

A47/A11 Thickthorn Junction

Scheme Number: TR010037

Volume 6

6.3 Environmental Statement Appendices **Appendix 7.4 – Visual Receptors**

APFP Regulation 5(2)(a)

Planning Act 2008

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

March 2021

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 7.4 – Visual Receptors

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Appendix 7.4 Visual receptors

1. Visual receptors

- 1.1.1. The following tables (Tables 1-1 to 1-5) summarise the visual effects on receptors with potential to experience a change in view as a result of the Proposed Scheme. Receptors are grouped by type and described in terms of their existing views and in terms of potential views during construction (including the main construction compound, satellite construction compounds, materials stockpile areas and temporary haul routes (and associated vehicle movements)) and operation of the Proposed Scheme in both winter and summer.
- 1.1.2. Receptor locations considered within the 1km radius study area are identified on Figure 7.5 Visual Receptors. Except for Station Farm, receptors to the west of Station Lane (in the vicinity of the settlements of Hethersett and Ketteringham on the far western fringes of the study area) have been excluded from the scope of the detailed visual assessment. The explanation for this judgement is provided within the ES chapter 7, Landscape and visual (**TR010037/APP/6.1**). Preliminary consideration concluded that there was no potential for a significant visual effect to occur on receptors to the west of Station Lane due to their distance from the main components of the Proposed Scheme at the proposed Cantley Lane Link road and overbridges and around the existing Thickthorn Junction. The tables conclude with an assessment of the potential significance of effect arising from a change in view as a result of the Proposed Scheme in both winter and summer (effects are considered to be the same in both seasons unless otherwise stated).

1.2. Receptor description

- 1.2.1. The receptor type is described (as relevant) in terms of:
- General nature of the receptor
 - Number of stories (residential)
 - Immediate relationship with setting
 - Wider relationship with surroundings
- 1.2.2. The existing view towards the Proposed Scheme is described in terms of:
- Oblique/direct
 - Upper/lower storey
 - Front/rear/side
 - View from external space
 - Screened/filtered/open
 - Any difference in winter/summer outlook
 - Existing detracting features

Table 1-1 : Residential Receptors

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
R1	Cantley Lane South – far north-eastern group close to A47 (horseshoe formation set back from Cantley Lane South)	6	Group of semi-detached properties generally orientated to the south west but with rear views towards the existing Thickthorn interchange (not visible). Shorter rear gardens than properties to the south west with horseshoe formation orientating front and rear views in varied directions.	High	0m (immediately adjacent site on three sides with properties close to major earthworks)	Reasonably high levels of tree cover on all sides but essentially views to the north west and south east over open countryside. No visibility of existing trunk road infrastructure or interchange. Some large mature trees within the fields to the rear. Views in both directions. Existing Cantley Lane Footbridge and associated embankment to the front. Earthworks to the rear. Closure of Cantley Lane South including introduction of gates and turning head.	Retention of some large, mature trees in land to rear and along Cantley Lane South. Lighting columns within cutting to rear limited in height to avoid visibility from these properties. Inclusion of false cutting along new slip road to the north west. New tree and hedgerow planting. Creation of habitat enhancement area focused on reptiles across land to rear. New farm access track to rear of properties aligned to minimise vegetation loss and maintain visual enclosure to the rear gardens. New planting on embankments associated with new Cantley Lane Footbridge (Cringleford) to the front.	Magnitude: Major adverse Significance: Large adverse Construction operations at proximity on three sides visible during both winter and summer due to proximity and openness of views. Major earthworks occurring both to the front and rear of properties. Tree removal at Cantley Lane South to the front. Demolition works associated with existing Cantley Lane Footbridge. Substantial alterations to streetscape to front of properties associated with road closure and turning head. Proximity to and visibility of haul routes and associated traffic movements to front and rear. Assessment of large not very large significance due to limited number of properties affected in location close to existing A47. Construction associated with new footbridge would be time-limited.	Magnitude: Moderate adverse Significance: Moderate adverse Immediately following construction, the quality of visual amenity to the front of the properties will have deteriorated due to the works associated with the closure of Cantley Lane South and the introduction of greater visual enclosure due to new Cantley Lane Footbridge (Cringleford) embankment. There would be some loss of openness in the views to the south west, especially for the northern-most property. This would be the same in winter and summer. Traffic movements will no longer occur. Assessment of moderate not large significance due to limited number of properties affected in location close to existing A47. Worst case effect largely relates to most north easterly of the properties which has a side garden. View would be altered and more enclosed, but the quality of visual amenity would not deteriorate to a large degree.	Magnitude: No change Significance: Neutral Over a fifteen year time horizon new planting to the front of the properties would create an altered but positive visual context with greater enclosure but a pleasant more wooded character. Traffic movements will no longer occur. Land to rear will be managed as a reptile habitat enhancement area with new scrub and tree planting. The view would be very similar in either summer or winter with no views through new vegetation to proposed infrastructure. View would be altered and more enclosed, but the quality of visual amenity would not deteriorate to a large degree. Assessment of neutral reflects the net effect increased enclosure of the view combined with the visual benefits (especially at night-time) of reduced traffic movements past the houses and their gardens.
R2	Cantley Lane South – north-eastern group close to A47 parallel to Cantley Lane South	6	Group of six two storey semi-detached properties facing south west over Cantley Lane South and open field but with rear views over long rear gardens towards the vicinity of the existing Thickthorn interchange (not visible)	High	0m (immediately adjacent site including at rear property boundary at end of long gardens)	Reasonably high levels of tree cover in both directions but essentially views to the north west and south east over open countryside. No visibility of existing trunk road infrastructure or interchange. Some large mature trees within the fields to the rear.	Retention of large, mature trees in land to rear. Retention of tree cover along closest section of Cantley Lane South to the front. Earthworks to rear of properties exclude closest area of the field. Lighting columns within cutting to rear limited in height to avoid visibility from these properties. Inclusion of false cutting along new slip road to the north west. New tree and hedgerow planting. Creation of habitat enhancement area focused on reptiles across land to rear. New farm access track to rear of properties aligned to minimise	Magnitude: Moderate adverse Significance: Moderate adverse Large scale construction work occurring on land at end of long rear gardens. Visibility of earth moving machinery, particularly from upper storey rear windows. Similar open views towards construction works in both winter and summer. Oblique visibility to front of construction works associated with new Cantley Lane Footbridge (Cringleford) and associated earthworks. Despite activity	Magnitude: Negligible Significance: Slight adverse Front views orientated away from the Proposed Scheme including the location of the proposed Cantley Lane Footbridge (Cringleford). Proposed earthworks, false cutting, tree retention and new tree and hedgerow planting to rear of properties would generally prevent visibility of traffic movements in the new slip road in cutting or visibility of lighting (either the new lighting columns which would be hidden within the depth of the cutting or of the	Magnitude: No change Significance: Neutral Front views orientated away from the Proposed Scheme including the location of the proposed Cantley Lane Footbridge (Cringleford). New planting will have matured further. Land to rear will be managed as a reptile habitat enhancement area with new scrub and tree planting. The visual amenity of the properties would be largely unchanged in either winter or summer. Although there would be changes to the views in both directions the outlooks would remain

