	Motorists on the A360	Low	1.7	The roadside hedgerows would screen views of the construction activity and operation of the Scheme to effectively represent a no change.	No Change	Neutral	No Change	Neutral	No Change	Neutral
07	<p>Recreational users of Byway WSTO4 as it crosses the River Till</p> <p>RV 7</p>	High	0.45	<p><b>Construction (winter)</b></p> <p>The formation of the River Till embankments east and the excavation for the Longbarrow cutting west and associated earthworks would be visible, along with construction vehicles on the haul routes and the upper part of the STP. The upper parts of cranes constructing the River Till viaduct and for the implementation of Green Bridge two would also be visible, along with the excavation for the water pipeline.</p> <p>Due to the proximity of the construction activity and that it would be</p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				<p>situated in an elevated position in relation to the receptor; the project would form a focal point of the view.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The completed earthworks would be visible, although reflecting the existing rising landform across the valley side towards Hill Farm. The bunds would aid in screening vehicles, and the water pipeline would not be visible. Green Bridge two would be visible, due to its elevated position in the landscape.</p> <p>The new alignment would be in closer proximity to the receptor than the existing A303 and therefore a noticeable feature.</p> <p><b>Operation Year 15 (summer)</b></p> <p>With the establishment of the new planting on the River Till embankment west and around Green bridge two in combination with the settling of the completed earthworks, views of the Scheme would be softened, such that it would be perceptible but not alter the overall balance of views.</p>						
07A	Foredown Barn	Medium	0.6	<p><b>Construction (winter)</b></p> <p>There would be views of the upper parts of cranes implementing the green bridge two, as well as and the formation of the River Till viaduct embankment west and Longbarrow cutting west. Views of the construction activity at the River Till would be largely filtered by the existing woodland within the foreground of the view.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The River Till viaduct embankment west would be visible, although seen as part of the valley side landform which already extends from the valley side towards the River Till. The upper part of Green bridge two would also be visible, representing a perceptible feature in the view.</p> <p><b>Operation Year 15 (summer)</b></p> <p>With the existing vegetation in leaf views towards the River Till would be screened. The settled character of the completed earthworks would integrate the River Till embankment west, along with the planting softening views of the completed earthworks. The hedgerows adjacent to Green Bridge two would also soften views of the structure.</p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse
07B	Recreational users of Byway WST 04	High	0.1	<p><b>Construction (winter)</b></p> <p>The formation of the River Till embankments west and east; excavation of the River Till cutting east; implementation of the viaduct with construction vehicles on the haul routes and excavation for the utilities would be visible. This construction activity would be dominant and a discordant feature within the view.</p> <p><b>Operation Year 1 (winter)</b></p> <p>Due to the receptor being at close range to the Scheme the scale and mass of the River Till viaduct would be a dominant feature within the view, in combination with the unsettled character of the embankments and the loss of vegetation within the valley floor, as well as the signage and variable message sign on the River Till embankment west. The raised parapet on the viaduct would aid in reducing views of vehicles.</p> <p><b>Operation Year 15 (summer)</b></p> <p>With the establishment of the planting on the River Till viaduct embankments west and east and the settled form of the completed earthworks, there would be softening of views to the re-profiled embankment and screening to the signage and variable message signs.</p>	Major	Very large adverse	Major	Large adverse	Moderate	Moderate adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				However, due to the continued presence of the viaduct, it would remain a noticeable feature in the view.						
08	Residents (nos. 1-4) on the eastern side of Winterbourne Stoke and to the south of the existing River Till crossing  RV 8  P Figure 7.53 and 7.54	High	0.35	<p><b>Construction (winter)</b> There would be open views of temporary bridge crossing across the River Till, construction vehicles, and the formation of the River Till viaduct embankments west and east, drainage area three and the implementation of the River Till viaduct, involving cranes and tall lifting equipment. The construction activity would be visible beyond vehicles on the existing A303, which would remain in operation during the construction phase. Views of the construction activity would therefore form a dominant feature within the view.</p> <p><b>Operation Year 1 (winter) – [Figure 7.53]</b> With the A303 realigned to the north of the receptor, there would be a noticeable reduction in the number of vehicles within foreground views, which is considered beneficial. The River Till viaduct would be visible in the middle ground of the view, 10m above the valley floor. The River Till embankments east and west would also be visible, which would in part reflect the existing pattern of valley landform. The vehicles on the viaduct would be visible, although the raised parapet would screen the lower parts and headlights. The variable message sign would also be visible. However views would remain along the valley floor, beneath the River Till viaduct.</p> <p>The impact to the view is therefore a balance between the improvement from the reduction in vehicles in close range views, balanced with views of the massing and scale of River Till viaduct and vehicles in an elevated position.</p> <p><b>Operation Year 15 (summer) – [Figure 7.54]</b> There would be some softening of views of the central part of the viaduct due to the existing trees adjacent to the River Till and on the opposite side of the existing A303 being in leaf.</p> <p>The establishment of the planting on the River Till viaduct embankments would further soften and integrate the earthworks as well as views of vehicles and signage on the approach to the viaduct.</p> <p>These changes would continue to be balanced by the notable improvement from the reduced number of vehicles on the former A303, in close range views.</p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse
08A	Foredown House	High	0.2	<p><b>Construction (winter)</b> There would be close range views of the excavation of River Till cutting west and formation of the River Till embankment west. There would also be views of the construction of the B3083 underbridge, and 17m embankment to the north of Scotland Lodge, along with the deposition of excavated material across part of East Parsonage Down.</p> <p>The construction activity would therefore represent the dominant feature or focal point of the view.</p> <p><b>Operation Year 1 (winter)</b> There would be close range views of the River Till cutting west and the completed earthworks, although the false cutting would aid in softening views of cars along the realigned A303. Views of the realigned B3083 north would reflect existing views of this road. There would also be views of the River Till viaduct and vehicles to the north-east of the receptor, in contrast to existing views of the valley. The white tone of the chalk across</p>	Major	Very large adverse	Major	Large adverse	Slight	Minor adverse



VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				<p>East Parsonage Down would also be visible, with the Scheme representing a focal point of the view.</p> <p><b>Operation Year 15 (summer)</b></p> <p>Views towards the River Till viaduct and the River Till viaduct embankment west would be largely screened by the existing garden trees being in leaf. The completed earthworks across East Parsonage Down and the A303 alignment would be integrated into the landscape by the establishment of the planting. Views of the embankment to the north of Scotland Lodge Farm would also be softened by the establishment of the woodland. However, the Scheme would remain a noticeable feature within the landscape.</p>						
08B	High Down View Residents, including no.1 at the corner of the existing A303 and the B3083, Winterbourne Stoke	High	0.4	<p><b>Construction (winter)</b></p> <p>The excavation for the River Till cutting west, the realignment of the B3083 north and the deposition of excavated material and land re-profiling across East Parsonage Down would also be visible from upper floor rear windows. The upper parts of cranes constructing the River Till viaduct would also be visible, seen above Foredown House. The construction activity would therefore be a focal point of the view.</p> <p><b>Operation Year 1 (winter)</b></p> <p>There would be views of the completed earthworks, higher sided vehicles, and the upper parts of signage and the white tone of the chalk across the upper part of East Parsonage Down. The realigned B3083 north would also be visible, however this is considered to reflect existing views of this road. The Scheme would therefore be noticeable in contrast to the exiting agricultural fields.</p> <p><b>Operation Year 15 (summer)</b></p> <p>With the establishment of the planting and the more settled character of the completed earthworks, along with in leaf, the River Till cutting west would be softened. Chalk grassland across East Parsonage Down would improve the scenic quality within the view. The combination of these features would therefore reduce the impact of the Scheme compared to year 1.</p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse
08C	Scotland Lodge including the grounds of the property	High	0.45	<p><b>Construction (winter)</b></p> <p>Whilst views from the property would be largely screened, there would be close range views from the wooded areas on the northern boundary of the property, which are used for outdoor activity. The construction phase would therefore represent a dominant feature within the view.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The embankment, Green Bridge one and the bare chalk across East Parsonage Down would be visible, although the perception of the valley landform would remain.</p> <p><b>Operation Year 15 (winter)</b></p> <p>The woodland would have established to screen views of the embankment and Green Bridge one, although views across East Parsonage Down would be truncated.</p>	Major	Large adverse	Major	Large adverse	Negligible	Slight adverse
08D	Residents to the south of the A303 in Winterbourne Stoke including the Manor House	Medium	0.48	<p><b>Construction (winter)</b></p> <p>The excavation of the River Till embankment west and the realignment of the B3083 south would be visible to the north of the from upper floor windows. The deposition of excavated chalk across the upper parts of East Parsonage Down would also be visible. The construction activity</p>	Moderate	Moderate adverse	Minor	Slight adverse	Minor	Slight beneficial

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				<p>would represent noticeable feature within the view.</p> <p><b>Operation Year 1 (winter)</b> There would be a noticeable change to views to the north of the receptor, from the reduction of vehicles on the former A303. The white tone of the chalk across the upper part of East Parsonage Down would be visible along with the completed earthworks along the River Till embankment west. Views of the realigned B3083 are however considered to reflect existing views of this road.</p> <p>The impact of the Scheme is therefore a balance between the reduction in views of vehicles, to the north of the receptor, with the introduction of the realigned A303 and unsettled character of the earthworks.</p> <p><b>Operation Year 15 (summer)</b> With the existing vegetation and planting adjacent to the realigned B3083 in leaf and the chalk grassland established across East Parsonage Down, the Scheme would be further integrated into landscape. There would also be the continued beneficial change from the reduction in vehicles at close range to the north of the receptor, on the former A303.</p>						
09	Recreational users on PRoW (footpath WST011)  RV 9	High	0.57	<p><b>Construction (winter)</b> There would be open views of the formation of River Till viaduct embankment west. There would also be views of the deposition of excavated chalk across East Parsonage Down and the formation of the 17metre high embankment to the north of the Scotland Lodge. The construction activity would be a focal point of the view, due to its proximity to the receptor, although views across the wider landscape would remain.</p> <p><b>Operation Year 1 (winter)</b> Due to the elevated position of the receptor there would be views of the River Till viaduct, and vehicles crossing the valley, representing a readily apparent change to the view compared to the baseline, as the existing A303 is not as readily visible. The white chalk across East Parsonage Down would also be a noticeable feature, while the overall pattern of the valley landform would remain, due to the sympathetic re-grading of the terrain.</p> <p><b>Operation Year 15 (summer)</b> The planting on the River Till viaduct embankments would have established, aiding in softening views of a small part of the River Till viaduct. Similarly the chalk grassland would have established across East Parsonage Down, such that this would be integrated into the landscape and represent an improved scenic quality. The River Till viaduct and the alignment of the A303 across the foreground of the view would remain perceptible, but this is balanced by the features and elements across the wider extent of the view remaining and a general softening of the Scheme.</p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse
