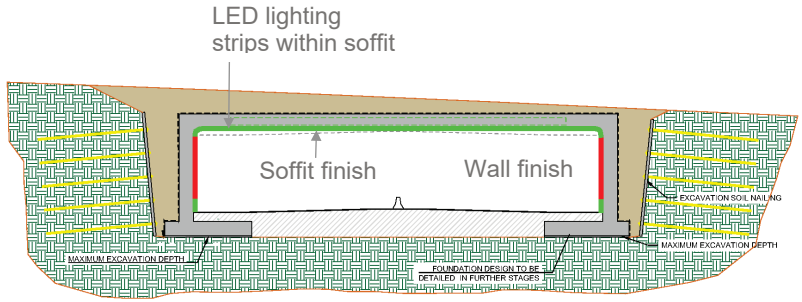
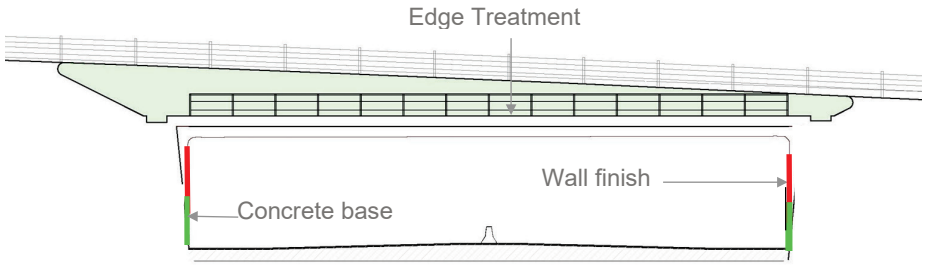
1.2 Design Vision Interpretation: Green Bridge 4

Demonstration

Green bridge 4 has a rounded profile in plan and elevation with a symmetrical elevation reflecting the curved geometry of the elements across the scheme. The design proposal for a textured wall finish provides continuity with the cutting and tunnel approaches and discreet lines of light in the soffit will be designed to minimise light spill.



Cross Sections, with Architectural finish indicated



Elevation, with Architectural profile indicated

Legend

- Smooth finish to concrete base and soffit
- Rough textured finish to concrete walls

Summary	
Colours	Warm, natural tones
Finish	Matt
Textures	Rough textured finish to wall (indicated red) Smooth finish to concrete base (indicated green)
Materials	Concrete
Fixtures	Linear light fixtures integrated into soffit
Key Components	**Edge detail:** warm, natural tones typical edge detail **Fencing:** typical pre-treated galvanised pedestrian restraint system

Materials Palette

Wall Finish
Rough textured finish. This continues to the wall surfaces beyond GB4 to extend along the length of the retaining walls.

Soffit
In-situ concrete, smooth finish, warm colour

Edge Treatment
Concrete, smooth finish, warm colour

Concrete base
Concrete, smooth finish, warm colour

1.2 Design Vision Interpretation: Cutting Condition

The surface finish of the cutting retaining walls reflect the character of the surrounding landscape and will conform with the requirements of D-NO15 (P-PWS03). The wall finish proposed for the cuttings and tunnel approaches reflects the texture and colour tone of the local sarsen stone providing visual connectivity to green bridge 4 and the surrounding landscape.

Combined with a sloping grass landscape above it, the shaped concrete overhang and edge treatment provides continuity with the details at the green bridges and other structures along the route and helps minimise the impact of the cutting on views across the World Heritage Site. The view below shows the cantilever at the eastern approach which is shallower than the cantilever to the western approach.

Summary	
Colours	Warm, natural tones and soffit to match warm tones of walls
Finish	Matt
Textures	Smooth finish to edge and VRS, Rough textured finish to cutting walls
Materials	Cast concrete
Key Components	**Edge detail:** warm, natural tones typical edge detail **Fencing:** typical pre-treated galvanised pedestrian restraint system

Materials Palette

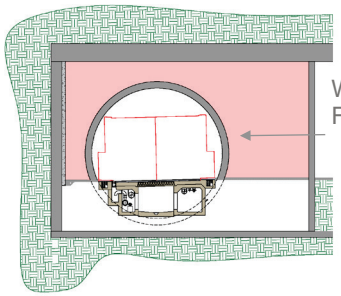
Wall Finish to Cutting
Rough textured finished concrete.

Edge Treatment & Vehicle Restraint System (VRS)
Concrete, smooth finish, warm colour.

