

# A47 Blofield to North Burlingham Dualling

**Scheme Number: TR010040**

**Volume 6**

## **6.2 Environmental Statement Appendices**

### **Appendix 7.5 – Visual Receptors**

APFP Regulation 5(2)(a)

Planning Act 2008

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

December 2020

Infrastructure Planning

Planning Act 2008

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

A47 Blofield to North Burlingham  
Development Consent Order 202[x]

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**ENVIRONMENTAL STATEMENT APPENDICES**  
**Appendix 7.5 Visual Receptors**

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## 7. Visual Receptors

### 7.1. Introduction

7.1.1. The following tables (Table 7-1 to Table 7-5) summarise the 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 and operation of the Proposed Scheme. The tables conclude with summary of the potential significance of effect arising from a change in view as a result of the Proposed Scheme.

### 7.2. Receptor Description

7.2.1. The receptor type is described (as relevant) in terms of:

- General nature of the receptor
- Number of stories
- Immediate relationship with setting
- Wider relationship with surroundings

7.2.2. 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 7-1 : 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 (winter) view	Year 15 (summer) view
R1	Hawthorns Orchard View 115A Yarmouth Road	3	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow; limited visual association with the surrounding area.	High	2m (acoustic barrier)	Direct and oblique; upper and lower storey; front, rear and side (including conservatory) views; views from garden. Views screened or filtered by garden and garden boundary trees and hedgerow and trees within the adjacent property garden, with potential for greater visibility in winter. Existing glimpsed views beyond garden/highway boundary vegetation of the A47 highway and vehicles travelling on the A47.	Exact treatment to be agreed with the affected landowners. Initial assumption of shrubs with intermittent trees and hedgerow along the highway boundary to re-establish garden boundary vegetation and screen views of the retaining wall, acoustic barrier and vehicles.	During construction existing garden and highway boundary vegetation would be extensively removed and construction of a retaining wall and acoustic barrier would be visible. Vehicles travelling along the existing A47 would also be visible.  Magnitude: Major adverse Significance: Large adverse	At year 1 of operation the retaining wall and acoustic barrier adjacent to the A47 carriageway and the upper sections of larger vehicles would be clearly visible. A47 highway lighting columns would also be visible, affecting both day and night-time views.  Magnitude: Moderate adverse Significance: Moderate adverse	At year 15 of operation highway infrastructure and vehicles would be screened by highway boundary and garden vegetation to an extent comparable with that of the existing situation. There would however remain potential for night-time views to be affected by highway lighting.  Magnitude: Minor adverse Significance: Slight adverse