10	Recreational users on Byway WST06A, south of Hill Farm Cottages  RV 10  P Figure 7.55 and 7.56	High	0.52	<p><b>Construction (winter)</b> The excavation of Longbarrow Junction and the main construction compound would be visible, as well as the implementation of Green bridge three, seen in the context of the exiting A303. There would be channelled views of the upper part of the STP, seen in the context of Hill Farm cottages. The upper parts of cranes would also be visible in the background of the view, associated with the construction of the long bridge.</p> <p><b>Operation Year 1 (winter) – Figure 7.55</b></p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	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 link to Winterbourne Stoke and Green bridge three would be visible, along with signage and upper parts of the completed earthworks along the Longbarrow cutting; however Green Bridge no.3 would aid in softening the impact of cutting by visually linking the landscape above the carriageway. Longbarrow Junction would ultimately be readily apparent within the view due to its scale in relation to the narrower width of the existing A303.</p> <p><b>Operation Year 15 (summer) – Figure 7.56</b></p> <p>The tree planting to the west of Longbarrow Junction would have established to aid in softening views of the Junction and associated signage. The completed earthworks would also have softened and further integrated within the landscape.</p>						
10A	Hill Farm Cottages nos.1 – 4  RV 10	High	0.52	<p><b>Construction (winter)</b></p> <p>Due to the elevated position of the receptor the excavation of the Longbarrow cutting west, implementation of Green Bridge two, along with the excavation for Longbarrow Junction, the construction compounds, and part of the Slurry Treatment Plant and topsoil storage, would be visible at close range. The construction activity would therefore be a focal point of the view.</p> <p><b>Operation Year 1 (winter)</b></p> <p>The realigned A303 would be situated below the receptor, with the cutting and bunds aiding in further reducing views of vehicles in relation to the receptor. Longbarrow Junction would also be visible along with signage and traffic lights. Green bridge three would soften the impact of this crossing visually linking the landscape either side of the A303 alignment. The Scheme would be a noticeable feature in comparison to the existing A303.</p> <p><b>Operation Year 15 (summer)</b></p> <p>The tree planting to the west of Longbarrow Junction would have established to soften views of the Junction and associated signage and traffic lights. The establishment of the completed earthworks would also have further integrated the Scheme within the landscape, along with the hedgerows along the top of the bunds. The Scheme would remain a perceptible feature due to being of a larger scale than the existing A303.</p>	Major	Very Large adverse	Moderate	Moderate adverse	Minor	Slight adverse
10B	Recreational users on Restricted Byway BSJA9	High	0.85	<p><b>Construction (winter)</b></p> <p>Due to the elevated position of the receptor, there would be views of the removal of Longbarrow roundabout, the excavation for the cutting approach to the western portal part as well as the cranes and tall machinery associated with the construction of the long bridge and the Western Portal. The excavation and construction of the realigned A360 south would also be visible from the eastern part of the byway. The combination of this construction activity would result in it being a focal point of the view. The intervening rising landform across Oatlands Hill would screen views of the STP and main contractor compound.</p> <p><b>Operation Year 1 (winter)</b></p> <p>Views of the realigned A360 south would reflect existing views of the A360, albeit in slightly closer proximity to the receptor. The removal of Longbarrow Roundabout and its lighting columns and the reduced visibility of vehicles as a result of the A303 being in cutting, below the long bridge and in tunnel, is considered to be beneficial to the view, and a readily apparent change to the view.</p> <p><b>Operation Year 15 (summer)</b></p>	Moderate	Moderate adverse	Moderate	Moderate beneficial	Major	Moderate beneficial

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				At year 15 the chalk grassland would have established adjacent to the cutting approach to the western portal and adjacent to the long bridge, such that completed earthworks would be fully integrated into the landscape.						
11	Motorists on the A360 adjacent to Restricted Byway BSJA9  RV 11	Low	0.97	<p><b>Construction (winter)</b> There would be close range views of the construction of the NMU footpaths along the western edge of the WHS as well as the excavation and implementation of the electrical cable. The majority of the main construction activity would be screened by the intervening rising rolling landform across Oatlands Hill and the roadside hedgerows adjacent to the western side of the A360. The machinery and excavation for the cutting approach to the western portal along with the implementation of the western portal and upper parts of the construction fencing adjacent to these areas would be visible across the ridgeline.</p> <p><b>Operation Year 1 (winter)</b> The re-aligned A360 south and Longbarrow Junction would not be visible due to the intervening landform across the lower part of Oatlands Hill, nor would the underground electrical cable. The new chalk grassland in place of the former A360 would not have established, being mainly bare chalk, although the removal of the existing A360 would be notable. The reduction in vehicles from across the western part of the WHS would be a notable improvement to the view.</p> <p><b>Operation Year 15 (summer)</b> At year 15 the chalk grassland would have established adjacent to the receptor and to the north of the receptor, along the alignment of the former A360. The beneficial change from the removal of vehicles would remain.</p>	Major	Moderate adverse	Moderate	Slight beneficial	Major	Moderate beneficial
12	Tourists and Visitors at the Stonehenge Visitor Centre  RV 12	High	2.8 (closest visible point)	<p><b>Construction (winter)</b> The construction activity in the western part of the WHS, at Longbarrow Roundabout and associated with the realigned A360 north would be screened by the intervening rising landform. The upper part of the STP would be visible, extending above the Fore Down ridgeline, along with the excavation and haul routes for Longbarrow cutting west. The formation of the 17 metre embankments to the north of the Scotland Lodge Farm and the construction of the dual carriageway, as well as the deposition of excavated material across the southern part of East Parsonage Down would also be visible, in the background of the view. Whilst the construction activity would be noticeable across the middle and background parts of the view, it would be seen in the context of vehicles on the existing A303, which already cross this part of the landscape; such the impact is reduced from major.</p> <p><b>Operation Year 1 (winter)</b> There would be views of vehicles to the north of Scotland Lodge Farm on the embankment, as well as the white tone of the chalk across the lower parts of East Parsonage Down in the background of the view. Whilst perceptible, the composition of the view would remain largely as per the existing baseline with close range views of vehicles on the A360 and an agricultural landscape extending across rolling landform. Views of high load vehicles of the diversion scenario are considered to reflect existing views of vehicles.</p> <p><b>Operation Year 15 (summer)</b> With the establishment of the chalk grassland across East Parsonage</p>	Moderate	Moderate adverse	Minor	Slight adverse	Negligible	Slight adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				Down and woodland, views of the dual carriageway would be softened, representing a very small change to the composition of the view. Views of high load vehicles of the diversion scenario are considered to reflect existing views of vehicles.						