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
							vegetation loss and maintain visual enclosure to the rear gardens.	on both sides, long gardens and direction of view will reduce the effect from Large to Moderate. Effects likely to be generally greater during winter months (particularly to the front) but, overall, Moderate across both seasons. Proximity to and visibility of haul routes and associated traffic movements to front and rear. Assessment of moderate not large significance because of the limited number of properties affected and the acute angle of view towards the works with, at the front, open views retained in the other direction. Construction works in this locality in the front of the properties would be time limited associated with construction of footbridge.	headlights of traffic movements through the cutting, enclosed by a new bund and hedgerow). Small risk that the top of one or two lighting columns may be visible at night-time through the retained tree cover in winter where a section of false cutting has been omitted to retain an existing hedgerow and mature trees. Retained hedgerow can be maintained high as part of reptile habitat enhancement area. The proximity of the elements of the Proposed Scheme both to the front and rear of the properties means that the degree of visibility would be similar in winter and summer months. Overall, the outlook in both directions would be free of direct visibility of highway infrastructure with changes limited to landforms and planting.	broadly similar in nature with neither an improvement or deterioration in the quality of visual amenity (i.e. landforms and the extent of tree cover would differ but the outlook would remain essentially the same and 'green' with no visibility of highway infrastructure either before or after.
R3	126 Cantley Lane South – adjacent Cantley Wood	1	Single new build property to north west of road surrounded by trees in Cantley Wood	High	0m (immediately adjacent site – changes to access to Meadow Farm Cottages)	Views enclosed by tree cover on all sides.	None required.	Magnitude: Minor adverse Significance: Slight adverse Short period of construction works along Cantley Lane South associated with access to Meadow Farm Cottages. Possible glimpses through winter tree cover towards the works to the east including construction associated with new Cantley Lane Footbridge (Cringleford) and associated embankments. Assessment of slight not moderate significance due to only one property affected over a relatively short duration.	Magnitude: No change Significance: Neutral Limited potential for views of the Proposed Scheme in either direction. Surrounding existing tree cover would screen even during winter months. Some night-time reduction in traffic movements and associated headlights, but infrequent and not afforded sufficient weight to justify a conclusion of slight beneficial.	Magnitude: No change Significance: Neutral Limited potential for views of the Proposed Scheme in either direction. Surrounding existing tree cover would screen even during winter months. New planting on the new Cantley Lane Footbridge (Cringleford) embankments would have matured. Some night-time reduction in traffic movements and associated headlights, but infrequent and not afforded sufficient weight to justify a conclusion of slight beneficial.
R4	Meadow Farm Cottages	2	To south east of Cantley Lane South with front views facing west across triangle of open space/gardens and rear views over open countryside. Relatively low lying with half-dormer windows and substantial	High	0m (immediately adjacent site – changes will be made to the access to the properties)	Front views towards Cantley Lane South. Rear views to north east generally enclosed by tree cover but some glimpses through to vegetation along the existing A47.	New planting associated with new embankments to new Cantley Lane Footbridge (Cringleford) over the A47 would screen the structure in any rear view glimpses, especially during winter.	Magnitude: Minor adverse Significance: Slight adverse Likely visibility of construction works associated with the new Cantley Lane Footbridge (Cringleford) in rear views over approximately 350m. Likely that visibility of construction works to rear of properties would be greater during winter months. Proximity to and visibility of	Magnitude: Minor adverse during winter Significance: Slight adverse during winter Magnitude: No change during summer Significance: Neutral during summer Front views towards Cantley Lane South where minor works will be undertaken to	Magnitude: No change Significance: Neutral New planting on the embankments around the new Cantley Lane Footbridge (Cringleford) would have matured and will screen the footbridge structure in both summer and winter. Small visual benefit due to reduced night-time visibility of traffic movements along Cantley Lane South to the front not

