

A47/A11 Thickthorn Junction

Scheme Number: TR010037

Volume 6

6.3 Environmental Statement Appendices **Appendix 7.5 – Representative Viewpoints**

APFP Regulation 5(2)(a)

Planning Act 2008

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

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Infrastructure Planning

Planning Act 2008

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

The A47/A11 Thickthorn Junction
Development Consent Order 202[x]

ENVIRONMENTAL STATEMENT APPENDICES
Appendix 7.5 – Representative Viewpoints

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Appendix 7.5 Representative viewpoints

1. Representative viewpoints

1.1. Introduction

- 1.1.1. The following tables (Tables 1-1 to 1-11) provide a description of the existing baseline and assess the significance of the construction and operation phase visual effects of the Proposed Scheme at each of the eleven selected representative viewpoints. The assessments consider seasonal variations between winter and summer and any key issues associated with night-time views.
- 1.1.2. The locations of representative viewpoints are shown in Figure 7.4 (Visual Context). Baseline photographs and (for viewpoints 1 to 6) photomontage visualisations of the view from each of the representative viewpoints are presented in Figures 7.6.1 to 7.6.12 (Viewpoints 1 to 6 and A to E).
- 1.1.3. Views are described below in relative terms of short, medium or long-range distance from the nearest physical operational stage component of the Proposed Scheme, which for the purpose of this assessment considers:
- Short range – 0 to 100m
 - Medium range – 101 to 500m
 - Long range – greater than 501m

1.2. Viewpoint assessment

Table 1-1 : Viewpoint 1

Viewpoint 1: Railside footpath Refer to Figure 7.6.1		
Location and orientation		
Ordnance Survey (OS) Grid Ref: 618062, 304615	Elevation: 28m Above Ordnance Datum (AOD)	Direction of view: North and north east
Assessment Landscape Character Area (LCA) context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Footpath users		
<p>Existing view:</p> <p>View across open, arable field towards the course of Cantley stream. Cantley Wood forms the skyline with coniferous trees. Traffic sign visible on the A11 but vehicle movements generally screened by tree cover along the highway corridor. Property at 128 Cantley Lane South is visible to the right of the view. Transmission towers visible on the skyline. Glimpsed view across the A11 towards the open field and Norwich Road (site of proposed link and proposed temporary construction compound).</p>		
<p>Visual receptor sensitivity: Medium (footpath users) – although located on a public footpath the path is blocked a little further to the west and it appears to be little used.</p>		
<p>Construction effects:</p> <p>Major earthworks associated with Cantley Lane Link road and overbridges. Construction compound would be visible on the other side of the A11 highway corridor. Construction of new overbridges would include use of large scale plant and equipment.</p> <p>During construction the Proposed Scheme would result in a moderate adverse magnitude of change and a moderate adverse significance of visual effect in both winter and summer.</p>		
<p>Operation effects in year 1:</p> <p>In year 1 of operation the Cantley Lane Link road would be visible across the mid extent of the view with the overbridge embankment landform and bridge structures visible. A degree of tree removal within the view would be apparent including removal of large mature trees to the right of the view at Cantley Lane South. Traffic movements (including headlights in darker periods) would be visible on the elevated section of the link as it crosses the A11 – albeit at a relatively low position within the landscape. The level of visibility of the embankments and traffic movements would be similar in both winter and summer. New tree planting on the embankments would not yet have matured and would not yet screen the traffic movements on the link. The headlights of traffic movements over the new bridges would be visible during night-time (although the footpath would be unlikely to be used in hours of darkness).</p> <p>At year 1 of operation the Proposed Scheme would result in a moderate adverse magnitude of change and a moderate adverse significance of visual effect in both winter and summer.</p>		
<p>Operation effects in year 15:</p> <p>By year 15 of operation the Proposed Scheme planting would have established to soften the appearance of the embankments. New woodland planting on the southern embankment of the new link leading up to the overbridge would largely screen vehicle movements (with the exception of a small section at the bridges) and restore the wooded scene. The property at 128 Cantley Lane South would be screened by new tree planting in this view.</p> <p>At year 15 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in winter but a negligible adverse magnitude of change and a neutral significance of visual effect in summer due to the additional screening effect of maturing tree cover on the new embankments. Although the new bridges would be visible in summer, this would be in the same direction as a large sign visible in the baseline view. It is therefore concluded that new planting would be sufficient to broadly replicate baseline conditions and that this would be sufficiently similar to baseline conditions to render the visual effect on this footpath to be neutral rather than slight adverse in summer. It is likely that awareness of the new link would be greater</p>		