13	Tourists, visitors and recreational users in WHS at the World Heritage Site interpretation panel  RV 13  P Figure 7.57 and 7.58	High	1 (towards Longbarrow Junction)	<p><b>Construction (winter)</b> There would be close range views of the downgrading of the existing A360 and construction of the realigned A360 north, as well as the main construction compound, and upper parts of the STP. The excavation and re-profiling for longbarrow cutting west would also be visible along with the upper parts of cranes constructing the River Till viaduct and deposition of excavated material across East Parsonage Down.</p> <p><b>Operation Year 1 (winter) – Figure 7.57</b> There would be a beneficial change to the composition of the view by vehicles on the A360 being positioned further from the receptor, on the realigned A360 north, as well as the removal of lighting columns at the existing Longbarrow Roundabout.</p> <p>Vehicles and the upper parts of signage and traffic lights at the Longbarrow Junction roundabouts would be visible, with the combined features representing additional highways infrastructure within the view. The white tone of the chalk across the completed earthworks, including East Parsonage Down would be also visible along with the section of, albeit in the background of the view. Views of high load vehicles of the diversion scenario are considered to reflect existing views of vehicles.</p> <p>The impact is therefore a balance between the beneficial change from vehicles and the A303 being positioned further from the receptor with an increase in the actual extent of highways infrastructure being visible and altering the field pattern.</p> <p><b>Operation Year 15 (summer) – Figure 7.58</b> The establishment of the tree planting around Longbarrow Junction would soften views of vehicles and signage and further integrate this part of the Scheme within the landscape. In combination with the establishment and integration of the chalk grassland in the background of the view at East Parsonage Down, and the settled character of the completed earthworks, the impact to the view would be beneficial due to vehicles being further from the receptor. Views of high load vehicles of the diversion scenario are considered to reflect existing views of vehicles.</p>	Major	Very large adverse	Moderate	Moderate adverse	Minor	Slight adverse
14	Tourists, visitors and recreational receptors at the Winterbourne Stoke Group within the WHS  RV 14  P Figure 7.59 to 7.60	High	0.35	<p><b>Construction (winter)</b> Due to the close proximity of the receptor, the solid fencing bordering the excavation of the cutting approach to the western portal would be visible, with the upper parts of cranes and tall lifting equipment constructing the long bridge and the Western Portal.. This activity would be seen in the context of the existing A303 which would remain operational during the construction phase, until vehicles are re-directed through the tunnel, at which stage the breaking out of the existing A303 would also be visible. The effect is reduced from very large adverse as views would remain of the wider landscape beyond the construction activity.</p> <p><b>Operation Year 1 (winter) – Figure 7.59</b> With vehicles in the cutting approach to the western portal and the tunnel, there would be an immediate improvement to the view. The completed earthworks would be noticeable due to the white chalk along with the fencing adjacent to the cutting approach would be visible.</p>	Major	Large adverse	Moderate	Moderate beneficial	Major	Large beneficial

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	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) – Figure 7.60</b></p> <p>Overall the view would remain similar to that at year 1 due to the removal of vehicles. The chalk grassland would have established either side of the cutting approach to the western portal and the long bridge, to aid in visually integrating the completed earthworks within the landscape.</p>						
15	Recreational users on Byway WCLA1 south-east of The Diamond  RV 15	High	0.95	<p><b>Construction (winter)</b></p> <p>The excavation for the cutting approach to the Western Portal would be visible, along with the solid temporary construction fencing and tall lifting equipment and cranes constructing the long bridge. This activity would be seen in the context of the existing A303 which would remain operational during the construction phase, until vehicles are re-directed through the tunnel, at which stage the breaking out of the existing A303 would also be visible.</p> <p>Whilst the construction activity would be visible, it would be localised within the overall extent of the view, which reduces the effect.</p> <p><b>Operation Year 1 (winter)</b></p> <p>With vehicles no longer on the existing A303 there would be an immediate improvement to the view. The chalk grassland would not have established resulting in a noticeable white tone across the completed earthworks.</p> <p><b>Operation Year 15 (summer)</b></p> <p>The view would remain similar to that at year 1 due to the removal of vehicles. The new chalk grassland would have established either side of the retained cut to aid in visually integrating the completed earthworks further within the landscape.</p>	Major	Large adverse	Moderate	Moderate beneficial	Major	Large beneficial
16	Recreational users on permissive open access land close to Normanton Gorse  RV 16	High	0.38	<p><b>Construction (winter)</b></p> <p>The excavation for the cutting approach to the western portal and the tall lifting equipment and cranes to construct the western tunnel portal and long bridge, along with the excavation for the realigned A360 south would be visible. This activity would be seen in the context of vehicles on the existing A303 and A360.</p> <p>The construction of Longbarrow Junction, contractor compounds and the STP would be screened by the Winterbourne Stoke Clump woodland.</p> <p><b>Operation Year 1 (winter)</b></p> <p>Views of vehicles on the realigned A360 south would reflect existing views of vehicles on the A360. The removal of vehicles from within the WHS via the tunnel and long bridge would be an immediate beneficial change to the view. This is balanced with views of the concrete walls of the cutting approach to the western portal which would represent an uncharacteristic feature in the context of the agricultural landscape. The completed earthworks adjacent to the cutting approach would also not have fully integrated due to the chalk grassland not having established.</p> <p>The impact of the Scheme is therefore a balance between the beneficial and adverse changes.</p> <p><b>Operation Year 15 (summer)</b></p> <p>With the establishment of the chalk grassland the completed earthworks would be integrated within the landscape and would soften views of the cutting approach to the western portal.</p>	Major	Large adverse	Moderate	Moderate beneficial	Major	Large Beneficial
17	View south-west from Byway AMES12 close to the north side of the	High	1.2	<p><b>Construction (winter)</b></p> <p>The main part of the construction phase would not be visible in relation to views east from Byway AMES12, due to the intervening rising landform</p>	Moderate	Moderate adverse	Major	Large beneficial	Major	Large beneficial

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
	existing A303  RV 17			and woodland at Normanton Gorse and the Winterbourne Stoke Clump Group; however the upper parts of cranes above this vegetation would be visible. The breaking up the surface of the existing A303 and associated fencing to the construction area would also be visible. <b>Operation Year 1 (winter)</b> With the existing A303 no longer in operation, there would be a major immediate improvement change through the reduction of vehicles from the view. The reversion of the existing A303 to a restricted byway is also considered to be beneficial by reducing the extent of hard surfacing within the view. <b>Operation Year 15 (summer)</b> The composition of the view would remain similar to that at year 1, albeit with the establishment of the chalk grassland such that the completed earthworks would be fully integrated within the view.						