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			tree cover on most sides.					haul routes and associated traffic movements to rear. Assessment of slight not moderate significance due to limited number of properties and because views time limited to construction of the footbridge, probably from rear upper storey windows only. No views to extensive construction associated with the highway itself.	alter access to the properties. Rear views to north east generally enclosed by tree cover but likely to include sightline to location of proposed Cantley Lane Footbridge (Cringleford) over A47. In the initial years following construction there may be a slight adverse effect on rear views due to potential visibility of new Cantley Lane Footbridge (Cringleford). This would largely be limited to winter when intervening vegetation would offer less screening. Assessment of slight not moderate significance in winter due to limited number of properties affected and to a small offset due to reduced night-time visibility of traffic movements along Cantley Lane South to the front.	afforded sufficient weight to conclude slight beneficial.
R5	128 Cantley Lane South/aka. Sycamore Bungalow	1	Single storey bungalow set back from Cantley Lane.	High	0m (immediately adjacent site)	Slightly elevated position with substantial tree cover to rear and sides and hedgerow to front (currently managed tall). Sloping gardens to west. Front view over open field to south.	Retention of hedgerow in front of property (opposite side of farm access track) to reduce visual exposure during construction phase. New tree planting on low embankment to front of property to screen traffic movements on the adjacent junction. Farm access road across front of property would no longer exist and is accommodated elsewhere. (Note: changes to extent of residential plot/garden following construction of the Proposed Scheme – area of land in front of the property currently providing agricultural access would be amalgamated into the garden of the property).	Magnitude: Major adverse Significance: Large adverse Surrounded on three sides by the Proposed Scheme and facing towards lower end of embankment of new Cantley Lane Link road over A11. Despite retention of the high hedgerow to the front of the property, the proximity of the works means that there would be a Large effect in both winter and summer. Large scale earthworks and machinery to form new junction and embankments within front, side, and garden views. Proximity to and visibility of haul routes and associated traffic movements to front. Assessment of large not very large significance due to single property, retention of intervening hedgerow and time limited duration.	Magnitude: Moderate adverse Significance: Moderate adverse Surrounded on three sides by the Proposed Scheme and facing towards lower end of embankment of new Cantley Lane Link road over A11. Visual context of the property would be much altered with changes to the front and side views and to the access to the property. Some large existing trees within the front view will have been removed. New tree and hedgerow planting introduced to restore the landscape context and provide screening. Adjacent junction of unclassified local roads rather than trunk road network. Level of effect would be similar in both winter and summer. Assessment of moderate not large significance of effect due to single property and to absence of traffic movements along private lane across frontage (this will be closed off and incorporated into the residential plot). Some small	Magnitude: Moderate adverse Significance: Moderate adverse Surrounded on three sides by the Proposed Scheme and facing towards lower end of embankment of new Cantley Lane Link road over A11. Although the design of the new junction and the introduction of new tree planting, a hedgerow, and changes to the extent of the property's garden would create a well wooded context there would be a permanent change to the property's front view over open fields. Visual amenity would be good but become more enclosed. A permanent road junction would lie in proximity to the property with associated traffic movements including the effect of headlights of turning traffic at night. Assessment of moderate not large significance of effect due to single property and to absence of traffic movements along private lane across frontage (this will be closed off and incorporated into the residential plot). Some small