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 (winter) view	Year 15 (summer) view
R2	Kingsley House Akora Brandsby Milestone Piece 107A Yarmouth Road Ailanthus The Limes	7	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow; limited visual association with the surrounding area.	High	5m (acoustic barrier)	Direct and oblique; upper and lower storey; rear and side views; views from garden. Views screened or filtered by garden boundary trees and hedgerow, with potential for greater visibility in winter. Existing glimpsed views beyond garden/highway boundary vegetation of vehicles travelling on the A47.	Shrubs with intermittent trees and hedgerow along highway boundary to re-establish garden boundary vegetation and screen views of the retaining wall, acoustic barrier and vehicles.	During construction existing garden and highway boundary vegetation would be partially removed and construction of a retaining wall and acoustic barrier would be visible. Vehicles travelling along the existing A47 would also be partially visible.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 1 of operation the retaining wall and acoustic barrier adjacent to the A47 carriageway and the upper sections of larger vehicles would be partially visible beyond intervening garden vegetation. A47 highway lighting columns would also be partially visible, affecting both day and night-time views.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 15 of operation highway infrastructure and vehicles would be screened by highway boundary and garden vegetation to an extent comparable with that of the existing situation. There would however remain potential for night-time views to be affected by highway lighting.  Magnitude: Minor adverse  Significance: Slight adverse
R3	Not used									
R4	Red Tiles Violet Bank Sandpiper Zakopane Highfields House Owls Barn Copper beech Orchard View	8	1, 2 and 3 storey; open and tree covered gardens and partial hedgerow boundary enclosure; main visual association with fields to the south (looking away from the A47).	High	220m (Hemblington Road realignment)	Direct and oblique; upper and lower storey; rear and side views; views from garden. Views partially screened/filtered by outbuildings and garden trees, and by a line of trees along Hemblington Road, with potential for greater visibility in winter. Existing glimpsed views beyond garden/intervening vegetation of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	During construction earthworks and construction vehicles associated with soil stripping and installation of the gas main would be visible extending across the middle ground extents of view. Removal of existing trees and hedgerow along Hemblington Road would also be clearly visible on the skyline. The grading of a temporary earthworks bund along the route of the realigned Hemblington Road would contribute to the screening of views of the main area of construction work.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 1 of operation there would be partially screened/filtered views of vehicles travelling along Hemblington Road and Proposed Scheme main carriageway. There would also be partially screened/filtered, oblique views of Blofield overbridge embankment landform and bridge structure. Lighting columns at the Yarmouth Road junction would be visible on the skyline in both day and night-time views.  Magnitude: Minor adverse  Significance: Slight adverse	At year 15 of operation the Proposed Scheme planting would have established to screen views of the Proposed Scheme.  Magnitude: Negligible  Significance: Slight adverse
R5	Copper Fields Braydeston House	3	Mix of 1 and 2 storeys; notable tree cover within the immediate gardens bounded by trees and hedgerows; main visual association with fields to the north	High	260m (Hemblington Road realignment)	Direct and oblique; upper and lower storey; rear and side views; views from garden. Views partially screened/filtered by garden and garden boundary trees, by intervening field boundary hedgerows and by a line of trees along Hemblington Road, with potential for greater visibility in winter. Existing glimpsed views beyond garden/intervening vegetation of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	During construction earthworks and construction vehicles associated with soil stripping and installation of the gas main would be partially visible extending across the middle ground extents of view. Removal of existing trees and hedgerow along Hemblington Road would also be visible on the skyline. The grading of a temporary earthworks bund along the route of the	At year 1 of operation there would be partially screened/filtered views of vehicles travelling along Hemblington Road and the Proposed Scheme main carriageway. Lighting columns at the Yarmouth Road junction would be glimpsed on the skyline in both day and night-time views.  Magnitude: Minor adverse	At year 15 of operation the Proposed Scheme planting would have established to screen views of the Proposed Scheme.  Magnitude: No Change  Significance: Neutral