Viewpoint 1: Railside footpath Refer to Figure 7.6.1		
Location and orientation		
Ordnance Survey (OS) Grid Ref: 618062, 304615	Elevation: 28m Above Ordnance Datum (AOD)	Direction of view: North and north east
Assessment Landscape Character Area (LCA) context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Footpath users		
in darker periods due to the headlights of traffic movement – particularly as they pass through the open field on the opposite side of the A11. The location is very unlikely to be visited during hours of darkness.		

Table 1-2 : Viewpoint 2

Viewpoint 2: Cantley Lane (crossing of Cantley Stream) Refer to Figure 7.6.2		
Location and orientation		
OS Grid Ref: 618333, 304800	Elevation: 17m AOD	Direction of view: North west and north east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Footpath users. Residential properties on Cantley Lane immediately to the north that share a similar view.		
<p>Existing view:</p> <p>View from Cantley Lane South close to Cantley stream. Views available along the course of the stream to the west as it winds through low lying pastoral fields. Large, mature trees line Cantley Lane South in this vicinity.</p>		
<p>Visual receptor sensitivity: High – representative of nearby residential properties at 128 Cantley Lane South and at Bridge Cottages. Close to attractive streamside on Cantley Lane South. Close also to end of railside footpath. Vicinity likely to be used by walkers and cyclists heading to the footbridge over the A47.</p>		
<p>Construction effects:</p> <p>Large scale vegetation removal, earthworks and infrastructure construction would occur here to form a new junction and form the embankments leading over the A11 to the north west. Cantley stream would be diverted with a new section of culvert below the new junction. The vicinity would become more visually open and the new infrastructure would be visible in several directions.</p> <p>During construction the Proposed Scheme would result in a major adverse magnitude of change and a large adverse significance of visual effect in both winter and summer. The assessment of a large rather than very large significance of effect reflects that this location does not represent a large number of receptors and is not a location that would specifically attract high numbers of visitor.</p>		
<p>Operation effects in year 1:</p> <p>The vicinity would initially become more visually open and the new infrastructure would be visible in several directions. The new highway infrastructure and separate walking, cycling and horse riding (WCH) routes would differ in their scale and geometry to the existing narrow and informal character of Cantley Lane South. The view in winter and summer would be very similar due to the proximity of the viewpoint to the more open and larger scale junction. Night-time views would include headlights of passing traffic and those turning at the junction (no street lighting is proposed here or along the new link road).</p> <p>At year 1 of operation the Proposed Scheme would result in a major adverse magnitude of change and a large adverse significance of visual effect in both winter and summer. The assessment of a large rather than very large significance of effect reflects that this location does not represent a large number of receptors and is not a location that would specifically attract high numbers of visitor.</p>		
<p>Operation effects in year 15:</p> <p>Over time new planting would soften the visual effect of the new junction and its altered scale of highway geometry. Woodland planting over the embankments to the west would begin to soften and screen the rising link road to the west and tree planting elsewhere in front of 128 Cantley Lane South and along Cantley Lane South would further soften the works. New cycle and pedestrian lanes would be present, and a bench would be introduced on a small open space created to the north of the junction.</p> <p>At year 15 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer. Although the location would be much altered its overall visual amenity and landscape character would have been largely restored. There would however be a degree of permanent change associated with the introduction of a new junction with modern standard highway geometry of a larger scale that exists at present. Night-time effects would also include the headlights of traffic turning at the junction. This would result in some permanent erosion of the peaceful rural character of this section of Cantley Lane South ways from the trunk road network. The assessment of a slight rather than moderate significance of effect reflects that</p>		