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									visual benefits would arise and offset.	visual benefits would arise and offset.
R6	Nos. 1 and 2 Bridge Cottages	2	Semi-detached two storey properties with extensions over external parking areas. Windows to front, rear and sides over Cantley Lane South and surrounding gardens and farmland.	High	0m (immediately adjacent site)	Front views over narrow and tree-lined Cantley Lane South and beyond to pastoral farmland. Side views over open land and course of Cantley Stream. Rear views over gardens and open countryside. Substantial tree cover on all four sides.	Retention of some tree cover to rear and side of properties to filter views of the new junction. New and replacement tree planting along Cantley Lane South and over embankments to rear to screen views of the new junction, traffic movement and, at night-time, headlights. Sympathetic design and planting of new diverted section of Cantley Stream would seek to replicate its heavily vegetated baseline character balanced with requirements to enhance water vole habitat. Specific tree planting included on western side of lower part of new embankment to rear of No.1 to reduce visibility of elevated traffic movements on the new link including the night-time effect of headlights directed to rear and side of the property.	Magnitude: Major adverse Significance: Very large adverse (albeit just two properties) Proposed Scheme surrounds properties on all four sides. Large scale construction operations would surround the properties on all four sides. Felling of several trees including very large specimen to south of No. 2 and several mature trees on the opposite side of Cantley Lane South to the north east. Large scale earthworks in rear and side views, especially from the more visually exposed property at No.1. Proximity to and visibility of haul routes and associated traffic movements to front and rear.	Magnitude: Major adverse Significance: Large adverse Proposed Scheme surrounds properties on all four sides. Much altered visual context due to introduction of new junction and earthworks to side and rear, and removal of mature trees along Cantley Lane South to front and side (including very large tree immediately south of No.2). Risk of headlights of vehicles heading east down off new link in rear views at night-time (especially affecting the upper storey rear views of No.1). Assessment of large not very large significance due to limited number of properties affected.	Magnitude: Major adverse in winter Significance: Large adverse in winter Magnitude: Moderate adverse in summer Significance: Moderate adverse in summer Proposed Scheme surrounds properties on all four sides. Substantial and long lasting change to the visual context of the properties, especially for the more visually exposed property at No.1 with front, side and rear views all altered. Introduction of new infrastructure and traffic movements to the side and rear likely to be more apparent during winter months. Assessment of large not very large significance due to limited number of properties affected.
R7	Cantley House and Farm	Unknown (minimum of six but other outbuildings may be separate properties)	Large houses with converted outbuildings served by private drive	High	Approximately 300m to areas north of the railway on Cantley Lane South	Visually shielded by tree cover around properties, along Cantley Lane South and along railway. Larger Cantley House has views orientated to the north but filtered by trees within front garden and along Cantley Lane South. However, some oblique glimpses from upper storey windows within the main and taller Cantley House property cannot be ruled out.	Planting on embankment serving new link and overbridge would screen any glimpsed winter views through intervening vegetation (oblique glimpses from the upper storey windows of the taller main house cannot be ruled out during winter).	Magnitude: Negligible Significance: Slight adverse Enclosed by tree cover. Some very limited potential visibility of the works in oblique views from upper storey windows in winter months despite layers of screening across the intervening landscape. Visibility of haul routes and associated traffic movements to front unlikely but cannot be ruled out in oblique views from upper storey windows during winter.	Magnitude: Negligible Significance: Slight adverse Possible glimpses from upper storey windows of Cantley House towards overbridge of Cantley Lane link but at distance and with intervening trees. Minimal change (bridge approximately 500m away sitting in low position within the landscape). Any visibility is likely to be limited to winter months due to intervening tree cover along Cantley Lane South.	Magnitude: No change Significance: Neutral New planting on the embankments at the Cantley Lane Link road will have matured and will replicate baseline conditions (i.e. any oblique glimpses from upper storey windows of the main taller house in winter would be terminated by woodland planting as is the case at present).
R8	Hill View, Cantley Lane South (assessment focuses on property and garden to west of tree belt and excludes	1	Large house within large gardens. Substantial tree belt on its eastern flank. Non-residential outbuildings.	High (residential property and gardens to west of tree belt excluding paddocks)	Approximately 700m to Cantley Lane Link road and overbridge	Views north over open countryside. Visually shielded by tree cover around property and along intervening railway. Paddock areas to east more open.	None required.	Magnitude: No change (to residential property and garden) Significance: Neutral Potential visibility limited to paddock areas to east of tree belt away from main residential property and garden to the west.	Magnitude: No change (to residential property and garden) Significance: Neutral Potential visibility limited to paddock areas to east of tree belt away from main residential property and garden to the west.	Magnitude: No change (to residential property and garden) Significance: Neutral Potential visibility limited to paddock areas to east of tree belt away from main residential property and garden to the west.

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	connected paddocks)									
R9	Thickthorn Cottages, (Nos. 1, 2 and 3 Norwich Road)	3	Semi-detached with open rural views to rear but overlooking services and highways to front.	Medium (due to existing view over highway infrastructure and junctions)	Approximately 250m east of proposed junction at Norwich Road.	Open views to existing road network associated with existing interchange, services and park and ride site. Low quality of visual amenity.	None required	Magnitude: Negligible adverse Significance: Neutral Minor glimpses of construction activity to the south but within a very busy visual context. Occasional glimpses unlikely to be noticed in dynamic context.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
R10	'Thickthorn Cottages south' – name of property not known	1 (possibly 2)	Single property located to south of Norwich road next to East Lodge. Enclosed by tree cover.	High	Approximately 200m east of proposed junction at Norwich Road. Construction compound would extend closer but no sightline.	Views south enclosed by tree cover and high hedgerows. Substantial tree belts associated with the park and ride site. No views west along Norwich Road.	None required	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
R11	East Lodge, Norwich Road	1	Low set single storey gate house surrounded by substantial, high mature tree cover and high hedgerow along Norwich Road Frontage.	High	Within 50m of proposed construction compound to the west.	High level of visual enclosure due to mature tree cover on all sides. Main amenity areas of property lie on its eastern side where there is a conservatory and small enclosed garden. Possible glimpses through tree cover to the west during winter months into adjacent open agricultural fields.	None required. All existing tree cover around the property would be retained.	Magnitude: Minor adverse during winter Significance: Slight adverse during winter It is likely that there would be some glimpsed visibility of construction compounds and materials stockpile activity immediately to the south west of the property during winter months when surrounding mature trees would be more visually permeable. Visibility of haul routes and associated traffic movements limited by enclosing tree cover. Assessment of slight not moderate significance due to it being a single low lying property with very enclosed views. It is also possible that materials storage may screen any longer distance glimpses of the wider construction compound. Effect would be time-limited.	Magnitude: Negligible adverse during winter. Significance: Slight adverse during winter. Risk that headlights of traffic movements along new link road might be glimpsed through tree cover to the south west during night-time in winter (with enclosing hedgerows still immature).	Magnitude: No change Significance: Neutral Risk that headlights of traffic movements along new link road might be glimpsed through tree cover to the south west during night-time in winter reduced due to establishment of new hedgerows and trees along the new link road.
R12	Thickthorn Lodge, Norwich Road	1	Property adjacent Norwich Road.	High	Approximately 300m west of proposed junction at Norwich Road	Open views across field to east but blocked by tree belt.	None required	Magnitude: No change Significance: Neutral Tree belt would screen construction compounds and materials stockpile areas to the east even during winter	Magnitude: No change Significance: Neutral No line of sight to proposed junction at Norwich road.	Magnitude: No change Significance: Neutral