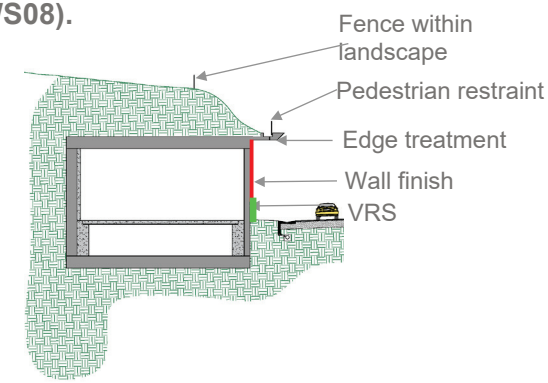
Pedestrian Fence
Bespoke pre-weathered galvanised steel fence system.

1.2 Design Vision Interpretation: Western & Eastern Tunnel Approach

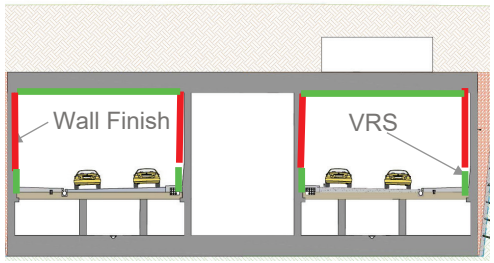
A uniform approach to material finish and warm coloured concrete in contrasting smooth and rough textured finish maintains the visual intent and provides continuity with the cutting and service room door finishes and external cladding. **Tunnel canopies have been designed to minimise the visibility of tunnel supports and building elements while surface finish to the tunnel service buildings are compatible with the adjacent walls to support this approach (P-PWS08).**



Elevation of head wall



Section through Side wall



Section through Cut and Cover

Legend

- Smooth finish to concrete base and soffit
- Rough textured finish to concrete walls

Summary	
Colours	Warm, natural tones
Finish	Matt
Textures	Smooth finish to edge / VRS (indicated green) Rough textured finish to walls (indicated red)
Materials	Concrete
Key Components	**Edge detail:** warm, natural tones typical edge detail **Fencing:** typical pre-weathered galvanised pedestrian restraint system

Materials Palette

Wall Finish
Rough texture to concrete finish.

Edge Treatment
Concrete, smooth finish, warm colour.

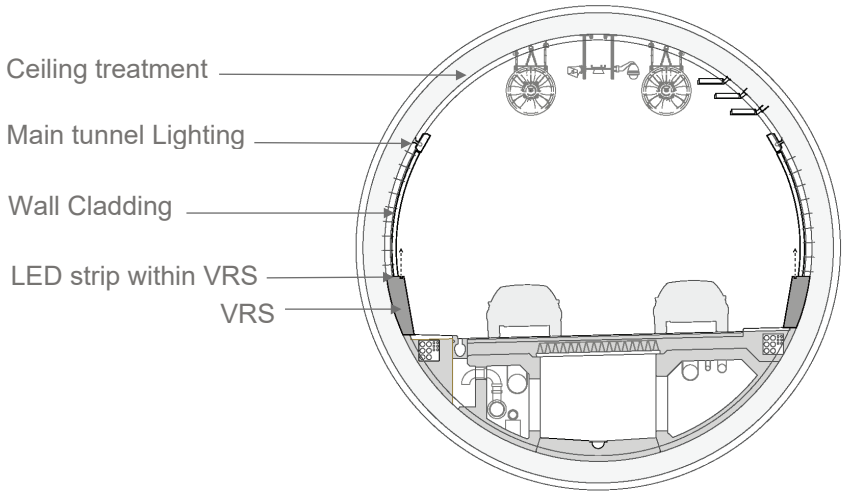
Vehicle Restraint System (VRS)
Concrete, smooth finish, warm colour.

1.2 Design Vision Interpretation: Tunnel Bores

Demonstration

Tunnel Bores – Design Intent

Vitreous Enamel cladding on a secondary steel frame extending to the top of the traffic zone, with integrated continuous strip lighting and dark painted ceiling. Use of Vitreous Enamel cladding will simplify tunnel cleaning and graffiti removal, which translate in faster and fewer cleaning operations.



Tunnel cladding

Vitreous Enamel Art installation

Tunnel cladding to top of traffic zone and dark ceiling

Summary	
Colours	White
Finish	Vitreous enamel finish
Textures	Smooth
Materials	Vitreous enamel
Fixtures	Secondary steel frame
Key Components	Integrated LED strip lighting Concrete VRS Service slots regularly between panels

Materials Palette

Ceiling Treatment
Painted concrete in Dark Grey or black finish with colour matched services runs and fixtures.

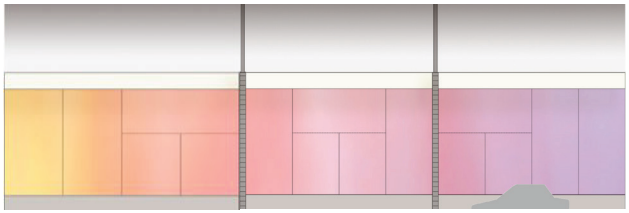
Tunnel Lighting
Continuous downlighting LED strip integrated into the head of the cladding panels **(TQ2A1.5)** and up lighting LED strip within the VRS **(TQ2A1.1)** offering enhanced aesthetics as well as safety **(TQ1C1.1 & TQ1C3.1).** These TQs will be led by our Design Manager.