18	View north-east from Byway AMES11 at Normanton Down  RV 18	High	1.2	<b>Construction (winter)</b> The main part of the construction phase would not be visible due to the Normanton Group woodland and King Barrow Ridge. There would be views of the breaking up the surface and associated fencing to the construction area along the existing A303. <b>Operation Year 1 (winter)</b> With the existing A303 no longer in operation, there would be an immediate major change through the removal of vehicles from the composition of the view. <b>Operation Year 15 (summer)</b> The composition of the view would remain similar to that at year 1 overall, with the establishment of the chalk grassland fully integrating the restricted byway along the former A303.	Minor	Slight adverse	Major	Large beneficial	Major	Large beneficial
19	Visitors, tourists and recreational users at the WHS interpretation panel viewpoint located to the south of the Stones  RV 19  P Figure 7.61 and 7.62	High	1.4	<b>Construction (winter)</b> The main part of the construction phase would not be visible in relation to views east from the Stones, as the western tunnel portal would be behind the viewer and King Barrow Ridge would screen views of the Eastern Portal. The construction activity which would be visible once the existing A303 was no longer in use would be the breaking up the surface and associated fencing to the construction area, balanced with the A303 no longer being used by vehicles. <b>Operation Year 1 (winter) – Figure 7.61</b> With the existing A303 no longer in operation, there would be an immediate change through the removal of vehicles from the composition of the view. The reduction in the extent of hard surfacing from the A303 and reversion to a restricted byway is also considered to be beneficial although the chalk grassland would not have established. <b>Operation Year 15 (summer) – Figure 7.62</b> The composition of the view would remain similar to that at year one, albeit with the establishment of the chalk grassland along the restricted byway. As a result, completed earthworks would be fully integrated within the landscape.	Minor	Slight adverse	Major	Large beneficial	Major	Large beneficial
20	Visitors, tourists and recreational users at the WHS interpretation panel located on Byway	High	2	<b>Construction (winter)</b> The majority of the construction activity would not be visible, being screened by the ridgelines to the west and King Barrow Ridge to the east,	Minor	Slight adverse	Major	Large beneficial	Major	Large beneficial

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
	AMES12 adjacent to the Cursus  RV 20			<p>such that the main focal point of the view, Stonehenge Bottom, would remain.</p> <p>The construction activity which would be visible once the existing A303 was no longer in use would be the breaking up of the surface and associated fencing to the construction area of the existing A303.</p> <p><b>Operation Year 1 (winter)</b> With the existing A303 no longer in operation, there would be an immediate improved to the view through the removal of vehicles from the landscape.</p> <p><b>Operation Year 15 (summer)</b> The composition of the view would remain similar to that at year 1 due to the open character of the intervening fields. The establishment of the chalk grassland along the restricted byway would fully integrate the Scheme within the landscape.</p>						
21	Visitor, tourists and recreational users on the footpath alongside the existing A303, between King Barrow Ridge and Stonehenge Bottom  RV 21	High	2.4	<p><b>Construction Phase (winter)</b> There would be close range views of the breaking up of the existing A303, once vehicles had been diverted into the tunnel. Views of this activity would be below the receptor and would not alter the overall composition of the view, which would remain of The Stones. In addition, the reduction of vehicles on the existing A303 for this part of the construction activity to be undertaken is also considered to be beneficial to the view.</p> <p><b>Operation Year 1 (winter)</b> With the existing A303 no longer in operation, there would be an immediate beneficial change through the removal of vehicles from the composition of the view and reduction of road surfacing in close range. The bare chalk would be noticeable adjacent to the restricted byway, as the chalk grassland would not have established.</p> <p><b>Operation Year 15 (summer)</b> The establishment of the chalk grassland would integrate the restricted byway within the landscape and visually improve the scenic quality of the view.</p>	Minor	Slight adverse	Moderate	Large beneficial	Major	Large beneficial
22	Visitors, tourists and recreational users at the interpretation panel viewpoint located at the eastern end of The Cursus  RV 22	High	3.2	<p><b>Construction Phase (winter)</b> The construction activity would include views of tall equipment associated with the long bridge and at the western portal.. The intervening landform and vegetation would screen views of the construction at the Eastern Portal. The breaking up of the existing A303, once vehicles had been diverted into the tunnel would also be visible, along with the fencing to demarcate the construction area.</p> <p><b>Operation Year 1 (winter)</b> With the existing A303 no longer in operation, there would be an immediate change through the removal of vehicles from the composition of the view and reduction of road surfacing at close range, although the completed earthworks would not have fully integrated.</p> <p><b>Operation Year 15 (summer)</b> The composition of the view would remain similar to that at year 1 due to the removal of vehicles from the existing A303. The establishment of the chalk grassland would integrate the completed earthworks within the view.</p>	Moderate	Moderate adverse	Moderate	Large beneficial	Major	Large beneficial



VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