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 (winter) view	Year 15 (summer) view
								<p>realigned Hemblington Road would contribute to the screening of views of the main area of construction work.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	Significance: Slight adverse	
R6	Details not available	5	Residential estate under construction, partially occupied. 2 storeys; open gardens; main visual association with fields to the west.	High	420m (Hemblington Road realignment)	Direct; upper and lower storey, front and rear views. Views partially filtered by intervening field boundary hedgerows, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform	<p>During construction earthworks and construction vehicles associated with soil stripping and installation of the gas main would be partially visible extending across the middle and background extents of view. Removal of existing trees and hedgerow along Hemblington Road would also be visible on the skyline. The grading of a temporary earthworks bund along the route of the realigned Hemblington Road would contribute to the partial screening of views of the main area of construction work. The overbridge embankment earthworks would be visible in the backdrop extent of view.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 1 of operation there would be partially screened/filtered views of vehicles travelling along Hemblington Road and the Proposed Scheme main carriageway. Blofield overbridge embankment landform and bridge structure would be partially visible in the backdrop extent of view.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 15 of operation the Proposed Scheme planting would have established to create a belt of woodland across the line of sight, screening the overbridge landform and vehicles from view.</p> <p>Magnitude: No Change</p> <p>Significance: Neutral</p>
R7	Properties on Shillito Road	12	1 storey; some tree/shrub cover within the immediate gardens bounded by trees and hedgerows; main visual association with fields to the east.	High	500m (Hemblington Road realignment)	Direct; single storey; rear views; views from garden. Views partially screened/filtered by intervening residential properties on Lingwood Road and field boundary hedgerows, with potential for greater visibility in winter. Existing glimpsed views beyond intervening buildings and vegetation of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	<p>During construction removal of existing trees and hedgerow along Hemblington Road would be visible on the skyline. The overbridge embankment earthworks would be glimpsed beyond intervening buildings.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 1 of operation there would be partially screened/filtered, distant views of Blofield overbridge embankment landform and bridge structure.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 15 of operation the Proposed Scheme planting would have established to provide a belt of woodland across the line of sight, screening the overbridge landform and vehicles from view.</p> <p>Magnitude: No Change</p> <p>Significance: Neutral</p>
R8	Brienzy Kyrenia Derwent House Waterlow Cottage	4	1 and 2 storeys; varying amounts of tree cover within the immediate garden bounded by evergreen hedgerows; main visual association with	High	110m (new link road)	Oblique; upper and lower storey; front and rear views; views from garden. Views partially screened/filtered by garden trees and garden boundary hedgerow with potential for greater visibility in winter. Existing views beyond garden vegetation of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	<p>During construction there would be extensive close to medium range views of construction works. This would include earthworks and construction vehicles associated with soil stripping and installation of the gas main and removal of existing trees and hedgerow along Hemblington Road.</p>	<p>At year 1 of operation the Proposed Scheme overbridge embankment landform and bridge structure would be visible on the skyline. The Proposed Scheme attenuation pond would be visible in the middle distance extent of view.</p>	<p>At year 15 of operation the Proposed Scheme planting would have established to create a belt of woodland across the line of sight, screening the overbridge landform and vehicles from view. The extent of proposed woodland would in itself result in a shortening of the extent of view relative to the</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 (winter) view	Year 15 (summer) view
			fields to the north and east.					Earthworks associated with installation of soakaways and the attenuation pond would be visible. There would also be extensive views of overbridge embankment earthworks, though partly screened by a temporary earthworks bund to the north of the residential group.  Magnitude: Moderate adverse Significance: Large adverse	Magnitude: Moderate adverse Significance: Moderate adverse	existing open aspect and thereby add to a perceptible residual change in view.  Magnitude: Minor adverse Significance: Slight adverse
R9	Fairview Mill House	2	1 and 2 storey; varying amounts of tree cover within immediate gardens bounded by trees and hedgerow; main visual association with fields to the north west and east	High	300m (overbridge)	Direct and oblique; upper and lower storey; rear and side views; views from garden. Views filtered by garden boundary hedgerow, and by a line of trees along Hemblington Road, with potential for greater visibility in winter. Existing glimpsed views beyond garden/intervening vegetation of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road, woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be extensive medium range views of construction works. This would include earthworks and construction vehicles associated with soil stripping and installation of the gas main and removal of existing trees and hedgerow along Hemblington Road. Earthworks associated with installation of soakaways and the attenuation pond would be visible, along with extensive views of overbridge embankment earthworks. A site compound would be visible to the east of the overbridge.  Magnitude: Moderate adverse Significance: Large adverse	At year 1 of operation the Proposed Scheme attenuation pond, overbridge embankment landform and bridge structure and the Proposed Scheme main carriageway would be visible on the skyline across the extent of view. A47 highway lighting columns at the Yarmouth Road junction would also be visible, affecting both day and night-time views  Magnitude: Moderate adverse Significance: Moderate adverse	At year 15 of operation the Proposed Scheme planting would have established to create a belt of woodland across the line of sight, screening the overbridge landform and vehicles from view. The extent of proposed woodland would in itself result in a shortening of the extent of view relative to the existing open aspect and thereby add to a perceptible residual change in view.  Magnitude: Minor adverse Significance: Slight adverse
R10	Sunny Acres	1	1 storey; notable tree cover within the immediate garden bounded by trees and hedgerow; main visual association with the immediate field to the west.	High	15m (mainline carriageway)	Direct and oblique; single storey; front and side views; views from garden. Views filtered by garden boundary trees and hedgerow, and by a hedgerow along the A47 boundary, with potential for greater visibility in winter. Existing glimpsed views beyond garden/intervening vegetation of vehicles travelling on the A47.	Shrubs with intermittent trees and groups of trees to filter views of the carriageway and vehicles.	During construction the removal of existing vegetation along the northern boundary of the A47, including High Noon Lane, and along Hemblington Road would be clearly visible in the foreground to middle ground extents of view. In turn this would notably increase visibility of vehicles travelling along the A47. Earthworks associated with the realigned A47 and the overbridge embankment would be visible extending across the middle ground to background extents of view.  Magnitude: Moderate adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be visible beyond the intervening garden vegetation and boundary fence. The acoustic barrier to the west of the Yarmouth Road junction would be visible beyond the A47 carriageway. A47 highway lighting columns at the Yarmouth Road junction would also be visible, affecting both day and night-time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the Proposed Scheme tree, shrub and hedgerow planting along the northern side of the main carriageway would have established to a point of screening and filtering views of vehicles, lighting and the acoustic barrier. Trees and shrubs on the overbridge embankments would contribute to screening of the overbridge landform and integration of the overbridge structure.  Magnitude: Negligible Significance: Slight adverse

