

The Lake Lothing (Lowestoft) Third Crossing Order 201[*]



Lake Lothing
**THIRD
CROSSING**

**Document 6.3: Environmental Statement
Volume 3 Appendices**

Appendix 10B

Visual Effects Schedule

Appendix 10B – Visual Effects Schedule

VIEWPOINT REF AND RECEPTOR DETAILS	RECEPTOR QUANTITY/ RECEPTOR TYPE	EXISTING VISUAL OUTLOOK	SENSITIVITY	PROXIMITY TO SCHEME ORDER LIMITS WITHIN VIEW (METERS)	VIEWS DURING CONSTRUCTION	WINTER YEAR OF OPENING	SUMMER 10 YEARS	WINTER 10 YEARS
VP1 – Waveney Drive Waveney Drive at the junction of Waveney Crescent (Figure 10.6)	Approximately 18 no. properties, 2 large offices and Riverside Family Centre	Views north from street level tend to be partial and filtered through the intervening low rise built form, lighting columns and amenity planting in the mid-ground. Views for residents take in the busy Waveney Drive in the foreground, office buildings and large car park beyond, as well as the numerous street light columns which are visible against the skyline of the view.	There are various detracting features within the view, suggesting that it has low value and scenic quality associated with it. The visual expectations of the view and associated receptors, is that experienced from residential property. Ordinarily this would be high, however the presence of the existing road and associated car parks and commercial buildings, results in a view that is considered to be of medium sensitivity.	0	There will be awareness of the construction activity in the middle distance, including plant and cranes involved in lifting components if the bridge. The installation of the bridge counterweights will result in the awareness of the bridge substantially increasing. The magnitude of impact will be medium on views of medium sensitivity resulting in a moderate adverse significance of effect.	Whilst the bridge deck, associated traffic movement and public realm improvements will be perceived, these will be largely within the visual clutter that currently exists. The bridge counterweights will be viewed directly and will appear as new perceptible elements within the view, but will be of a similar height to the existing lighting columns within the view. The magnitude of impact will be low, the resulting significance of effect will be slight adverse .	Boundary planting associated with the existing car park in the foreground of the view, will over the interim period mature and will in part provide some filtering of lower level views. The counterweights will protrude into the view but will remain within the current heights associated with the lighting columns in the foreground and the grain silo building to the north. The magnitude of impact will remain low, and the significance of effect will be slight adverse .	Although less effective during winter months, boundary planting in the foreground will provide some filtering effect. As a result the counterweights will be marginally more visible however this will not materially change the predicted effects on the view. The magnitude of impact will remain low, and the significance of effect will be slight adverse .
VP2 – Tom Crisp Way Waveney Drive just east of the junction of Durban	Business premises, 2 no. residential properties east of the junction of Durban Road	Views north overlook the junction of Waveney Drive and Durban Road and continue along Riverside Road, which is flanked by business premises on either side. There are no views of	There are various detracting features within the view, suggesting that it has low value and scenic quality associated with it.	0	There will be substantial disruption in the foreground of the view, the construction activity being readily perceived within the immediate and mid distance views. The	Whilst the new bridge deck and associated changes to traffic movements will be perceived, these will be largely within the visual clutter of the car sales and	Changes arising from the re-alignment of the existing road, new junction and approach road to the bridge structure would represent a perceptible	Due to a lack of significant vegetation, the view is not anticipated to be materially different during winter months. The magnitude of