Viewpoint 2: Cantley Lane (crossing of Cantley Stream) Refer to Figure 7.6.2		
Location and orientation		
OS Grid Ref: 618333, 304800	Elevation: 17m AOD	Direction of view: North west and north east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Footpath users. Residential properties on Cantley Lane immediately to the north that share a similar view.		
<p>this location does not represent a large number of receptors and is not a location that would specifically attract high numbers of visitor. Although the highway geometry will have changed, and the narrow, rural character somewhat eroded, once softened by maturing planting the larger new junction will 'bed in' with the landscape and view and not be perceived as significantly different or inconsistent with its wider landscape context. Insufficient importance is attached to this public view to attribute a higher level of longer term, harmful residual effect.</p>		

Table 1-3 : Viewpoint 3

Viewpoint 3: Cantley Road (adjacent A47) Refer to Figure 7.6.3 and Figure 7.6.4		
Location and orientation		
OS Grid Ref: 618661, 305118	Elevation: 30m AOD	Direction of view: North west and south east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Residential receptors on Cantley Road. Footpath users approaching bridge over A47.		
<p>Existing view:</p> <p>View from Cantley Lane South. View close to existing footbridge which will be demolished and replaced as part of the Proposed Scheme. View varies in different directions. Enclosed by highway tree planting to the north east. Open views over fields to the south east (though interrupted by gateway to Meadow Farm). Views along course of Cantley Lane South to the south west with mature trees along the road margins. Views of local housing and gardens to the north west.</p>		
<p>Visual receptor sensitivity: High - reflecting proximity to residential receptors and their gardens (the north eastern most property has a large side garden which shares a similar view to this viewpoint). Dense existing tree cover prevents views of traffic movements along the existing A47 which might have otherwise reduced visual sensitivity.</p>		
<p>Construction effects:</p> <p>Large scale construction works taking place in this location. Cantley Lane South would be blocked off with the introduction of new gates and a turning head. Demolition of the existing footbridge and ramped footpath. Major earthworks and construction associated with the formation of the new Cantley Lane Footbridge (Cringleford) over the A47 (slightly further south than the existing Cantley Lane Footbridge). Tree removal from existing highway margin and along part of Cantley Lane South.</p> <p>During construction the Proposed Scheme would result in a major adverse magnitude of change and a large adverse significance of visual effect in both winter and summer. The assessment of a large rather than very large significance of effect reflects that this location, despite its proximity to the footpath and footbridge over the A47, does not represent a large number of receptors and is not a location that would specifically attract high numbers of visitor. The proximity of the viewpoint to the existing A47 means that, as a public position, it is not likely to be especially highly valued by the wider local community and a conclusion of very large significance is not supported.</p>		
<p>Operation effects in year 1:</p> <p>Following completion of construction, the location would be much altered by the stopping up of Cantley Lane South, introduction of a turning head and introduction of the new Cantley Lane Footbridge (Cringleford) over the A47 including associated embankments. Traffic movements would be removed from this part of Cantley Lane South resulting in a quieter character.</p> <p>At year 1 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer. This reflects the more enclosed view and the presence of immature new planting. There would be no lighting effects at night-time other than a decrease in visible traffic movements (the baseline frequency of traffic movements is too limited to attribute considerable weight to this benefit in night-time visual terms).</p>		
<p>Operation effects in year 15:</p> <p>New planting on the embankments would mature and soften the appearance of the new Cantley Lane Footbridge (Cringleford) over the A47. General planting would mature. Traffic movements would be removed from this part of Cantley Lane South resulting in a quieter character (including at night-time). The creation of a wooded and more enclosed view, with a slight loss of outlook for some residential properties, would be offset by the visual benefits associated with the creation of a more private location with traffic movements removed. Overall, although the outlook would change from slightly more open to slightly more enclosed, this would have a neutral effect on the quality of visual amenity enjoyed in this location.</p>		