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 (winter) view	Year 15 (summer) view
								Significance: Large adverse		
R11	Sparrow Hall Bungalow	1	1 storey; notable tree cover to the immediate north of the property within a garden bounded by a 2m high close boarded fence; views largely contained to within the property boundary.	High	30m (High Noon Lane realignment)	Direct and oblique; single storey; front and back views. Views largely obscured by garden boundary fence allowing only glimpsed views beyond. Existing glimpsed views beyond garden boundary fence of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside High Noon Lane and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction the removal of existing vegetation along the northern boundary of the A47, including High Noon Lane, and along Hemblington Road would be visible in the foreground to middle ground extents of view. In turn this would increase visibility of vehicles travelling along the A47. Earthworks associated with the realigned A47 and the overbridge embankment would be visible extending across the middle ground to background extents of view. The extent of potential visibility of construction work would however largely be limited by the receptor property boundary fencing.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be partially visible beyond the intervening boundary fence. The acoustic barrier to the west of the Yarmouth Road junction would be glimpsed beyond the A47 carriageway. A47 highway lighting columns at the Yarmouth Road junction would also be visible, affecting both day and night-time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the Proposed Scheme tree, shrub and hedgerow planting along the northern side of the main carriageway would have established to a point of screening and filtering views of vehicles, lighting and the acoustic barrier. Trees and shrubs on the overbridge embankments would contribute to screening of the overbridge landform and integration of the overbridge structure.  Magnitude: Negligible Significance: Slight adverse
R12	Plantation Farm	1	2 storey; open garden bounded by hedgerow; main visual association with fields to the south.	High	330m (mainline carriageway)	Direct; upper storey, rear views. Views screened/filtered by garden boundary hedgerow and by intervening woodland plantation and field boundary vegetation, with potential for greater visibility in winter. Existing views of the A47 largely obscured beyond intervening landform and vegetation.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Plantation woodland and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and filter views of vehicles.	During construction there would be potential for glimpsed views of the overbridge embankment earthworks and works associated with construction of the main carriageway to the south of the property.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be partially visible beyond intervening field boundary vegetation.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the Proposed Scheme tree, shrub and hedgerow planting along the northern side of the main carriageway would have established to a point of screening and filtering views of vehicles. Trees and shrubs on the overbridge embankments would contribute to screening of the overbridge landform.  Magnitude: No change Significance: Neutral
R13	Home Farm House  Park House	2	2 storeys; garden bounded by trees and hedgerow; main visual association with the immediate setting of the property.	High	350m (mainline carriageway)	Direct; upper and lower storey front views; views from garden. Views partially screened/filtered by garden boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles. Landform bund alongside mainline carriageway contributes to low level screening of vehicles.	During construction there would be potential for glimpsed views of the main carriageway construction works.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would be largely screened by a landform bund along the northern boundary of the A47.  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of hedgerow and woodland planting in combination with a landform bund along the northern boundary of the A47 would largely screen vehicles travelling along the Proposed Scheme main carriageway.  Magnitude: No change Significance: Neutral