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								months. Visibility of haul routes and associated traffic movements screened by tree cover.		
R13	Thickthorn Hall	5	Various properties, (Thickthorn Hall, Thickthorn Hall Barn, The Clock House, Dove Cottage and Woodlands)	High	Approximately 500m to proposed Cantley Lane link overbridge to south east. Approximately 250m to proposed construction compound to east.	Views enclosed to east by existing tree belt with main views from properties either enclosed by tree cover or orientated to the south (or, in the case of Thickthorn Hall, to the south west away from the Proposed Scheme).	None required. Though retention of existing tree belts and planting on Cantley Lane link embankments would ensure, in the event of any (unlikely) glimpsed visibility of high sided traffic movements, that the screening already provided by existing vegetation would be consolidated.	<p>Magnitude: Negligible adverse during winter</p> <p>Significance: Slight adverse during winter</p> <p>Magnitude: No change during summer</p> <p>Significance: Neutral during summer</p> <p>There is the potential for some taller plant during construction of the new Cantley Lane link overbridge to be visible during winter in oblique south east views during winter. Intervening tree belts would screen construction compounds and materials stockpile areas on land south of Norwich Road to the east even during winter months. Assessment of slight not moderate significance due to limited number of properties affected with all enjoying partial screening by boundary walls and garden vegetation.</p>	<p>Magnitude: No change during summer or winter</p> <p>Significance: Neutral</p> <p>Potential views south east of Cantley Lane link, overbridge, and embankments, though likely to be substantially screened by tree belt and intervening tree cover. Traffic movements at the top of the new overbridges unlikely to be visible low within the view from specific points within the property curtilages through intervening tree cover. The visual effect would be Neutral.</p>	<p>Magnitude: No change during summer or winter</p> <p>Significance: Neutral</p> <p>Potential views south east of Cantley Lane link, overbridge, and embankments, though likely to be substantially screened by tree belt and intervening tree cover. Traffic movements at the top of the new overbridges unlikely to be visible low within the view from specific points within the property curtilages through intervening tree cover. The visual effect would be Neutral.</p>
R14	Wychwood Norwich Road.	2	Large house within grounds plus gatehouse at Norwich Road.	High	Approximately 800m west of both the proposed Norwich Road junction and proposed Cantley Lane link overbridge.	Visually enclosed by mature tree cover and woodland. Principal views from main house orientated to the south.	None required.	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.</p>
R15	Cringleford North-western edge (all properties north of Norwich Road) – completed residential development only (December 2020)	Large number forming western edge of settlement	2 (occasionally 3) storeys. Recently developed modern housing of relatively high density. Views out towards the A47 from the edge of the built up area but further residential development taking place or planned across	High	Typically, approximately 0.5km from existing interchange.	Current open views to west over fields subject to ongoing/future residential development (no information is available regarding the timing of residential development to the north). Some areas of tree cover. Views dominated by overhead power lines and transmission towers. No visibility of existing A47 including traffic movements over the existing overbridge.	None required.	<p>Magnitude: Negligible adverse</p> <p>Significance: Slight adverse</p> <p>Some visibility of taller plant during the construction works but in the context of closer construction activity taking place across intervening fields.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>No part of the Proposed Scheme would be visible in either summer or winter (this would be the case whether or not new residential development had been completed across intervening land). No changes to lighting or night-time vehicle movements.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>No part of the Proposed Scheme would be visible in either summer or winter. (this would be the case whether or not new residential development had been completed across intervening land). No changes to lighting or night-time vehicle movements.</p>