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Road (Figure 10.7)	and 3 no. residential properties at the end of Durban Road	tall built elements, and views extending to the treed horizons north of Lake Lothing are interrupted by the low rise office buildings. There is little in the way of vegetation in the view, apart from garden trees next to the properties on Durban Road, which reinforce the urban context of the view.	The visual expectations of the view and associated receptors, is that experienced from residential property, ordinarily this would be high, however the presence of the existing road, office development and parking in the foreground results in a view that is considered to be of medium sensitivity.		formation of the bridge, associated plant, lifting cranes all being visible within direct mid distance views. The magnitude of impact will be medium on views of medium sensitivity resulting in a moderate adverse significance of effect.	car parking that currently exists. The bridge counterweights will be perceptible but will be interrupted by intervening built form meaning that the profile of the bridge is partially screened. The magnitude of impact will be low with the existing commercial development undergoing perceptible change, the resulting significance of effect will be slight adverse .	change but would not substantially alter what is currently developed land uses with extensive areas of car parking. The magnitude of impact will remain low, the counterweights of the bridge being largely screened by intervening buildings. As a result the significance of effects will be slight adverse .	impact will remain low, the counterweights of the bridge being largely screened by intervening buildings. As a result the significance of effects will be slight adverse .
VP3 – Inner harbour south Waterfront of the south side of the Inner Harbour, Asda car park (Figure 10.8)	Public open space on the edge of the car park and associated waterfront walkway	Views north and west overlook the harbour waterfront from an open, paved public space above railings where the outlook is of a dockside setting. The open expanse of water that occupies the view from foreground provides a sense of change and movement that supports the working waterfront character. Beyond Lake Lothing frequently docked maritime vessels, low industrial buildings, lighting columns, and the roofline of terraces	The view represents a receptor type with low expectations, whilst there are some scenic qualities associated with the view and appreciation of the harbour. A combination of low visual expectation, with some scenic interest in the movement within the channel results in a sensitivity to change of low.	325	The construction of the Scheme will emerge above the existing outline of intervening building forms. Cranes and lifting equipment will emerge within the view and the bridge will gradually extend and develop within the view. The magnitude of impact will be medium, on this view the significance of effect will be moderate adverse .	Post construction the newly constructed bridge will form a new prominent but distinctive element within the view. The design of the bridge will be readily interpreted and the counterweights and any associated movement will provide interest within the view. The bridge will form the new focal point to the view, the magnitude of impact will be medium, resulting in a significance of effect of slight beneficial .	Views will not be substantially changed in year 10, the bridge structure will continue to dominate the view, providing a focal and reference point within associated views. The magnitude of impact will remain medium and the significance of effect will remain slight beneficial .	Due to a lack of significant vegetation, the view is not anticipated to be materially different during winter months. The magnitude of impact will remain medium and the significance of effect will remain slight beneficial .

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		on Denmark Road form the horizon. The focal point is the tall (approximately 50m high) grain silo building. This building forms the tallest element in the current view, its height exaggerated by open water in the foreground.						
VP4 – A47 Bascule Bridge A47 crossing of Lake Lothing (Figure 10.9)	Users of the bascule bridge, including pedestrians, residential and commercial property on the existing A47	Views west across the Inner Harbour are constrained by the contrasting built development either side of the open water in the foreground, on South Quay and Town Quay. South Quay provides an area of civic space with seating where views of the waterfront can be enjoyed, while Town Quay supports waterfront industry where docks and moored vessels line the edge of the harbour. The grain silo building on the north side of the lake, as the tallest structure within the waterfront setting, forms a distinct focal point punctuating the otherwise	The view represents a receptor type with medium expectations, there are some scenic qualities associated with the view and appreciation of the harbour and opportunities to pause and experience the view when waiting for the existing A47 bascule bridge to open/close as a result of passing maritime traffic. A combination of medium visual expectation, with some scenic interest in the movement within the channel results in a sensitivity to change of medium.	840	The construction of the bridge will emerge above the existing outline of intervening building forms, cranes and lifting equipment will emerge within the view and the bridge will gradually extend and develop within the view, forming a new intermediate horizon. The magnitude of impact will be low, on this view the significance of effect will be slight adverse .	Post construction the new counterweights to the bridge will form distinctive features within the view, their associated movement will represent a dynamic form. The counterweights will appear lower than the adjacent grain silo building and the bridge structure itself will appear over a relatively short distance, constrained and screened by buildings in the foreground. The magnitude of impact will be low and the significance of effect will be slight beneficial .	Views will not be substantially changed in year 10, the bridge will continue to provide a focal and reference point within associated views. The magnitude of impact will remain low and the significance of effect will remain slight beneficial .	Due to a lack of significant vegetation, the view is not anticipated to be materially different during winter months. The magnitude of impact will remain low and the significance of effect will remain slight beneficial .