23	Visitors, tourists, recreational users at the WHS interpretation panel viewpoint where the Avenue crosses King Barrow Ridge  RV 23  P Figure 7.63 and 7.64	High	2.8	<p><b>Construction Phase (winter)</b> The construction of the Western Portal and cutting approach to the western portal at the western edge of the WHS would be visible in the background of the view, due to the elevated position of the receptor. The construction activity would include views of tall equipment and solid fencing.</p> <p>The breaking up of the existing A303, once vehicles had been diverted into the tunnel would also be visible, along with the fencing to demarcate the construction area. Views of this part of the construction activity would be below the receptor.</p> <p><b>Operation Year 1 (winter) – Figure 7.63</b> With the existing A303 no longer in operation, there would be an immediate change through the removal of traffic from the composition of the view. The upper part of the cutting approach to the western portal would be visible, between the long bridge and the western portal; however it would represent a very small part of the view.</p> <p><b>Operation Year 15 (summer) – Figure 7.64</b> The composition of the view would remain similar to that at year 1 due to the open character of the intervening fields.</p>	Moderate	Moderate adverse	Moderate	Large beneficial	Major	Large beneficial
24	Recreational users on the permissive path across Coneybury Hill tumulus  RV 24	High	2.6	<p><b>Construction Phase (winter)</b> The main construction activity of the Western Portal and cutting approach to the western portal would be screened by Luxenborough wood, although the upper part of cranes would be visible. The breaking up of the existing A303, once vehicles had been diverted into the tunnel would also be visible, along with the fencing to demarcate the construction area.</p> <p><b>Operation Year 1 (winter)</b> With the existing A303 no longer in operation, there would be a notable change through the removal of vehicles from the view.</p> <p><b>Operation Year 15 (summer)</b> The composition of the view would remain similar to that at year 1 due to the open character of the intervening fields, with the main change being the establishment of the chalk grassland along the restricted byway, which would have integrated the completed earthworks.</p>	Minor	Slight adverse	Moderate	Large beneficial	Major	Large beneficial
25	Recreational users on Bridleway AMES39 and residential properties at Strangways  RV 25	High	1	<p><b>Construction Phase (winter)</b> The tall equipment at the Eastern Portal and the upper parts of the solid fencing would be visible along with the excavation for the approach to the eastern portal. The tall equipment would be seen in the context of pylons and vehicles on the existing A303 and be a noticeable feature.</p> <p><b>Operation Year 1 (winter)</b> In operation the new A303 would be slightly lower than the existing A303 by between 0.7metres and 5.59metres, such that views of vehicles would be reduced.</p> <p><b>Operation Year 15 (summer)</b> With the existing vegetation in leaf the composition of the view would remain similar to the existing view.</p>	Moderate	Moderate adverse	Minor	Slight beneficial	No change	Neutral
26	Tourists, visitors and recreational users on Bridleway AMES9A	High	0.55	<p><b>Construction Phase (winter)</b> The tall equipment at the Eastern Portal and the upper parts of the solid fencing would be visible along with the excavation for the approach to the eastern portal and utilities. The tall equipment would be seen in the</p>	Moderate	Moderate adverse	Moderate	Moderate adverse	No change	Neutral

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
	RV 26  P Figure 7.65 and 7.66			<p>context of pylons and vehicles on the existing A303 and be a noticeable feature.</p> <p><b>Operation Year 1 (winter) – Figure 7.65</b> In operation the new A303 alignment would generally be in cutting with vehicles and signage screened by the intervening landform, despite the new A303 being in closer proximity to the receptor. However, as the new A303 crosses the dry valley on the approach to the Eastern Portal there would be open views of vehicles.</p> <p><b>Operation Year 15 (summer) – Figure 7.66</b> With the establishment of the new planting and the existing vegetation in leaf views of vehicles would be screened, reflecting the existing view.</p>						
27	Residents adjacent to Stonehenge Road  RV 27	High	0.5	<p><b>Construction Phase (winter)</b> The tall equipment at the Eastern Portal would be seen in the context of pylons and would be a perceptible feature.</p> <p><b>Operation Year 1 (winter)</b> In operation the existing vegetation on the southern side of the existing A303 would be retained, with the new A303 alignment further to the north of the receptor and beyond retained existing vegetation, thereby providing additional softening of views of higher sided vehicles.</p> <p><b>Operation Year 15 (summer)</b> With the existing vegetation in leaf, the composition of the view would reflect the existing view.</p>	Minor	Slight adverse	Negligible	Slight beneficial	No Change	Neutral
28	Visitors, tourists and recreational users at the WHS interpretation panel viewpoint in open access land approximately 100m west of Woodhenge monument  RV 28	High	1.2	<p><b>Construction Phase (winter)</b> The tall equipment at the Eastern Portal and the upper parts of the solid fencing would be visible along with the excavation for the new A303 alignment. The tall equipment would be seen in the context of pylons and vehicles on the existing A303 and be a noticeable feature.</p> <p><b>Operation Year 1 (winter)</b> In operation the new A303 alignment would generally be lower than the existing A303, by between 1.1metres and 6metres, albeit slightly closer to the receptor and without the screening from existing vegetation. The cutting would screen lower parts of vehicles, whilst there would be views of taller signs (7.2m) and higher sided vehicles.</p> <p><b>Operation Year 15 (summer)</b> With the establishment of the new planting and the existing vegetation in leaf the view would reflect the existing composition of the view.</p>	Moderate	Moderate adverse	Minor	Slight adverse	No Change	Neutral
29	Residents on the southern edge of Durrington  RV 29	High	2	<p><b>Construction Phase (winter)</b> The tall equipment at the Eastern Portal would be barely noticeable due to the distance and the oblique angle of the view. The construction of Countess Flyover would not be visible due to the intervening vegetation. Construction activity across the River Avon, associated with the Ratfyn substation would also be barely noticeable due to the distance.</p> <p><b>Operation Year 1 (winter)</b> No part of the Scheme along the A303 would be visible. Views of the high load route or diversion scenario are considered to reflect the existing context of views of vehicles.</p> <p><b>Operation Year 15 (summer)</b> No part of the propose scheme along the A303 would be visible. Views of</p>	Negligible	Slight adverse	No Change	Neutral	No Change	Neutral

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				the high load route or diversion scenario are considered to reflect the existing context of views of vehicles.						
