

View of western portal from the new A303 PRoW

PART 1

Topography within the area

Referring to [REP7-024] 8.47 OEMP Annex 4A – Illustrated Examples of Key Design Elements

Tunnel Western Portal Approach, item, 4.2.10 (a) *“The Scheme should maximise the concealment of structures and features outside of the tunnel from the wider landscape through their siting in the landscape in relation to existing ground levels”*

and

“Where highways furniture and structures are visible, they should be elegant and sympathetic to their setting for both the road user and those within the wider landscape.”

The Scheme as presented, has used the natural topography of the landscape, placing the road at the lowest point within the dry valley. However, it has not taken into consideration the topography in the location of the western portal, where the road level of the current A303 has been significantly built up from ground level in order to remove the blind dip in the road. See Fig 1. below showing the extent of the built up area of the A303.

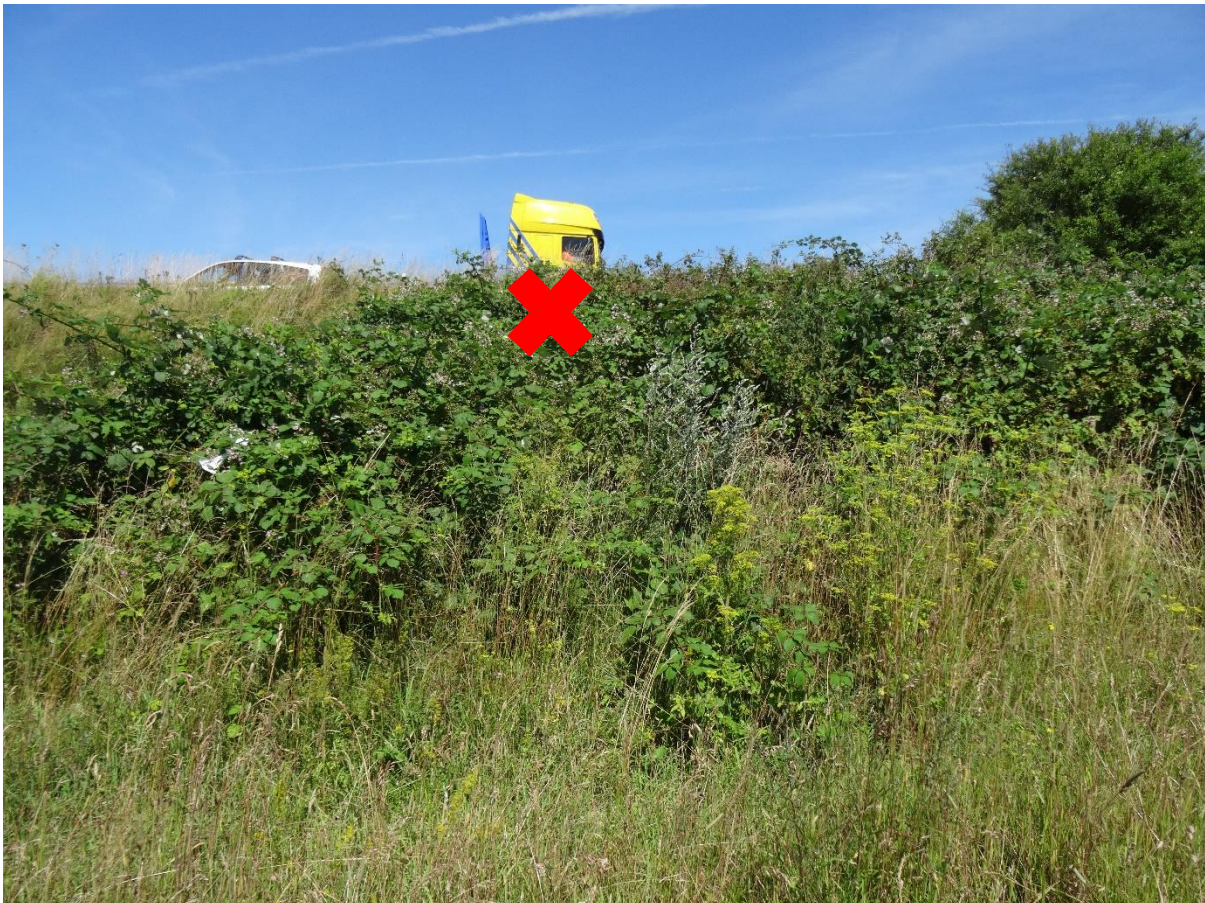


Fig 1. Photo taken from M and R Hosier field looking north to A303 (as shown by traffic at top of the picture). Illustrates the built up area.

Due to this marked difference in the ground level between the current A303 and the proposed new location, the users of the new A303 PRoW will be looking down onto the area of the western portal. See Fig 2.



Fig 2. View of M & R Hosier field taken from verge of A303 looking South to where the Western portal will be situated. (For context, this view was taken from the location of the red cross in Fig 1 with my back to the traffic). The arrow shows the line of tape, but it is not easy to see, yet alone visualise what the portal will look like within the landscape.

Part 2

We believe that from the new A303 PRoW, in the location of the western portal, there will be a view of both the portal and deep cutting. We have asked for photomontages from this location but the Applicant has not provided any. The only drawing produced from the A303 PRoW, has been from the layby next to Winterbourne Stoke Clump.