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
			open land between (likely to be largely complete by 2023 approximately coinciding with the early phases of construction of the Proposed Scheme).							
R16	Cringleford South - western edge (properties north of railway including Round House, Cringleford Hall and Meadow Farm as far as Norwich Road) – completed residential development only (December 2020)	Large number forming western edge of settlement	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow; limited visual association with the surrounding area. New residential development taking place on land to west (phased residential development known as St Giles Park which it is anticipated will be completed by 2023).	High	Typically, approximately 0.3km from existing interchange and site of proposed new Cantley Lane Footbridge (Cringleford).	Rear views over open fields towards the existing A47 interrupted by rear boundary vegetation. New residential development currently taking place across intervening fields (phased residential development known as St Giles Park which it is anticipated will be completed by approximately 2023).	None required.	Magnitude: Negligible adverse Significance: Slight adverse Some visibility in rear upper storey views of taller plant during the construction works but in the context of closer construction activity taking place across intervening fields. Some visibility associated with demolition of existing footbridge and construction of new Cantley Lane Footbridge (Cringleford). Some potential visibility of materials stockpile area proposed east of the A47 (this area would not be lit). Proximity to and some limited visibility of haul routes and associated traffic movements to east of the A47 (effect moderated by presence of current (January 2021) residential development works over intervening land – it is currently anticipated that residential development at St Giles Park is likely to last until 2023 which coincides with the early phases of construction of the Proposed Scheme).	Magnitude: No change to existing properties Significance: Neutral Tree cover on the eastern side of the A47 just north of the railway would be removed to allow for regrading. Views to traffic movements would potentially be opened. But effect removed by introduction of new residential development across intervening land (the residential development at St Giles Park and its associated buffer public open space is anticipated to have been completed by year of opening). Views from the new residential development, once complete, would likely be screened by tree planting within the associated buffer public open space.	Magnitude: No change to existing properties Significance: Neutral New residential development would have been completed and would screen any change in views. Views from the new residential development, once complete, would likely be screened by tree planting within the associated buffer public open space.
R17	Intwood Hall and gatehouse	Approximately 5	Varied. Rural context with mix of open views and tree cover.	High	Typically, more than 800m south of main areas of works.	Views to north enclosed or interrupted by woodlands or tree belts.	None required.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
R18	Home Farm	Approximately 5	Varied. Rural context with mix of open views and tree cover.	High	Typically, more than 800m south of main areas of works.	Some views over open fields to north but often enclosed or interrupted by woodlands or tree belts.	None required.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in

Receptor Ref No	Receptor address (name / number)	Number of properties	Property context	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
								either summer or winter. No changes to lighting or night-time vehicle movements.	either summer or winter. No changes to lighting or night-time vehicle movements.	either summer or winter. No changes to lighting or night-time vehicle movements.
R19	Junction of Station Lane and Norwich Road	Approximately 5	Detached properties within large gardens. Substantial tree cover.	High	On edge of 1km study area	Enclosed by trees and hedgerows.	None required	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
R20	Station Lane (between Norwich Road and A11)	5 located on the eastern side of the road towards its southern end north of Station Farm (a commercial property)	Rural setting with rear views over open countryside towards the Proposed Scheme.	High	More than 1km from the main works at Cantley Lane South but within 250m of Station Lane junction with A11.	Open rural views from some properties but substantial tree cover round others.	None required	Magnitude: No change Significance: Neutral There would be no visibility of construction activity associated with the junction upgrade with the A11 from residential properties. Proximity to but no visibility of haul routes and associated traffic movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.

Table 1-2 : Community Facility Receptors

Receptor Ref No	Receptor address	Facility type	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
CF1	Railway	Main line railway	Medium	0m (immediately adjacent site where railway crosses Cantley lane South)	Glimpsed views north between intermittent railway-side vegetation.	None required.	Magnitude: Negligible adverse Significance: Neutral Some fleeting views of construction activity such as at the new Cantley Lane Footbridge (Cringleford) just north of the railway – though in slight cutting here. Proximity to and fleeting visibility of haul routes and associated traffic movements to north. Assessment of neutral not slight significance due to brevity.	Magnitude: Negligible Significance: Neutral New planting on the Cantley Lane Link road embankment would not have matured. Although the view would be slightly altered, the similarity to baseline conditions and brevity of effect on people within passing trains suggests a conclusion that the effect on their visual amenity would be neutral not slight adverse.	Magnitude: Negligible Significance: Neutral New planting on the Cantley Lane Link road embankment would have matured. Although the view would nevertheless be slightly altered, the similarity to baseline conditions and brevity of effect on people within passing trains suggests a conclusion that the effect on their visual amenity would be neutral not slight adverse.
CF2	Thickthorn interchange hotel and restaurants	Hotel, restaurants, and services	Low	0m (immediately adjacent site)	Enclosed by boundary vegetation associated with highways and park and ride site.	None required (low sensitivity receptor).	Magnitude: Negligible Significance: Neutral Occasional glimpses of construction activity and taller plant over boundary vegetation.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
CF3	Thickthorn interchange park and ride	Park and ride	Negligible	0m (immediately adjacent site)	Enclosed by boundary vegetation associated with highways and park and ride site.	None required (low sensitivity receptor).	Magnitude: Negligible Significance: Neutral Occasional glimpses of construction activity and taller plant over boundary vegetation. Visibility of areas of tree removal to the south east.	Magnitude: No change Significance: Neutral Very low sensitivity receptor. No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral Very low sensitivity receptor. No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
CF4	Cringleford Surgery	Surgery	Low	600m	Views across open fields though new areas of housing under construction (phased residential development known as St Giles Park which it is anticipated will be completed by approximately 2023).	None required.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements. This would be the case whether or not new residential development had been completed across intervening land.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements. This would be the case whether or not new residential development had been completed across intervening land.
CF5	Nellie's day nursery, Thickthorn Farm	Nursery	Low	Approximately 200m west of proposed junction with Norwich road.	Enclosed by tree cover to the east.	None required.	Magnitude: Negligible Significance: Neutral Any visibility of construction compound activity to the south of Norwich Road would be negligible.	Magnitude: Negligible Significance: Neutral Any glimpse of new junction in winter would not affect visual amenity.	Magnitude: Negligible Significance: Neutral Any glimpse of new junction in winter would not affect visual amenity.