29A	Residential properties adjacent to Countess Road west nos. 61 to 145	High	0.9	<p><b>Construction (winter)</b> There would be views of the upper parts of tall machinery and fencing at the Eastern Portal, as well as the excavation for the new A303 alignment to the north of the existing road, in closer proximity to the Nile Clumps. The construction activity would be viewed obliquely in relation to the main orientation of the receptor, where views are westwards across the WHS. The construction would therefore be perceptible, but not a readily apparent feature.</p> <p><b>Operation Year 1 (winter)</b> The Eastern Portal would not be visible due to the intervening rising landform and vegetation. The realigned section of the A303 would be in cutting and therefore only a very small part of the Scheme would be visible.</p> <p><b>Operation Year 15 (summer)</b> With the establishment of the planting adjacent to the A303, views would reflect the existing baseline.</p>	Minor	Slight adverse	Negligible	Neutral	No Change	Neutral
29B	Residential properties adjacent to the A345 (Countess Road) west nos. 23 to 59 Including Tollgate Close)	High	0.4	<p><b>Construction (winter)</b> There would be views of the upper parts of tall machinery and fencing at the Eastern Portal, as well as the excavation for the new A303 alignment to the north of the existing road, in closer proximity to the Nile Clumps. The construction activity would be viewed obliquely in relation to the main orientation of the receptor, where views are westwards across the WHS. The construction would therefore be perceptible, but not a readily apparent feature.</p> <p><b>Operation Year 1 (winter)</b> The Eastern Portal would not be visible due to the intervening rising landform and vegetation. The realigned section of the A303 would be in cutting and therefore only a very small part of the Scheme would be visible.</p> <p><b>Operation Year 15 (summer)</b> With the establishment of the planting adjacent to the A303, views would reflect the existing baseline.</p>	Minor	Slight adverse	Negligible	Neutral	No Change	Neutral
30	Motorists on the A345 (Countess Road) at the exit from Countess Services on the north side of Countess Roundabout  RV 30  P Figure 7.67 and 7.68	Low	0.1	<p><b>Construction Phase (winter)</b> The implementation of the flyover would be visible, including the cranes and other tall lifting equipment, being located centrally within the existing Countess Roundabout and A303. The excavation for the new drainage works and utilities, including the tree removal on the north-west side of the roundabout would also be visible. Views of the construction activity would be at close range and seen in the context of the existing highways infrastructure, and a noticeable feature of the view. The dominant feature in the view for the motorist would be the road and other vehicles.</p> <p><b>Operation Year 1 (winter) – Figure 7.67</b> In operation the flyover would be visible, being up to 7m above the existing roundabout, along with views of vehicles in an elevated position. The flyover would not truncate any longer distance views, due to the proximity of surrounding vegetation. The reduction of vegetation to the north-west of the roundabout would also be a noticeable loss to the view.</p> <p><b>Operation Year 15 (summer) – Figure 7.68</b> The planting in the central part of the existing Countess Roundabout</p>	Major	Moderate adverse	Moderate	Slight adverse	Moderate	Slight adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				would have established and would partially soften views of the flyover; however the flyover would remain a noticeable feature.						
30A	Countess Farm	High	0.05	<p><b>Construction Phase (winter)</b> There would be close range views of the removal of existing vegetation to the south of the receptor, as well as the implementation of the flyover, utilities and drainage basins. The proximity of the construction phase, whilst seen in the context of existing vehicles on the A303 would represent a dominant feature within the view.</p> <p><b>Operation Year 1 (winter)</b> There would be open views of the flyover retaining walls and acoustic barriers due to the removal of the vegetation, with the retaining walls extending approximately 7m above ground level. The concrete finish to these walls in combination with vehicles in a more elevated position in the view would represent a dominate feature within the view.</p> <p><b>Operation Year 15 (summer)</b> The existing vegetation will soften views of the lower and central sections of the flyover retaining walls. Views would remain of the upper parts of the flyover and acoustic barriers, all of which would be in an elevated position in comparison with existing views of the A303 and vehicles and therefore readily apparent.</p>	Major	Large adverse	Major	Large Adverse	Moderate	Moderate adverse
30B	Residential properties east of Countess Road	Medium	0.15	<p><b>Construction Phase (winter)</b> There would be angled views of the removal of vegetation adjacent to the existing A303, with more direct views of the contractor compound to the north-east of Countess Services. The Scheme would form a noticeable feature.</p> <p><b>Operation Year 1 (winter)</b> There would angled views of vehicles on the existing A303 due to the low height of the new planting, However, views across fields would remain, such that only a very small part of the project would be visible.</p> <p><b>Operation Year 15 (summer)</b> The establishment of the planting would reflect the context of the existing view.</p>	Moderate	Moderate Adverse	Negligible	Slight adverse	No change	Neutral
31	View north-west from the Lord's Walk footpath alongside the River Avon in the north of Amesbury  RV 31	High	0.1	<p><b>Construction (winter)</b> There would be close range views of the removal of trees adjacent to the A303 to enable the construction of the flyover retaining gabions as well as views of the upper parts of cranes. These views would be in the context of existing filtered views of vehicles on the existing A303, which would remain in operation during the implementation of Countess Flyover. The intervening vegetation and landform would screen the remainder of the construction activity across the Scheme. The construction activity would therefore be dominant.</p> <p><b>Operation Year 1 (winter)</b> There would be open views of vehicles on the A303 due to the localised removal of vegetation during the construction phase, as well as filtered views of higher sided vehicles on the flyover, representing a noticeable change to the view. The acoustic barriers would screen the lower parts of vehicles.</p> <p><b>Operation Year 15 (summer)</b> With the establishment of the proposed planting and the existing vegetation in leaf, vehicles would be screened overall, with any views of</p>	Major	Large adverse	Moderate	Moderate adverse	Minor	Slight adverse

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
				the upper parts of vehicles reflecting the existing context of the view.						