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 (winter) view	Year 15 (summer) view
R14	The Old Post Office	1	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow; main visual association with the A47 and fields to the south.	Medium	40m (mainline carriageway)	Direct; upper and lower storey, front views; views from garden. Views partially screened/filtered by garden and garden boundary trees and hedgerow and by A47 highway boundary vegetation, with potential for greater visibility in winter. Existing views beyond garden and intervening vegetation of the A47 highway and vehicles travelling on the A47.	Hedgerows with individual and groups of trees alongside the main carriageway to integrate the carriageway and filter views of vehicles. Landform bund alongside mainline carriageway contributes to low level screening of vehicles	During construction the removal of existing vegetation along the southern boundary of the existing A47 would be visible in the foreground to middle ground extents of view. In turn this would increase visibility of vehicles travelling along the A47. Earthworks associated with the realigned A47 and the creation of a landform bund along the northern boundary of the Proposed Scheme would be visible extending across the middle ground extents of view.  Magnitude: Major adverse Significance: Large adverse	At year 1 of operation the extent of view would be foreshortened by a landform bund along the northern side of the main carriageway, but which would in turn limit views to the upper levels of taller vehicles. There would also be potential for views of the upper extents of the acoustic barrier along the southern side of the main carriageway.  Magnitude: Major adverse Significance: Large adverse	At year 15 of operation the establishment of woodland planting and individual trees would screen the Proposed Scheme from view. The extent of proposed woodland would in itself result in a shortening of the extent of view relative to the existing aspect and thereby add to a perceptible residual change in view.  Magnitude: Minor adverse Significance: Slight adverse
R15	Home Farm	1	1 storey; open garden; main visual association with fields to the north.	High	700m (mainline carriageway)	Direct; single storey, rear views. Views partially filtered by intervening field boundary trees with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for glimpsed views of the upper levels of Blofield overbridge earthworks. There would also be potential for distant views of works associated with installation of the gas main, vehicles or materials in site compounds and works generally along the extent of the Proposed Scheme.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would largely be filtered by intervening vegetation. There would be potential for glimpsed views of vehicles crossing the Blofield overbridge.  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover on the Blofield overbridge embankments and along the general extents of the Proposed Scheme main carriageway would result in views comparable to the existing situation.  Magnitude: No change Significance: Neutral
R16	Barnfield	1	1 storey; limited vegetation cover within the immediate garden bounded by fence and hedgerow; main visual association with fields to the north and east.	High	800m (mainline carriageway)	Direct; single storey, side views. Views partially filtered by intervening field boundary trees and hedges with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for distant views of works associated with installation of the gas main and works generally along the extent of the Proposed Scheme.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would largely be filtered by intervening vegetation.  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover along the general extents of the Proposed Scheme main carriageway would result in views comparable to the existing situation.  Magnitude: No change Significance: Neutral
R17	Church Farm Church Farm Barns	2	2 storeys; notable tree cover within and bounding the immediate property grounds; limited visual association with	High	500m (mainline carriageway)	Oblique; upper storey, front views. Views filtered by intervening field boundary trees and hedges with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for middle ground and distant views of works associated with installation of the gas main and works generally along the extent of the Proposed Scheme.	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would largely be filtered by intervening vegetation.  Magnitude: No change	At year 15 of operation the establishment of tree and shrub cover along the general extents of the Proposed Scheme main carriageway would result in views comparable to the existing situation.

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 (winter) view	Year 15 (summer) view
			the surrounding area.					Magnitude: Minor adverse Significance: Slight adverse	Significance: Neutral	Magnitude: No change Significance: Neutral
R18	Properties on northern residential edge of Lingwood	16	2 storeys; some properties including notable tree cover on their boundaries; main visual association with fields to the north.	High	1km (mainline carriageway)	Direct and oblique; upper and some lower storey views. Views filtered by intervening field boundary trees and hedges with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for distant views of works associated with installation of the gas main, vehicles or materials in site compounds and works generally along the extent of the Proposed Scheme.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would largely be filtered by intervening vegetation  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover along the general extents of the Proposed Scheme main carriageway would result in views comparable to the existing situation.  Magnitude: No change Significance: Neutral
R19	Whites Place	1	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the west.	High	350m (mainline carriageway)	Oblique; upper storey, front, side and rear views. Views partially screened/filtered by garden and garden boundary trees and hedgerow and by intervening field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for close to middle ground views of works associated with installation of the gas main and works generally along the extent of the Proposed Scheme.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would largely be filtered by intervening vegetation.  Magnitude: Negligible Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along the general extents of the Proposed Scheme main carriageway would result in views comparable to the existing situation.  Magnitude: No change Significance: Neutral
R20	Poplar Cottage  Oak Tree Cottage	2	2 storeys; limited tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the south, east and west.	High	80m (mainline carriageway)	Oblique; upper and lower storey, front, rear and side views; views from garden. Views partially screened/filtered by garden and garden boundary trees and hedgerow and by intervening field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for close range views of works associated with installation of the gas main and works generally along the extent of the Proposed Scheme.  Magnitude: Moderate adverse Significance: Large adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would largely be filtered by intervening vegetation and by an acoustic barrier to the north of Poplar Farm.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along the general extents of the Proposed Scheme main carriageway would result in views of the highway and vehicles comparable to the existing situation. Constraints on planting within the gas main easement would however result in localised change to the appearance of woodland plantation structure.  Magnitude: Negligible Significance: Slight adverse
R21	Oaklands	1	2 storeys; limited tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the north	High	70m (mainline carriageway)	Direct and oblique; upper and lower storey, front, rear and side views; views from garden. Views partially screened/filtered by outbuildings, garden and garden boundary trees and hedgerow and by intervening field boundary trees, with potential for greater visibility in winter. Existing views beyond intervening buildings and vegetation of the A47 highway	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of the acoustic barrier and vehicles.	During construction there would be potential for close range views of earthworks associated with the realigned A47 and the creation of a landform bund along the northern boundary of the Proposed Scheme would be visible extending across the close to middle ground extents of view. There would also be potential for close to medium range views of	At year 1 of operation there would be potential for views of an acoustic barrier and the upper levels of vehicles travelling along the Proposed Scheme main carriageway visible above the barrier.  Magnitude: Moderate adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of the acoustic barrier and passing vehicles. Constraints on planting within the gas main easement would however result in localised change to