Viewpoint 3: Cantley Road (adjacent A47) Refer to Figure 7.6.3 and Figure 7.6.4		
Location and orientation		
OS Grid Ref: 618661, 305118	Elevation: 30m AOD	Direction of view: North west and south east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Residential receptors on Cantley Road. Footpath users approaching bridge over A47.		
At year 15 of operation the Proposed Scheme would result in a no change magnitude of change (reflecting a cancelling out of positive and negative changes) and a neutral significance of visual effect in both winter and summer.		

Table 1-4 : Viewpoint 4

Viewpoint 4: South Cringleford housing Refer to Figure 7.6.5		
Location and orientation		
OS Grid Ref: 619101, 305091	Elevation: 28m AOD	Direction of view: South and west
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Residential receptors located in North Burlingham and road users of Main Road		
<p>Existing view:</p> <p>View across open arable field towards existing A47 from current edge of Cringleford. Viewpoint is located on an informal path which circles the settlement but is not formally identified as a PRoW. Tree cover can be seen along the edge of the existing A47 which would be removed in part to make space for the new slip road. Overhead transmission towers are prominent in the view. Traffic movements can be seen where the A47 crosses the railway. The field in the foreground is subject to current housing development meaning that this view will in time become more enclosed.</p> <p>Future baseline: This informal footpath on the current edge of the built up area of Cringleford passes through an area which is currently subject to residential development (January 2021). Development was underway on site when the most recent site visit was undertaken (summer 2020). The phased construction of this residential development (known as St Giles Park), as well as the creation of a proposed buffer of public open space, is currently expected to be completed by 2023. This date is likely to coincide with the early phases of the construction of the Proposed Scheme. Following development, this informal footpath will no longer exist. The view will therefore become much more enclosed by surrounding built form, but the viewpoint also represents the potential effect on future residential properties. It is noted that the housing layout also allows for a broad area of buffer public open space between the new housing and the A47. The detailed design of this is unknown at this time but some tree planting is likely.</p>		
<p>Visual receptor sensitivity: High – representative of residential receptors (current and future) and recreational walkers</p>		
<p>Construction effects:</p> <p>Tree planting along the A47 would be removed during construction to allow for the formation of the new slip road. This would open up additional views to traffic movements along a longer stretch of the A47. Construction of the new Cantley Lane Footbridge (Cringleford) bridge using tall plant may be visible above tree cover to the right of the view (see viewpoint A).</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer.</p>		
<p>Operation effects in year 1:</p> <p>By completion of construction new housing development would have closed off this view. However, where views from the new housing would occur, the immature replacement tree planting along the A47 would not immediately screen traffic movements. Until new tree planting gained height this location would be more visually exposed to traffic movements on the road. Similarly, any new tree planting within the buffer public open space would also lack maturity and would not substantially contribute to screening (the precise timing of such tree planting is not known).</p> <p>At year 1 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer. This also reflect that, until new planting matures, there would be visibility during night-time of traffic movements along a short additional length of the A47.</p>		
<p>Operation effects in year 15:</p> <p>Replacement planting along the A47 would have matured to reduce visibility of traffic movement back to baseline conditions during winter and summer, and during both day and night.</p> <p>At year 15 of operation the Proposed Scheme would result in a no change magnitude of change and a neutral significance of visual effect in both winter and summer.</p>		