Table 1-3 : Commercial Property Receptors

Receptor Ref No	Receptor address	Commercial activity	Sensitivity of receptor	Approximate Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
CP1	Station Lane Council Depot	Depot	Negligible	150m (Station Lane junction improvements)	Generally enclosed	None required	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
CP2	Thickthorn Farm car depot on Norwich Road	Vehicle hire and servicing yard	Negligible	200m (new junction with Norwich road)	Enclosed by tree cover to the east. To the rear of and screened by the intervening day nursery buildings.	None required.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.

Table 1-4 : Public Right of Way Receptors (Footpaths)

Receptor Ref No.	Receptor Name	Length of PRoW affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
FP1	Railside - Users of the PRoW adjacent to the Norwich to Ely railway line (Hethersett FP6)	Approximately 400m	Medium (NB footpath does not appear to be frequently used and is blocked by overgrown vegetation)	0m (where footpath emerges onto Cantley Lane South at its eastern end)	Immediate hedge line filters views, beyond which views extend across the foreground and middle-distance extents of agricultural fields. Distant extents of view are filtered by the cumulative massing of field boundary and woodland trees. Glimpsed views of vehicles on A47 with potential for greater visibility in winter.	Tree planting on embankments of the Cantley Lane link and overbridge to screen views of the new link roads and its associated traffic movements. New and replacement tree planting around Cantley Lane South would consolidate filtering effect of existing tree cover.	<p>Magnitude: Major adverse towards the eastern end of the footpath as it emerges onto Cantley Lane South</p> <p>Significance: Moderate adverse (moderated by medium sensitivity due to evidence of infrequent use).</p> <p>Visibility of large scale construction works, and tree felling associated with the Cantley Lane link and along Cantley Lane South including the final section close to the railway (large tree removed adjacent eastern end of footpath (T32)). Glimpsed longer distance views over the A11 corridor to the north towards the proposed site of the main construction compound, satellite compound and materials stockpile areas south of the B1172 Norwich Road. Proximity to and visibility of haul routes and associated traffic movements in the shallow valley to the north.</p>	<p>Magnitude: Moderate adverse</p> <p>Significance: Moderate adverse</p> <p>The new overbridges would be visible in the valley. Car headlights would be visible using the new bridges but the footpath unlikely to be used during hours of darkness. View would be the same in winter and summer.</p>	<p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p> <p>Although planting on the embankments would mature the bridge structures would remain visible and lighting associated with headlights of vehicles would be glimpsed. View would be the same in winter and summer. Given the existing road sign in the baseline view the effect on the quality of visual amenity would be limited to slight.</p>
FP2	Footbridge - Users of the PRoW linking Cantley Lane to Cantley Lane South (Cringleford FP4) – existing footbridge over the A47 (this route will be replaced by a new footbridge over the A47 slightly further to the south – the baseline assesses the existing footbridge with effects based on the new footbridge – views in any case would be very similar)	200m (footbridge is removed and replaced as part of the Proposed Scheme)	Medium – route over existing trunk road reduces sensitivity	0m	Views from footbridge along highway corridor.	New Cantley Lane Footbridge (Cringleford). Replacement tree planting along A47 and on Cantley Lane Footbridge (Cringleford) embankments would replicate visual amenity of existing route.	<p>Magnitude: Major adverse (replacement)</p> <p>Significance: Moderate adverse</p> <p>Proximity to and visibility of haul routes and associated traffic movements. Assessed as moderate not large significance given the short length of the route and its proximity to the existing A47.</p>	<p>Magnitude: Negligible</p> <p>Significance: Neutral</p> <p>New planting around the new bridge will not have matured. Views would be the same in winter and summer. No lighting effects given existing traffic movements on the A47.</p>	<p>Magnitude: No change</p> <p>Significance: Neutral</p> <p>New planting around the new bridge would have begun to mature and the visual amenity of the footpath would be returned to a state similar to baseline conditions (more so within summer compared to winter). No lighting effects given existing traffic movements on the A47.</p>

Receptor Ref No.	Receptor Name	Length of PRoW affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
FP3	Cringleford link - Users of the PRoW between Cantley Lane and Round House Park (Cringleford FP1) – subject to current residential development (phased residential development at St Giles Park anticipated to be completed by approximately 2023)	330m	Medium	Approximately 250m	Route currently closed due to surrounding construction activity associated with current residential development of new housing. In future footpath route will run through housing estate with enclosed views - it is currently anticipated that residential development at St Giles Park is likely to last until 2023 which coincides with the early phases of construction of the Proposed Scheme).	None required.	Magnitude: No change Significance: Neutral With ongoing residential development, no part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements - it is currently anticipated that residential development at St Giles Park is likely to last until 2023 which coincides with the early phases of construction of the Proposed Scheme).	Magnitude: No change Significance: Neutral With ongoing residential development, no part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral With ongoing residential development, no part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
FP4	Users of the Tas Valley Way PRoW east of Intwood Hall (taking account of sections of Tas Valley Way using local road)	Approximately 1km	High (named trail)	Approximately 900m	Enclosed by trees and woodland associated with Intwood parkland.	None required	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.