31A	Residential properties adjacent to Lords Walk, Amesbury	Medium	0.15	<p><b>Construction (winter)</b> While the receptor is in an elevated position the intervening vegetation would largely screen the construction activity, such that the upper parts of cranes would form a barely noticeable feature.</p> <p><b>Operation Year 1 (winter)</b> The intervening vegetation would screen views of the Scheme, representing no change to the view.</p> <p><b>Operation Year 15 (summer)</b> With the existing vegetation in leaf there would be no change to the view.</p>	Negligible	Slight adverse	No Change	Neutral	No Change	Neutral
31B	Bowles Hatches (Amesbury Abbey)	Medium	0.1	<p><b>Construction (winter)</b> There would be filtered views of the construction of the retaining walls of Countess Flyover, representing a noticeable change to the view, but one which would be seen in the context of existing vehicles on the A303.</p> <p><b>Operation Year 1 (winter)</b> There would be views of the concrete walls of the flyover, approximately 3metres in height, as well as vehicles in a more elevated position than compared to existing views. These views would be filtered by the existing vegetation.</p> <p><b>Operation Year 15 (summer)</b> With the existing vegetation in leaf the Scheme would be screened, reflecting no change to the existing view.</p>	Moderate	Moderate adverse	Minor	Slight adverse	No Change	Neutral
32	View south-west from Bridleway AMES 6, between Ratfyn and Bulford  RV 32	Medium	1.2	<p><b>Construction (winter)</b> The intervening vegetation would screen the majority of the construction activity associated with the Countess Flyover; however the upper parts of cranes would be visible as well as works for the proposed electrical cable. The scale of the cranes in relation to the wider view which includes pylons, settlement patterns and large scale buildings in Amesbury would be a barely noticeable feature, as well as in relation to the eastern portal.. The construction between the Ratfyn substation and the contractor's compound would be visible across the valley floor.</p> <p><b>Operation Year 1 (winter)</b> The intervening vegetation would soften views of the flyover and vehicles. The electrical cable would not be visible, being underground.</p> <p><b>Operation Year 15 (summer)</b> With the existing vegetation in leaf, the Scheme would be screened.</p>	Moderate	Moderate adverse	Negligible	Slight adverse	No Change	Neutral
32A	View south-west from Ratfyn Farm	Medium	1	<p><b>Construction (winter)</b> The removal of existing trees adjacent to the A303 would be visible, along with the construction of the reinforced embankments of Countess flyover and excavation for the electrical cable, although largely filtered by intervening vegetation.</p> <p><b>Operation Year 1 (winter)</b> There would be views of vehicles on the A303 and the concrete retaining walls along due to the removal of vegetation, although largely filtered by existing vegetation. The electrical cable would not be visible, being underground.</p> <p><b>Operation Year 15 (summer)</b> With the existing vegetation in leaf and the tree planting established, the view would reflect the existing composition of the view.</p>	Minor	Slight adverse	Minor	Slight adverse	No change	Neutral

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
33	View from the Allington Track  RV 33	Medium	0.6	<p><b>Construction (winter)</b> There would be close range views of the stopping up of part of the Amesbury Road and upgrade of the existing link between Allington Track and Amesbury Road. The scale of the construction activity would be in close proximity, but seen in the context of the existing A303 and localised to existing tracks and roads, such that it would not alter the overall balance of features within the view.</p> <p><b>Operation Year 1 (winter)</b> The closure of parts of these routes is considered to be a beneficial change for the receptor, but it would represent a very small change to the view.</p> <p><b>Operation Year 15 (summer)</b> With the establishment of the chalk grassland the scenic quality would be higher than the existing tracks, albeit very localised, such that the change would cause a limited improvement to the view.</p>	Negligible	Slight adverse	Negligible	Slight beneficial	Negligible	Slight beneficial
34	View west from Beacon Hill  RV 34	Medium	1	<p><b>Construction (winter)</b> The work to stop up the byway in the eastern part of the Scheme, along with cranes constructing the Countess Flyover would be visible, although seen in the context of existing vertical features within the view. There would also be glimpsed views of tall machinery at the Eastern Portal. Views of the remainder of the construction activity would not be discernible due to the distance. The scale of the construction activity in relation to the extent of the view would be a barely noticeable feature.</p> <p><b>Operation Year 1 (winter)</b> Views of vehicles on the A303, as well as on the high load route or diversion scenario (as occurring) are considered to reflect existing views, such that it would reflect a no change to the existing view.</p> <p><b>Operation Year 15 (summer)</b> At year 15 and with the existing vegetation in leaf, the view would reflect the existing baseline, and therefore no change to the view.</p>	Negligible	Slight adverse	No Change	Neutral	No Change	Neutral
35	View north-west from the permissive path adjacent to Fargo Plantation View to Rollestone  RV 35	Medium	1.45	<p><b>Construction (winter)</b> The construction of Rollestone Junction would be visible due to the elevated position of the receptor and the open character of the intervening fields. The scale of the construction activity would be small, with localised excavation and no tall machinery. The construction activity would be seen in the context of the A360 and the Packway and consolidated to a small part of the view, such that it would be perceptible but not alter the overall balance of features within the view.</p> <p><b>Operation Year 1 (winter)</b> Whilst discernible, views of Rollestone Junction would reflect existing views of the A360 and The Packway road networks, as would views of high load vehicles or the diversion scenario, such that it would reflect existing views.</p> <p><b>Operation Year 15 (summer)</b> At year 15 the view would reflect the year 1 assessment, due to the open character of the intervening fields and elevated position of the receptor, Rollestone Junction would be discernible, but reflect existing views, including for the high load vehicle and diversion scenario.</p>	Minor	Slight adverse	Negligible	Neutral	Negligible	Neutral
36	View south-east from residential property at Rollestone Junction	Medium	0.05	<p><b>Construction (winter)</b> There would be close range views of the construction of Rollestone Junction and therefore a noticeable feature, although seen in the context</p>	Moderate	Moderate adverse	Minor	Slight beneficial	Minor	Slight beneficial

VR	Receptor Representative View (RV) / Photomontage (P)	Sensitivity (Refer to Appendix 7.6)	Approx. Distance from Scheme (km)	Commentary	Construction Magnitude (winter)	Construction Effect (winter)	Year 1 Magnitude (winter)	Year 1 Effect (winter)	Year 15 Magnitude (summer)	Year 15 Effect (summer)
	RV 36			<p>of existing vehicles, thereby reducing the impact.</p> <p><b>Operation Year 1 (winter)</b> The road network and junction would be slightly further from the receptor, which is considered to be beneficial, although, overall the balance of features would remain. This includes for any views of high load vehicles and the diversion scenario, as ultimately these reflect existing views of vehicles.</p> <p><b>Operation Year 15 (summer)</b> Due to the open character of the landscape the assessment would reflect the year 1 findings.</p>						

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