Table 1-5 : Viewpoint 5

Viewpoint 5: Cringleford footpath Refer to Figure 7.6.6		
Location and orientation		
OS Grid Ref: 618910, 305304	Elevation: 32m AOD	Direction of view: South-west
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Footpath users (area subject to residential development)		
<p>Existing view:</p> <p>View across arable field towards existing A47. Existing highway and traffic movements largely screened by tree and hedgerow vegetation along the existing highway which terminates the view and appears on the skyline. Transmission towers are a prominent feature of the view.</p> <p>Future baseline: This footpath passes through an area which is currently subject to residential development (January 2021). Development was underway on site when the most recent site visit was undertaken (summer 2020). The phased construction of this residential development (known as St Giles Park), as well as the creation of a proposed buffer of public open space, is currently expected to be completed by 2023. This date is likely to coincide with the early phases of the construction of the Proposed Scheme. Following development, the footpath will continue to exist but will pass through a linear open space integrated into the housing layout. The view will therefore become much more enclosed by surrounding built form, but the viewpoint also represents the potential effect on future residential properties. It is noted that the housing layout also allows for a broad area of buffer public open space between the new housing and the A47. The detailed design of this is unknown at this time but some tree planting is likely.</p>		
<p>Visual receptor sensitivity: High – footpath users (though route currently closed with construction activity for new housing development surrounding). Future residential properties would also be High sensitivity.</p>		
<p>Construction effects:</p> <p>Some visibility of construction activity, for example tall plant associated with the construction of the new Cantley Lane Footbridge (Cringleford) over the A47. Some vegetation removal from along the highway edge and to allow the excavation of the new slip road in cutting. Formation of new bund across the southern corner of this field.</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer.</p>		
<p>Operation effects in year 1:</p> <p>Very limited change associated with the Proposed Scheme (separate from the changes that will have occurred to the view as a result of the housing development and proposed buffer public open space). The proposed new slip road and associated traffic movements would not be visible due to their being in cutting and the added effect of the proposed bund. New Cantley Lane Footbridge (Cringleford) may just be visible to the far left of the view but unlikely (especially during summer) due to retention of trees along Cantley Lane. The proposed new bund would form a low feature in the southern corner of the field with associated hedgerow and tree planting of very limited size. Context of viewpoint will in any case be surrounded by new housing development.</p> <p>At year 1 of operation the Proposed Scheme would result in a negligible magnitude of change and a slight adverse significance of visual effect in both winter and summer. There would be no changes during night-time due to lighting or due to traffic headlights (lighting at the roundabout would be replaced but its height and extent would be almost identical to the current provision).</p>		
<p>Operation effects in year 15:</p> <p>The new Cantley Lane Footbridge (Cringleford) would no longer be glimpsed to the far left of the view due to maturing tree planting on the bunds on both sides of the A47 and around Cantley Lane. Planting elsewhere would also become more mature and closely replicate baseline conditions. There would be no visibility of traffic movements. Context of viewpoint will in any case be surrounded by new housing development with a new area of buffer public open space (with probable tree planting) between the viewpoint and the A47.</p>		

Viewpoint 5: Cringleford footpath Refer to Figure 7.6.6		
Location and orientation		
OS Grid Ref: 618910, 305304	Elevation: 32m AOD	Direction of view: South-west
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Footpath users (area subject to residential development)		
At year 15 of operation the Proposed Scheme would result in a no change magnitude of change and a neutral significance of visual effect in both winter and summer. There would be no change in the visibility of lighting at night-time.		