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		low horizon. More recent development on the south side of Lake Lothing introduces some contrasting built elements with more diverse and modern forms and materials which contrast with the older buildings.						
VP5 – Clemence Street Junction of Clemence Street and Denmark Road (Figure 10.10)	Row of residential receptors along Denmark Road, numbering approximately 50 receptors	Views south are from the upper floors of a mix of semi-detached and terraced two storey properties, view are typically above roadside scrub, hedgerow planting or metal fencing. Occasional trees and small blocks of shrubs screen views towards the lake and Inner Harbour area for some properties while the tall grain silo is visible for all receptors and a distinctive if unattractive landmark. Some properties have glimpses of the waterfront and warehouses on the opposite side to the Inner Harbour and the large council office building further west. Street clutter such as telegraph poles, light columns as well	Despite the relative low quality of the views, the medium expectation and value associated with the residential nature of the views would suggest that the view is of medium sensitivity.	190	The construction of the bridge will emerge above the existing vegetation, fencing and buildings in the foreground. Cranes and lifting equipment will emerge within the view and the bridge will gradually extend and develop within the view, forming a new intermediate horizon representing a noticeable change in the composition of the current view of the derelict/degraded townscape to the north of Lake Lothing. The magnitude of impact will be medium, but at the lower end of this scale.	Post construction the new counterweights to the bridge will protrude into the new horizon creating an iconic form within the existing poor quality townscape. These will represent new and highly visible elements within the view and movement associated with them will introduce a points of interest. The low sweep of the bridge deck will also be visible, whilst introducing elements of traffic movements that would represent detracting elements. The magnitude of impact will be medium, the design of the structure representing a noticeable and positive contribution	Views will not be substantially changed in year 10, the bridge and counterweights in particular will continue to form a focal and reference point within associated views, albeit filtered by some vegetation in the foreground. The magnitude of impact will remain medium and the significance of effect will remain slight beneficial	Vegetation occurring in the foreground of the view is not anticipated to be materially different during winter months. A view the bridge and counterweights will remain. The magnitude of impact will remain medium and the significance of effect will be slight beneficial .

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		as traffic on the Denmark Road are all detrimental to the views afforded from the properties.			The significance of effect will be slight adverse .	to the skyline offset by the traffic movements. As a result the significance of effect will be slight beneficial .		
VP6 – Denmark Road West of the roundabout junction with Rotterdam Road (Figure 10.11)	Users of the footpath/ cycleway along Denmark Road, row of properties to the south of Essex Road, and roundabout on Rotterdam Road and The Lake Lothing public house.	The view takes in the busy Denmark Road and roundabout with numerous tall street light columns in the foreground, beyond the road the view takes in a derelict site which has become overgrown with grass and weeds. A large green warehouse is a prominent feature in the view south and the Asda building can be seen on the horizon to the south, the tall grain silo is the dominant visual feature in the skyline to the east. Vegetation is limited to scattered shrubs along the southern boundary fence of Denmark Road and does little to soften the view towards a cluttered dockside environment while denser scrub planting screens views to the south west.	The low quality of the associated views, combine with the medium expectation and value associated with the residential nature of the views would suggest that the view is of medium sensitivity.	130	Construction activity will represent significant changes to the existing view. The tie in with Denmark Road in the immediate foreground will result in high magnitude of impact albeit temporary. The rising form of the bridge deck and installation of the counterweights will be formed in the middle distance, with cranes interrupting the horizon line. The magnitude of impact will be medium during the latter stages of construction. The magnitude of impact will be medium, resulting in a moderate adverse significance of effect.	Post construction the tie in with Denmark Road will result in substantial improvements in the outlook, a new public realm with walkways and areas of open space, and the development of what is currently derelict land will raise expectations from the view resulting in a magnitude of impact of low beneficial. The bridge structure and counterweights will appear as a new elevated form and will appear as conspicuous components of the view, the design of these being partially obscured by existing buildings in the foreground. The resulting overall significance of effect will be slight beneficial , the benefits arising from improvements	The public realm improvements and associated planting will mature, bringing further integration with the existing elements of the view and interrupting some of the views of the bridge itself. The bridge and counterweights will continue to form a focal and reference point within associated views that are increasingly interrupted by associated roadside planting. The magnitude of impact will remain low beneficial and the significance of effect will be remain slight beneficial .	Vegetation occurring in the foreground of the view is likely to be less effective in screening and awareness of the main features of the view will remain. The magnitude of impact will remain low and the significance of effect will remain slight beneficial .