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 (winter) view	Year 15 (summer) view
						and vehicles travelling on the A47.		works associated with installation of the gas main.  Magnitude: Moderate adverse  Significance: Large adverse	Significance: Moderate adverse	the appearance of woodland plantation structure.  Magnitude: Minor adverse  Significance: Slight adverse
R22	Hornbeam Cottage	1	2 storeys; limited tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the south.	High	50m (mainline carriageway)	Direct and oblique; upper and lower storey, front, rear and side views; views from garden. Views partially screened/filtered by outbuildings, garden and garden boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening buildings and vegetation of the A47 highway and vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of the acoustic barrier and vehicles.	During construction there would be potential for close range views of earthworks associated with the realigned A47 and the creation of a landform bund along the northern boundary of the Proposed Scheme would be visible extending across the close to middle ground extents of view. There would also be potential for medium range views of works associated with installation of the gas main.  Magnitude: Major adverse  Significance: Large adverse	At year 1 of operation there would be potential for views of an acoustic barrier and the upper levels of vehicles travelling along the Proposed Scheme main carriageway visible above the barrier.  Magnitude: Moderate adverse  Significance: Large adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of the acoustic barrier and passing vehicles. The foreshortening of views brought about by screen planting and constraints on planting within the gas main easement would result in localised change to the appearance of woodland plantation structure.  Magnitude: Minor adverse  Significance: Slight adverse
R23	The Lindens	1	1 storey; notable tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the north.	High	45m (mainline carriageway)	Direct and oblique; single storey, front and side views; views from garden. Views partially screened/filtered by garden and garden boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening vegetation of the A47 highway and vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of the acoustic barrier and vehicles.	During construction there would be potential for close range views of earthworks associated with the realigned A47 and the creation of a landform bund along the northern boundary of the Proposed Scheme would be visible extending across the close to middle ground extents of view. There would also be potential for medium range views of works associated with installation of the gas main.  Magnitude: Major adverse  Significance: Large adverse	At year 1 of operation there would be potential for views of an acoustic barrier and the upper levels of vehicles travelling along the Proposed Scheme main carriageway visible above the barrier.  Magnitude: Major adverse  Significance: Large adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of the acoustic barrier and passing vehicles. The foreshortening of views brought about by screen planting would change the visual outlook.  Magnitude: Minor adverse  Significance: Slight adverse
R24	Residential properties on southern side of Main Road	8	2 storeys; limited tree cover within some of the immediate gardens bounded by trees, hedgerows and close boarded fences; main visual association with the street setting	High	80m (mainline carriageway)	Direct; upper and lower storey rear views; views from garden. Views partially screened/filtered by garden and A47 highway boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for close to medium range partially filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range views of works associated with installation of the gas main.	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Minor adverse  Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen and filter views of passing vehicles.  Magnitude: Negligible  Significance: Slight adverse



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 (winter) view	Year 15 (summer) view
			of Main Road and fields to the south.					Magnitude: Moderate adverse Significance: Large adverse		
R25	Church Farm Barns St Andrews Cottage Brambles	4	Mix of 1 and 2 storeys; notable amount of tree cover within some of the immediate gardens bounded by trees and hedgerows; main visual association with the street setting of Main Road and fields to the south.	High	140m (mainline carriageway)	Direct; upper and lower storey front views; views from garden. Views partially screened/filtered by intervening buildings and by garden and A47 highway boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening buildings and vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range filtered views of works associated with installation of the gas main  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen and filter views of passing vehicles.  Magnitude: No change Significance: Neutral
R26	The Forge Holly Forge Otaio Katchmar	4	Mix of 1 and 2 storeys; limited tree cover within some of the immediate gardens bounded by trees, hedgerows and close boarded fences; main visual association with the street setting of Main Road and fields to the south.	High	130m (mainline carriageway)	Direct; upper and lower storey front views; views from garden. Views partially screened/filtered by intervening buildings and by garden and A47 highway boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening buildings and vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range filtered views of works associated with installation of the gas main.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of passing vehicles.  Magnitude: No change Significance: Neutral
R27	Church Farm House East	2	2 storey; limited tree cover within the immediate gardens; main visual association with the street setting of Main Road and fields to the south.	High	130m (mainline carriageway)	Direct; upper and lower storey front views; views from garden. Views partially screened/filtered by intervening garden and A47 highway boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range filtered views of works associated with installation of the gas main.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of passing vehicles.  Magnitude: No change Significance: Neutral