Table 1-6 : Viewpoint 6

Viewpoint 6: Norwich Road Refer to Figure 7.6.7		
Location and orientation		
OS Grid Ref: 617850, 305550	Elevation: 34m AOD	Direction of view: South-east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Road users. Residential (Thickthorn Farm).		
<p>Existing view:</p> <p>View along tree lined road. Hedgerow in front of dense woodland belt.</p>		
<p>Visual receptor sensitivity: Low – road users only</p>		
<p>Construction effects:</p> <p>Construction of new junction between Norwich Road and the new Cantley Lane link. Sections of hedgerow and woodland belt would be cleared to form the new junction. Substantial change to the view as a consequence of this tree removal and during the associated construction activities.</p> <p>During construction the Proposed Scheme would result in a moderate adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer (winter and summer views would be the same due to the openness and proximity of the viewpoint to the proposed junction works).</p>		
<p>Operation effects in year 1:</p> <p>New hedgerows would be planted to improve the highway frontage and the appearance of the junction. Removed mature trees would nevertheless alter the view and create more openness through to the field to the south. No new lighting would be introduced to this section of road. Night-time views would be unchanged due to the frequency of existing traffic movements along Norwich Road (i.e. headlights are an existing feature).</p> <p>At year 1 of operation the Proposed Scheme would result in a moderate adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer (winter and summer views would be the same due to the openness and proximity of the viewpoint to the proposed junction works).</p>		
<p>Operation effects in year 15:</p> <p>New planting would have matured. A new junction would exist, but new tree planting and hedgerows will have largely recreated continuity of vegetation cover along Norwich Road and its hedgerow lined character. Winter and summer views would be the same due to the openness and proximity of the viewpoint to the proposed junction. Night-time views would be unchanged due to the frequency of existing traffic movements along Norwich Road (i.e. headlights are an existing feature).</p> <p>At year 15 of operation the Proposed Scheme would result in a negligible adverse magnitude of change and a neutral significance of visual effect in both winter and summer. This reflects the low sensitivity of the location and that the new highway junction is being formed on what is already a reasonably busy local road. An assessment of neutral rather than slight adverse, despite the formation of a new junction, reflects that the overall quality of visual amenity for users of this section of Norwich Road would be unchanged.</p>		

Table 1-7 : Viewpoint A

Viewpoint A: Cringleford Refer to Figure 7.6.8		
Location and orientation		
OS Grid Ref: 619055, 305235	Elevation: 29m AOD	Direction of view: South-east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Road users. Residential (Thickthorn Farm).		
<p>Existing view:</p> <p>View over arable field towards existing A47 (area subject to current housing development). Views to the opposite side of the field terminated by existing vegetation along the A47. Transmission towers prominent on the skyline across the view. Traffic movements on the A47 generally not visible due to cutting and screening vegetation but a glimpsed view to the far left where the carriageway crosses the railway and there is less enclosing vegetation.</p> <p>Future baseline: This informal footpath on the current edge of the built up area of Cringleford passes through an area which is currently subject to residential development (January 2021). Development was underway on site when the most recent site visit was undertaken (summer 2020). The phased construction of this residential development (known as St Giles Park), as well as the creation of a proposed buffer of public open space, is currently expected to be completed by 2023. This date is likely to coincide with the early phases of the construction of the Proposed Scheme. Following development, this informal footpath will no longer exist. The view will therefore become much more enclosed by surrounding built form, but the viewpoint also represents the potential effect on future residential properties. It is noted that the housing layout also allows for a broad area of buffer public open space between the new housing and the A47. The detailed design of this is unknown at this time but some tree planting is likely.</p>		
Visual receptor sensitivity: High – representative of residents (and future residents) on the edge of the settlement.		
<p>Construction effects:</p> <p>Some visibility of taller plant such as that required to demolish the existing footbridge and form the new Cantley Lane Footbridge (Cringleford) over the A47. Enclosing vegetation to be removed from opposite side of the field. Formation of new bund on the opposite side of the field. Other infrastructure not visible.</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer.</p>		
<p>Operation effects in year 1:</p> <p>Limited change associated with the Proposed Scheme (separate from the changes that will have occurred to the view as a result of the housing development and proposed buffer public open space). The proposed new slip road and associated traffic movements would not be visible due to their being in cutting and to the added effect of the proposed bund. The new Cantley Lane Footbridge (Cringleford) would be visible just proud of the proposed new bund (the perceived height of the new bridge would be limited from this perspective due to differing ground levels on each side of the A47). The proposed new bund would form a low feature on the far side of the field with associated hedgerow and tree planting of very limited size. Context of viewpoint will in any case be surrounded by new housing development.</p> <p>At year 1 of operation the Proposed Scheme would result in a negligible magnitude of change and a slight adverse significance of visual effect in both winter and summer. There would be no changes during night-time due to lighting or due to traffic headlights.</p>		
<p>Operation effects in year 15:</p> <p>The new Cantley Lane Footbridge (Cringleford) would no longer be glimpsed due to maturing hedgerow and tree planting on the intervening bund. Planting elsewhere would also become more mature and closely replicate baseline conditions. There would be no visibility of traffic movements. Context of viewpoint will in any case be surrounded by new housing development with a new area of buffer public open space (with probable tree planting) between the viewpoint and the A47.</p>		