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						to the public realm combining with the limited views of the bridge.		
VP7 – Normanston Park Footpath within Normanston Park (Figure 10.12)	Represents both users of the park and a row of approximately 10 detached properties on Normanston Road	Distant views south east towards Lake Lothing and the Inner Harbour area are screened by dense mature planting within the park and on the southern boundary. In winter months views south across the sports pitches and onto the dockland area beyond the Leathes' Ham wetland are possible. However the Inner Harbour and the Scheme extents are not be directly visible in winter and views in summer months are contained within the park by mature boundary trees. The tall grain silo can be seen above the parkland vegetation from more elevated points within the western end of the park and forms a distant but important focal point for users and for views from the rear of properties on Normanston Road.	The pleasant aspects within the park have local value and some scenic quality, the visual expectation associated the open space and residential properties would be high. As a result the sensitivity of the view has been identified as being of high sensitivity.	1190	The construction of the bridge will occur at some distance (over 1km) and will occur beyond an intermediate line of mature trees on the park boundary. Cranes and lifting equipment, forming the main bridge deck will be temporarily visible, as will the counterweights. Summer views will be filtered further by foliage. The magnitude will be negligible, resulting in a significance of effect of slight adverse .	Post construction the isolated counterweights will be visible above the intermediate belt of planting, their height will be comparable to the existing silo building however the scale would be limited, with only the top of the structure perceptible. The design of the bridge would not be legible at this distance and as a result of the screening effect of trees. The magnitude of impact will be negligible and the resulting significance of effect will be slight adverse .	Whilst some further growth of the trees within the park will occur, the counterweights will continue to form a perceptible if relatively discreet element within the view, filtered by foliage during summer months. The magnitude of impact will remain negligible and the resulting significance of effect will be slight adverse .	Views of the bridge are anticipated to be marginally increased due to a lack of foliage on vegetation in the foreground. The magnitude of impact will remain negligible and the resulting significance of effect will remain slight adverse .

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VP8 – Brooke Peninsula Waterfront within the former Brooke Marina (Figure 10.13)	Represents potential receptors within land identified for re-development	Views east along lake Lothing take in a working dockside character environment with maritime vessels and leisure craft of various sizes, storage and loading areas and warehouses, while vertical elements of lighting columns and telegraph poles are notable features in the low skyline. The Gulliver wind turbine can be seen to the north east and the tall grain silo building is an unattractive but important and prominent landmark against the skyline. There is very little in the way of vegetation in the view making it a hard, cluttered and busy view of the waterbody lacking any natural elements.	The exposed nature of the view, which is of low quality is also of low value (although this may change in the future as a result of further associated development), there is a low expectation associated with the view, the built form resulting in a stark view. The view is considered to be of low sensitivity.	900	The construction of the bridge will emerge above the existing outline of intervening building forms, the cranes and lifting equipment will extend within the view, and the bridge will gradually extend and develop within the view, forming a new intermediate horizon. The magnitude of impact will be low, on this view the significance of effect will be slight adverse .	Post construction the new counterweights to the bridge will protrude into the new horizon. These will appear slightly higher within the view than the nearby grain silo building and the bridge structure itself will appear over a relatively short distance, constrained and screened by adjacent buildings in the foreground. The design of the bridge will represent a new and distinctive feature, representing a prominent noteworthy feature within the otherwise poor quality view. The magnitude of impact will be low, the nature of the change being beneficial to the existing townscape, as a result the significance of effect will be slight beneficial .	Views will not be substantially changed in year 10, the bridge will continue to provide a focal and reference point within associated views. The magnitude of impact will remain low beneficial and the significance of effect will remain slight beneficial .	Due to a lack of significant vegetation, the view is not anticipated to be materially different during winter months. The magnitude of impact will remain low and the significance of effect will remain slight beneficial .
VP9– Kirkley Waterfront Proposed development site on the	Represents the potential future receptors to the south west	Views east from the derelict waterfront site are focussed along the water and towards dockside buildings such as the large green warehouse	The exposed nature of the view, which is of low quality is also of low value (although this may change in the future as a result of	150	The construction of the Scheme will result in extensive changes to the view. Cranes will temporarily punctuate	Post construction the bridge will represent the largest built form within the view, dominating all other elements therein.	Maturing features within the public realm will, over time, result in the views of the bridge being disrupted and	Due to a lack of significant vegetation, the view is not anticipated to be materially different