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R28	The Old Rectory	1	2 storey; notable tree cover within the immediate garden bounded by hedgerow; main visual association with immediate garden but including the street setting of Main Road and fields to the south.	High	150m (mainline carriageway)	Direct; upper and lower storey front views; views from garden. Views partially screened/filtered by intervening garden and A47 highway boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range filtered views of works associated with installation of the gas main.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of passing vehicles.  Magnitude: No change Significance: Neutral
R29	Island House	1	2 storeys; garden bounded by trees and hedgerow; main visual association with fields to the west.	High	60m (mainline carriageway)	Direct and oblique; upper and lower storey side and front views; views from garden. Views partially screened/filtered by garden and A47 highway boundary trees and hedgerow, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles	During construction there would be potential for close to medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range filtered views of works associated with installation of the gas main.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Negligible Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen and filter views of passing vehicles.  Magnitude: No change Significance: Neutral
R30	Residential properties on The Green	7	2 storey; notable tree cover within the immediate gardens bounded by trees and hedgerows; main visual associations with fields to the north and south.	High	840m (mainline carriageway)	Direct; upper and lower storey front views; views from garden. Views partially screened/filtered by intervening garden and wider setting trees and hedgerow, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles. Landform bund alongside mainline carriageway contributes to low level screening of vehicles	During construction there would be potential for long range filtered views of earthworks associated with the realigned A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, but comparable in visual influence to that of the existing A47.  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen and filter views of passing vehicles.  Magnitude: No change Significance: Neutral
R31	Glebe Farm Glebe Barn	2	Mix of 1 and 2 storeys; limited tree cover within the immediate gardens bounded by hedgerows and close boarded fences; main visual association with fields to the north and west.	High	400m (B1140 junction)	Direct and oblique; upper and lower storey, side and rear views; views from garden. Views partially screened/filtered by garden boundary hedgerow and fencing, and by intervening field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for medium to long range partially filtered views of earthworks associated with grading of the B1140 overbridge embankments. The grading of temporary earthworks bunds in the area around the B1140 junction would contribute to the partial screening of views of the main area of construction	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be visible in day and night time views. There would be potential for views of vehicles travelling along	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highways lighting would be visible in day and night time views.



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								work. There would also be potential for medium range views of works associated with installation of the gas main and views of a site compound in the vicinity of Lingwood Lane.  Magnitude: Moderate adverse Significance: Moderate adverse	the Proposed Scheme main carriageway  Magnitude: Minor adverse Significance: Slight adverse	Magnitude: Minor adverse Significance: Slight adverse
R32	Oak View	1	2 storey; limited tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the north, south and east.	High	430m (mainline carriageway)	Oblique; upper and lower storey, side and rear views; views from garden. Views partially screened/filtered by garden boundary hedgerow, and by intervening field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles	During construction there would be potential for medium to long range partially filtered views of earthworks associated with grading of the B1140 overbridge embankments. The grading of temporary earthworks bunds in the area around the B1140 junction would contribute to the partial screening of views of the main area of construction work. There would also be potential for medium range views of works associated with installation of the gas main and views of a site compound in the vicinity of Lingwood Lane.  Magnitude: Moderate adverse Significance: Moderate adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be visible in day and night time views. There would be potential for views of vehicles travelling along the Proposed Scheme main carriageway.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse
R33	Field View	1	1 storey; notable tree cover within the immediate garden bounded by trees and hedgerow; limited visual association with surroundings.	High	400m (mainline carriageway)	Oblique; single storey, front and side views; views from garden. Views largely screened/filtered by garden boundary hedgerow, and by intervening field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for medium to long range filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium range views of works associated with installation of the gas main and filtered views of a site compound in the vicinity of Lingwood Lane.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for medium to long range filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be partially visible in day and night time views.  Magnitude: Negligible Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting would be partially visible in night time views.  Magnitude: Negligible Significance: Slight adverse