Viewpoint A: Cringleford Refer to Figure 7.6.8		
Location and orientation		
OS Grid Ref: 619055, 305235	Elevation: 29m AOD	Direction of view: South-east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Road users. Residential (Thickthorn Farm).		
At year 15 of operation the Proposed Scheme would result in a no change magnitude of change and a neutral significance of visual effect in both winter and summer. There would be no change in the visibility of lighting at night-time.		

Table 1-8 : Viewpoint B

Viewpoint B: Norwich Road Near Services Refer to Figure 7.6.9		
Location and orientation		
OS Grid Ref: 618152, 305592	Elevation: 31m AOD	Direction of view: South east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Road users. Residential		
<p>Existing view:</p> <p>View through highway junctions and services. View over existing highway infrastructure, services and park and ride. Transmission towers prominent.</p>		
<p>Visual receptor sensitivity: Low - low quality of existing view</p>		
<p>Construction effects:</p> <p>Some taller plant may be visible.</p> <p>During construction the Proposed Scheme would result in a negligible adverse magnitude of change and a neutral significance of visual effect in both winter and summer. An assessment of neutral rather than slight adverse reflects the very busy nature of the existing view meaning that, not only is it low sensitivity, but the small visual changes occurring during construction would also be absorbed into the complex, busy and dynamic existing view largely unnoticed.</p>		
<p>Operation effects in year 1:</p> <p>No discernible change in either winter or summer. No additional lighting or traffic movements.</p> <p>At year 1 of operation the Proposed Scheme would result in no change and a neutral significance of visual effect in both winter and summer.</p>		
<p>Operation effects in year 15:</p> <p>No discernible change in either winter or summer. No additional lighting or traffic movements.</p> <p>At year 15 of operation the Proposed Scheme would result in no change and a neutral significance of visual effect in both winter and summer.</p>		

Table 1-9 : Viewpoint C

Viewpoint C: North Cringleford		
Refer to Figure 7.6.10		
Location and orientation		
OS Grid Ref: 618989, 305739	Elevation: 26m AOD	Direction of view: South west
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Residential		
Existing view: View towards highway infrastructure and overhead power lines from settlement edge of north Cringleford. Intervening highway infrastructure prominent. Existing A47 traffic movements not visible.		
Visual receptor sensitivity: High – a relatively large number of residential properties on the edge of the settlement (though it is noted that the baseline view includes highway infrastructure).		
Construction effects: Minimal visibility of tall plant during construction works within what is already a busy, complex and dynamic view. During construction the Proposed Scheme would result in a negligible adverse magnitude of change and a slight adverse significance of visual effect in both winter and summer. This reflects a very small level of visibility of construction works but from a location with a relatively large number of residential properties.		
Operation effects in year 1: No discernible change in either winter or summer. At year 1 of operation the Proposed Scheme would result in no change and a neutral significance of visual effect in both winter and summer.		
Operation effects in year 15: No discernible change in either winter or summer. At year 15 of operation the Proposed Scheme would result in no change and a neutral significance of visual effect in both winter and summer.		