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former Jeld Wen site (Figure 10.14)	of Lake Lothing	and the tall grain silo building to the north east. Tall lighting columns on the northern shore and light columns within the car park to the south also punctuate the skyline due to the generally low rise built surrounding environment. The A47 Bascule Bridge in the distance to the east can be seen as well as temporarily docked vessels and the row of residential properties on Denmark Road. Vegetation is limited and it is the vacant plot in the foreground that dominates the view.	further associated development), there is a low expectation associated with the view, the lack of significant built form resulting in a stark view. The view is considered to be of low sensitivity.		the skyline and as the bridge is constructed the form and scale of it will create a new a visual dominant feature. The magnitude of the impact associated with the bridge will be high, resulting in a significance of effect of moderate adverse .	The design of the bridge and counterweights will form a iconic structure, whilst movement perceived within the bridge deck movement will add a dynamic element. Whilst public realm improvements will create a new interesting space around the bridge tie ins, the scale of the bridge, relative height and extent across the view will result in a magnitude of medium beneficial impact. Overall the significance of effect will be slight beneficial .	broken up, softening its appearance. The impact of the bridge will be moderated by this, resulting in a magnitude of impact of medium beneficial, resulting in an effect of slight beneficial .	during winter months. The magnitude of impact will remain medium and the significance of effect will remain slight beneficial .
VP10 – Mutford Bridge Mutford Bridge western crossing of Lake Lothing (Figure 10.15)	Represents views for users of the bridge, Angles Way footpath, cycle path and road users	Typically transient views east from the bridge crossing are focused on the contained waterscape in the foreground. The railway bridge forming an intermediate feature obstructs views further east towards Lake Lothing. This leaves glimpses of vertical elements such as tree lines on the horizon and the masts of the moored boats	The view is near the most easterly point of The Broads National Park and the relationship between the bridges, marina and Lake Lothing has some interesting qualities associated with it and is valued as the link with Oulton Broad. As a result the sensitivity of the view is considered to be high,	1750	Awareness of construction activity will be in the context of numerous vertical elements, including existing dockside lifting therefore cranes will not represent a new and significant feature. The emerging counterweight will emerge but beyond the foreground of the railway bridge, boat	Post construction the changes to the view will be limited to the top of the counterweight to the bridge, the majority of the counterweight and bridge deck itself being screened from view. The top of the counterweight will not project significantly above the foreground visual clutter and railway bridge. The magnitude of impact	Views will not be substantially changed in year 10, the bridge will not noticeably modify the view. The magnitude of impact will remain no change and the significance of effect will remain neutral .	Evergreen vegetation in the foreground that partially obscures views of the upper section of the counterweights would be unchanged during winter months. The magnitude of impact will remain no change and the significance of effect will remain neutral .