Table 1-5 : Road Receptors

Receptor Ref	No/Name	Approximate length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing views towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
RO1	Cantley Lane South	600m	Medium	0m	Quiet country lane. Narrow. Tree lined.	New tree planting along road to recreate baseline rural character.	Magnitude: Major adverse Significance: Moderate adverse During construction the road would pass through the works. Proximity to and visibility of haul routes and associated traffic movements in several locations. Assessed as moderate not large significance due to relatively low levels of traffic movements and due to proximity to arrival point at the A11 and A47.	Magnitude: Minor adverse Significance: Slight adverse Passes through Cantley Lane Link junction and close to new Cantley Lane Footbridge (Cringleford). Sections of the road would have been altered. Some mature trees would have been removed. New planting at new junction would not have matured. But effect would be localised to a short section of the road and, despite medium sensitivity, effect is not considered significant.	Magnitude: Minor adverse Significance: Slight adverse Passes through Cantley Lane Link junction and close to new Cantley Lane Footbridge (Cringleford). At year 15 of operation planting would have matured but a new junction to modern standards would be present and would result in a permanent slight adverse but not significant effect.
RO2	Intwood Road (and Intwood Lane) – vehicular use – Tas Valley Way assessed above as footpath	NA	Medium	Approximately 900m	Visually enclosed. No views towards the location of the Proposed Scheme.	None required.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.	Magnitude: No change Significance: Neutral No part of the Proposed Scheme would be visible in either summer or winter. No changes to lighting or night-time vehicle movements.
RO3	Station Lane	Approximately 1km	Medium	0m (at junction improvements with A11)	Changes at junction with A11. Existing views of A11 and traffic movements.	Replacement planting.	Magnitude: Negligible adverse Significance: Neutral Limited extent of works where Station Lane joins the A11. Compound behind hedgerow. Assessed as neutral not slight significance due to change occurring at junction of Station Lane with busy A11.	Magnitude: Negligible adverse Significance: Neutral Replacement tree planting will not have matured. Limited extent of change where Station Lane joins the A11. Assessed as neutral not slight significance due to change occurring at junction of Station Lane with busy A11.	Magnitude: No change Significance: Neutral The planting at the junction will have returned to baseline conditions with no loss of visual amenity.
RO4	Users of the B1172 Norwich Road	500m	Low	0m (at proposed new junction)	Currently a tree lined road.	As much existing tree cover as possible retained to deliver landscape integration. New planting at junction would reflect existing tree-lined character with	Magnitude: Moderate adverse Significance: Slight adverse During construction a new junction would be formed following tree felling. Brief	Magnitude: Moderate adverse Significance: Slight adverse At year 1 of operation new planting would not have matured. Limited	Magnitude: Minor adverse Significance: Neutral At year 15 of operation new planting would have begun to mature. Limited change between winter and summer given proximity. No change in

Receptor Ref	No/Name	Approximate length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing views towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 views (both winter and summer unless otherwise stated)	Year 15 views (both winter and summer unless otherwise stated)
						hedgerows and limit views through to the new link road.	and minor glimpses into the land to the south of Norwich Road containing the main construction compound, satellite construction compound and materials stockpile areas. Proximity to and visibility of haul route and associated traffic movements.	change between winter and summer given proximity. No change in night-time views given traffic on Norwich Road.	night-time views given traffic on Norwich Road.
RO5	A47 trunk road	1.2km	Low	0m	Generally, tree lined.	New planting to replace areas of roadside planting removed to form new embankments.	<p>Magnitude: Major adverse Significance: Slight adverse</p> <p>During construction works would be visible including construction of new Cantley Lane Footbridge (Cringleford). Removal of tree cover towards railway. Proximity to and visibility of haul routes and associated traffic movements to front and rear.</p> <p>Assessed as slight not moderate significance given limited length of road affected close to existing junction.</p>	<p>Magnitude: Minor adverse Significance: Neutral</p> <p>At year 1 of operation new infrastructure would be visible and planting not yet matured. No change between winter and summer. No lighting effects.</p> <p>Assessed as neutral not slight significance given limited length of road affected close to existing junction.</p>	<p>Magnitude: Negligible Significance: Neutral</p> <p>At year 15 of operation planting would have matured. No change between winter and summer. No lighting effects.</p> <p>Assessed as neutral not slight significance given limited length of road affected close to existing junction.</p>
RO6	A11 trunk road	0.75km	Low	0m	Generally tree lined on the approach to the existing junction. Large mature trees located to the north of the road associated with the remnant parkland at Thickthorn Hall.	New planting to replace areas of roadside planting removed.	<p>Magnitude: Major adverse Significance: Slight adverse</p> <p>During construction substantial areas of woodland cover would be removed from the northern side of the A11. Excavation of new slip road highly visible. Proximity to and visibility of haul routes and associated traffic movements to front and rear.</p> <p>Assessed as slight not moderate significance given limited length of road affected close to existing junction.</p>	<p>Magnitude: Moderate adverse Significance: Slight adverse</p> <p>Tree lined in vicinity of proposed new overbridge at Cantley Lane link. At year 1 of operation the views would be much altered and less wooded. New areas of replacement woodland planting would not have matured. No change between winter and summer. No lighting effects.</p>	<p>Magnitude: Negligible adverse Significance: Neutral</p> <p>Tree lined in vicinity of proposed new overbridge at Cantley Lane link. At year 15 of operation planting would have matured with baseline conditions largely restored. No change between winter and summer. No lighting effects.</p> <p>Assessed as neutral not slight significance given limited length of road affected close to existing junction.</p>