Table 1-10 : Viewpoint D

Viewpoint D: Thickthorn Park Refer to Figure 7.6.11		
Location and orientation		
OS Grid Ref: 617595, 305074	Elevation: 24m AOD	Direction of view: South east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Residential		
<p>Existing view:</p> <p>View over grazed field to lower ground. Cantley Wood can be seen through winter foliage of intervening trees. The sightline is low and passes through layers of vegetation which combine to filter but not entirely close off views.</p>		
<p>Visual receptor sensitivity: High – representative of residential properties within remnant parkland setting.</p>		
<p>Construction effects:</p> <p>Some visibility of construction activity associated with the new overbridge low within the view. This would be more so during winter months.</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in winter but no discernible change in summer. An assessment of slight adverse (not significant) rather than moderate adverse (significant) reflects the low sightline and filtered nature of the winter view towards the location of the proposed bridge construction. Whilst glimpses will occasionally occur within a direction of view not currently affected by visibility of highway infrastructure, the change to the quality of visual amenity here would only be slight.</p>		
<p>Operation effects in year 1:</p> <p>Scheme would be low within the view and partially screened by existing and proposed tree cover even in winter. It is not however possible to say that there would be no glimpses of high sided vehicles using the new bridges over the A11. The bridge structures would not be visible but occasional higher sided vehicle movements might catch the eye during winter. No lighting is proposed along the new link but night-time views might feature visibility of headlights associated with traffic movements over the new bridges (in part catching surrounding trees).</p> <p>At year 1 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of visual effect in winter but no discernible change in summer. An assessment of slight adverse (not significant) rather than moderate adverse (significant) reflects the low sightline and filtered nature of the winter views towards the location of the proposed bridges and associated traffic movements positioned low within the valley setting. Whilst glimpses will occasionally occur within a direction of view not currently affected by visibility of highway infrastructure or traffic movements, these will be largely unnoticed and the change to the quality of visual amenity here would only be slight.</p>		
<p>Operation effects in year 15:</p> <p>Further screening would arise as new planting on the embankments associated with the new overbridges matures. It is not however possible to say that there would be no glimpses of high sided vehicles using the new bridge over the A11, especially during night-time (though this viewpoint is unlikely to be visited during hours of darkness).</p> <p>At year 15 of operation the Proposed Scheme would result in a negligible adverse magnitude of change and a slight adverse significance of visual effect in winter (and during night-time) but no discernible change in summer.</p>		

Table 1-11 : Viewpoint E

Viewpoint E: Opposite Station Farm Refer to Figure 7.6.12		
Location and orientation		
OS Grid Ref: 616942, 304170	Elevation: 32m AOD	Direction of view: North east
Assessment Landscape Character Area context: LCA 1 Yare Tributary Farmland with Parkland		
Visual receptors: Road users		
<p>Existing view:</p> <p>View across A11 to Station Road junction.</p>		
<p>Visual receptor sensitivity: Low</p>		
<p>Construction effects:</p> <p>Low level construction activity. Some visibility of compound north of Station Road. Vegetation removal.</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a neutral significance of visual effect in both winter and summer. An assessment of a neutral rather than slight level of effect reflects the nature of the foreground view and presence of a central barrier which would largely hide the very limited visual change that would occur.</p>		
<p>Operation effects in year 1:</p> <p>New planting would not have matured. Otherwise similar to baseline.</p> <p>At year 1 of operation the Proposed Scheme would result in a negligible magnitude of change and a neutral significance of visual effect in both winter and summer. An assessment of a neutral rather than slight level of effect reflects the nature of the foreground view and presence of a central barrier which would largely hide the very limited visual change that would occur. Night-time change is of no consequence due to existing busy traffic across the view (no new lighting is proposed at the improved junction).</p>		
<p>Operation effects in year 15:</p> <p>New planting would have matured. Baseline conditions largely restored.</p> <p>At year 15 of operation the Proposed Scheme would result in no change and a neutral significance of visual effect in both winter and summer. Night-time change is of no consequence due to existing busy traffic across the view (no new lighting is proposed at the improved junction).</p>		