Wall Cladding
Vitreous enamel panels fixed to concrete lining with secondary steel frame, approximately 250mm offset. Services behind or within breaks between panels.

Vehicle Restraint System (VRS)
Concrete, smooth finish, warm colour.

1.2 Design Vision Interpretation: Tunnel Bores

Customer Experience - Design Intent

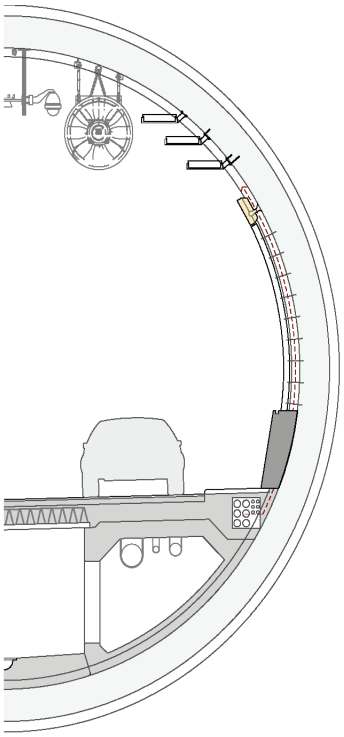


Tunnel Cladding layout

Vertical and horizontals

Cladding Layout

The Cladding layout is designed as intersecting horizontal and vertical panels arranged to reflect the motif of the stones. The irregular pattern will subtly reference the monument now lost to drivers in the tunnel. (**TQ2A1.4** led by Design Manager)

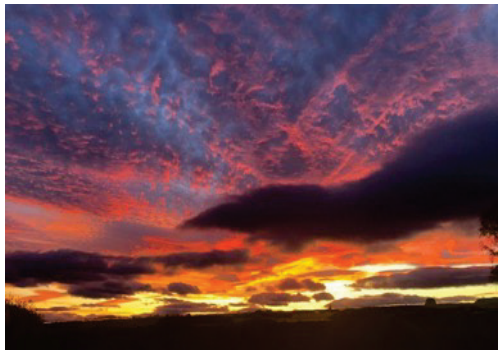


Cladding arrangement

Changing colour of the sun

Experience and Lighting

The cladding will be up lit by integrated LED lights creating a subtle gradient of colour through the tunnels, reflecting the colour changes of the sun - a critical part of the Stonehenge experience. Light levels will be higher at tunnel entrances to mitigate contrast. We are also providing a facility for digital projections in the apex of the tunnel to further enhance the tunnel experience (**TQ2A1.1, TQ2A1.2** led by Design Manager)



The colour tones of sunset

Macro Use of colour

LED lights to apply colour

1.2 Design Vision Interpretation: Countess Roundabout Flyover

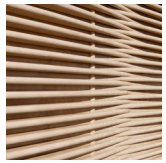
At Countess roundabout our integrated landscape strategy together with consideration of tone, texture, colour and simple geometry serves to mitigate the visual impact of the flyover on the surrounding area. This responds to the **OEMP vision (para 4.2.11) to respect the setting of the River Avon** as well as reflecting its status as a gateway to the World Heritage Site. The breakdown of the rough textured panels into smaller, irregular elements reduces the perception of the larger panel joints as well as providing different levels of visual detail for people viewing the finish at differing speeds. The rough textured finish and warm colour tones also provide continuity with the other key elements across the route.

Summary	
Colours	Warm, natural tones
Finish	Matt
Textures	Rough texture
Materials	Precast concrete
Key Components	**Noise barrier /visual screen:** Precast GRC concrete woven pattern finish to outer face / acoustic material to inside face **Edge detail:** warm, natural tones typical edge detail

The flyover edge detail has also been refined and shaped and provides continuity with the other elements of the route while the external treatment of the noise barrier is inspired by local craftsmanship and is consistent with the detail at the River Till viaduct.

Cladding
Warm coloured precast concrete finish to mechanically stabilised earth retaining wall. Finish to continue beneath the bridges. Visual quality to be developed, tested and finalised during detail design stage.

Edge Treatment and dwarf retaining walls
Concrete, smooth finish, warm colour.



Visual barrier – external face
Abstraction of woven pattern in lightweight concrete consistent with River Till visual screen detail **(TQ2A3.2)**.

Acoustic barrier – facing road
Wood-concrete cladding to inside face of visual screen, behind road restraint system.