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		within the marina cluttering views of the waterscape beyond. The grain silo building can just been seen in the distance above the treelines and acts as a reference point but is not a prominent element of the view.	despite its transient nature and restricted views.		masts and dockside buildings. The magnitude of impact will be negligible with a slight adverse significance of effect.	will be no change with a significance of effect of neutral .			
VP11- Lake Lothing	Footpath in between Brooke Business and Industrial Park and Jeld Wen Ltd on the Jeld Wen County Wildlife Site (Figure 10.16)	Represents visitors to the wildlife site and people working within the outdoor spaces near the waterfront	Views east from footpaths within the County Wildlife Site are limited by scrub planting and are generally only afforded from the waterfront. Within the view the waterfront focusses along the more natural shoreline and across the waterbody towards the contrasting dockside buildings, that includes the tall grain silo building on the northern bank, changing with the presence of maritime vessels. Tall lighting columns on the northern shore punctuate the skyline due to the generally low rise built environment. The buildings to the south of the A47	The exposed nature of the view, which is of low quality is of medium value, representing the view of visitors for whom the outlook is relatively important, although the expectation associated with the view is considered to be low. The view is considered to be of low sensitivity.	630	During construction, the bridge will emerge within the centre of the view from beyond intervening buildings. The cranes and emerging counterweight will form a highly conspicuous form within the view and the bridge deck will form a new flowing horizon line, with awareness of the distant remaining. The magnitude of impact will be medium, resulting in a slight adverse significance of effect.	Post construction the bridge will form a new prominent feature within the view, creating a new horizon line. The counterweight will represent a highly distinctive design element that along with the dynamic nature of the bridge will provide interest to the view. The magnitude of impact will be medium beneficial resulting in a slight beneficial significance of effect.	Associated views will not substantially change in year 10. The associated effect will be a medium beneficial impact and the significance of effect will remain slight beneficial .	Due to a lack of significant vegetation, the view is not anticipated to be materially different during winter months. The magnitude of impact will remain medium and the significance of effect will remain slight beneficial .

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		<p>Bascule Bridge to the east are visible in the distance and to the north east the rooflines of residential properties on Denmark Road. Vegetation is limited to the untidy scrubland of County Wildlife site and it is a hard, cluttered and unattractive view where the large grain silo building and larger vessels moving along the waterbody are the main focal point.</p>						
VP12 – Oulton Broad	Recreational users of footpaths within this part of The Broads National Park	<p>Views east from the nature reserve are typically broad and look out across the fenland of the foreground towards Nicolas Everitt Park, views of Lowestoft beyond are not possible due to the mature trees within the park. The view is primarily focused and contained within Oulton Broad itself and the residential properties to the north of this tranquil waterbody. Awareness of the wider built environment of Lowestoft, and its</p>	<p>The views within The Broads National Park are considered to be of high value, and whilst the quality of the view lacks focus it allows appreciation of the unique fenland landscape. There is a high expectation associated with the views within The Broads National Park and as a result the view is considered to be highly sensitive to change.</p>	2600	<p>The top of associated cranes and lifting gear are not anticipated to be perceptible beyond the intervening vegetation particularly during summer months when the foliage and annual reed bed growth within the fenland will further limit adjacent views. The magnitude of impact will be no change resulting in a neutral effect.</p>	<p>Post construction the top of the counterweight as the highest feature of the structure will not be perceptible above and beyond the intervening vegetation and buildings. The magnitude of impact will be no change resulting in a significance of effect of neutral.</p>	<p>Views are not anticipated to have changed in year 10, the top of the counterweight will remain screened by intervening layers of buildings and vegetation. The magnitude of impact will be no change resulting in a significance of effect of neutral.</p>	<p>Views are not anticipated to be materially different during winter months and the bridge and counterweights will be screened by intervening vegetation. The magnitude of impact will be no change resulting in a significance of effect of neutral.</p>