In the absence of a photomontage, and to illustrate this point, we took photographs taken from the A303 verge on the day of the First Accompanied Site Visit. The Applicant put out tape along the span of the western portal (as indicated by the arrow), but it was not easy to see. See Fig 3.



Fig 3. Photo taken from A303 verge in location of Western Portal

As the tape was not clear to see, we have marked up the area in black. See below, Fig 4.



Fig 4. Same photo as Fig 1 with the tape clearly marked.

Travelling west along the verge (which will be part of the PRoW), look back to the east, there will be a view into the deep cutting which will certainly show the retaining walls. See photograph below fig 5 .

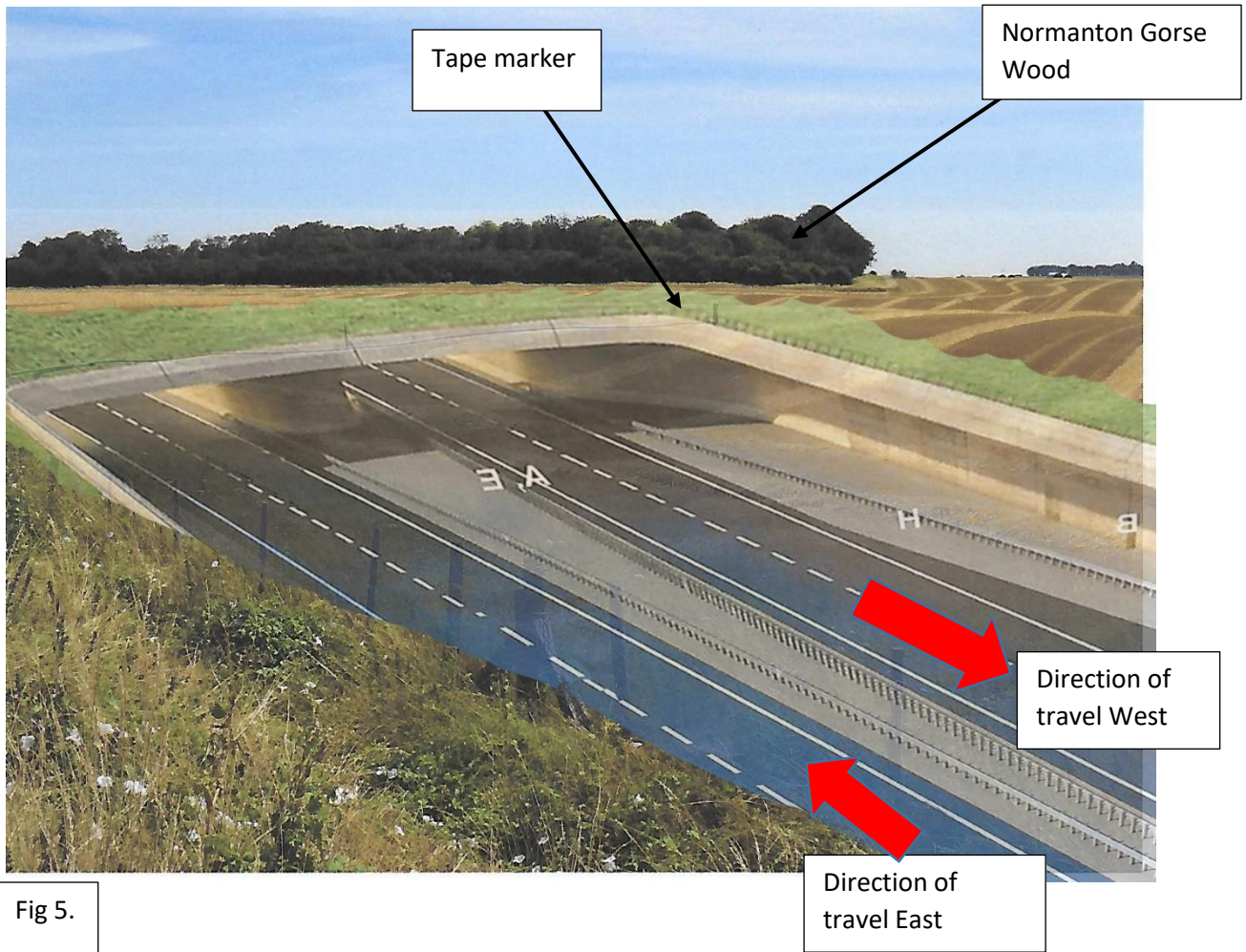


Fig 5.

The photographs above clearly show that the design with the western portal and deep cutting within the WHS do not fall within the Scheme criteria as noted in a number of the OEMP items, eg:

OEMP Annex 4A Vision, 4.2.6 (a) **Respecting and Responding to the Historic Landscape.** “The detailed design should take full account of the character of the unique historic landscape in which it sits. This includes the OUV of the WHS, the inter-visibility between monuments, heritage assets and the relationship between the WHS, its immediate setting and wider landscape. The Scheme should show due consideration of the objectives of the WHS Management Plan, to ensure that visibility of the Scheme is minimised, the design is elegant and impacts positively on the user experience within the WHS”