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		industrial aspects, is not appreciated from this viewpoint.						
VP13 – Camps Heath Convergence of footpaths in the urban fringe at the north-west extents of Lowestoft (Figure 10.18)	Represents users of the local footpaths, associated with current housing development	Views south east from the footpaths are across an open grass heath and immediately onto a new build housing estate with a single mature tree on Lime Avenue. At the time of surveying the foreground was a construction site which screened views from further along the footpath to the north east. The footpaths pass through fields at a lower level to the housing estate and the focus of the view is newly built houses and the roofline of the large estate. It is a view that is currently undergoing transition with no direct views of Lowestoft or the grain silo building that is typically visible from much of the surrounding landscape.	The view from slightly higher ground lacks focus and has low value and quality associated with it. There is a low expectancy associated with it due to the dominance of the expansive housing. The view is considered to be of low sensitivity.	2550	A combination of built form will screen views towards the Scheme. Both associated cranes and the construction of the counterweight will be screened from view, there will be no change perceptible in the view, resulting in a neutral significance of effect.	Post construction the bridge counterweight, will as the highest point be screened by development of housing in the foreground. The magnitude of effect will be no change and a neutral significance of effect.	View in year 10 summer are not anticipated to have changed, no element of the bridge structure will be visible and the magnitude of impact will be no change and neutral significance of effect.	View in year 10 winter are not anticipated to have changed, no element of the bridge structure will be visible and the magnitude of impact will be no change and neutral significance of effect.
VP14 – Britten Road Local park off Britten Road	Represents users of the park as well as rows of terraced	Views are limited to the extents of the small local park and are contained by surrounding rows of terraces and vegetation on the	The view has some local value as an area of open space and the nearby residential property, although it lacks	1150	Construction activity will be largely screened from view by a combination of built form and vegetation within the intervening	Post construction the top of the counterweight is not anticipated to be visible above intervening building lines and vegetation. The	View in year 10 are not anticipated to have changed, no element of the bridge structure will be visible and the	A lack of foliage on trees within the foreground would result in a barely perceptible change in the view, the upper

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in the residential area in the south of the study area (Figure 10.19)	residential properties on Britten Road	northern boundary of the park. Properties on Kirkley Run contain views further north and the tall grain silo building on Lake Lothing is screened from view. The view contains a mix of built and soft elements with grass, trees softening the appearance of the surrounding suburban townscape along with unattractive playground equipment and metal railings	associated quality and has low expectations within the suburban context. The view is considered to be low sensitivity.		landscape. It is possible that in winter months there may be an awareness of the top of associated cranes but this will change as the construction period continues. The magnitude of impact will be negligible where the top of cranes are visible, resulting in a slight adverse effect.	magnitude of impact will be no change resulting in a neutral significance of effect.	magnitude of impact will be no change and neutral significance of effect.	sections of the counterweights being marginally more visible. However within the overall view this would not represent a material change in the view. The magnitude of impact will be negligible however the overall effect would remain neutral .
VP15 - Lowestoft Cemetery Western extents of Lowestoft Cemetery, north of Lake Lothing (Figure 10.20)	Represents visitors to the cemetery	Views south are across the cemetery grounds, the extensive warehousing within the North Quay retail park and properties along Kent Road further east forming the horizon. Occasional trees on the southern cemetery boundary help to soften and filter these views. The tall grain silo building is clearly visible and forms a prominent focal point within the view. Lake Lothing is not visible beyond the built form.	Although lacking in quality the view has local value in its community associations, giving rise to medium level of expectation, associated with a place of reflection. As a result the view is considered to be of high sensitivity.	850	Cranes, lifting equipment and the emerging counterweights will be visible above the built form to the southern side of the cemetery that currently comprises two storey dwellings and the top of some warehouse buildings. The impacts associated with the construction period will be temporary until the installation of the counterweights as the permanent features. The magnitude of impact will be low, resulting in a	Post construction the associated clutter will have substantially disappeared, the counterweights will form new, prominent features, protruding above the built form in the foreground. The magnitude of impact will be low, resulting in a slight adverse significance of effect.	View in year 10 are not anticipated to have changed, the bridge structure forming a perceptible feature within the view above the intervening forms. The magnitude of impact will remain low, resulting in a slight adverse significance of effect.	A lack of foliage on a tree lying at the site boundary and within the foreground would result in a barely perceptible change in the view, the upper sections of the counterweights being marginally more visible. However within the overall view this would not represent a material change in the view. The magnitude of impact will be low and the overall effect would remain slight adverse .

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					significance of effect of slight adverse.			