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R34	Big Sky	1	1 storey; open garden partially bounded by trees and hedgerow; main visual association with immediate inward-looking courtyard, but including outlook to fields to the east.	High	360m (mainline carriageway)	Oblique; single storey, front views; views from garden. Views largely screened/filtered by the immediate buildings and by intervening field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium range views of works associated with installation of the gas main and views of a site compound in the vicinity of Lingwood Lane.  Magnitude: Moderate adverse Significance: Moderate adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highways lighting would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse
R35	View Farm	1	1 storey; open garden with largely open boundary; main visual association fields to the north and east.	High	330m (mainline carriageway)	Oblique; single storey, front and side views; views from garden. Views partially filtered by trees on Lingwood Road, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium range views of works associated with installation of the gas main and views of a site compound in the vicinity of Lingwood Lane.  Magnitude: Moderate adverse Significance: Moderate adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highways lighting would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse
R36	Lodge Cottage	1	2 storey; enclosed garden bounded by trees, hedgerow and close boarded fence; main visual association with immediate inward-looking courtyard, but including outlook to fields to the north, east and west.	High	730m (B1140 junction)	Oblique; upper and lower storey, front and side views; views from garden. Views partially filtered by trees on Lingwood Road, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium range partially filtered views of works associated with installation of the gas main and partially filtered views of a site compound in the vicinity of Lingwood Lane.  Magnitude: Minor adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highways lighting would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse

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								Significance: Slight adverse		
R37	Lingwood Hall	1	2 storey; notable tree cover within the immediate garden bounded by trees and hedgerows; limited visual association with surroundings, but most notably associated with views out to fields to the east.	High	740m (B1140 junction)	Oblique; upper storey, rear and side views. Views largely screened/filtered by trees within the property grounds, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for medium to long range filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium range views of works associated with installation of the gas main.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for medium to long range filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be partially visible in day and night time views.  Magnitude: Negligible Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting would be partially visible in night time views  Magnitude: Negligible Significance: Slight adverse
R38	Nelson Place Nelson Close	2	1 storey; notable garden and boundary trees and hedgerows; main visual association with the immediate setting of the property.	High	50m (B1140 realignment)	Direct and oblique; single storey rear views; limited views from garden. Views largely screened/filtered by garden trees and hedgerow, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for close to medium range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for close to medium range partially filtered views of a construction area north east of the B1140 junction.  Magnitude: Moderate adverse Significance: Moderate adverse	At year 1 of operation there would be potential for close to medium range partially filtered views of the B1140 overbridge and embankments and acoustic barrier. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting would be visible in night time views.  Magnitude: Negligible Significance: Slight adverse
R39	Lodge Farm Lodge Farm Barns	5	2 storey farm house with outlying 2 storey stables converted to residential; notable tree cover within and bounding the immediate property grounds; main visual associations with fields to the north and south.	High	450m (B1140 junction)	Direct and oblique; upper and lower storey; front views. Views partially screened/filtered by trees within and bounding the immediate property grounds and by intervening field boundary hedgerows and trees, with potential for greater visibility in winter. Existing views beyond garden vegetation of vehicles travelling on the A47 and lighting columns along the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium to long range partially filtered views of a construction area north east of the B1140 junction.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments and acoustic barrier. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting would be visible in night time views.  Magnitude: Negligible Significance: Slight adverse
R40	Hall Cottages	2	2 storeys; notable tree cover within the immediate garden bounded	Medium	0m (acoustic barrier)	Direct and oblique; upper storey, front views. Views partially screened/filtered by garden trees and garden boundary fence and by A47	Acoustic barrier provides a secondary screening function in restricting views of vehicles.	During construction the removal of the existing close boarded fence to allow installation of the acoustic barrier would temporarily	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road,



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 (winter) view	Year 15 (summer) view
			by close boarded fence and hedgerow; main visual association with the A47 and fields to the south.			highway boundary vegetation, with potential for greater visibility in winter. Existing views beyond garden and intervening vegetation of the A47 highway and vehicles travelling on the A47.		open up views of the Proposed Scheme  Magnitude: Moderate adverse  Significance: Moderate adverse	embankments. Highway lighting columns on the overbridge and slip road would be partially visible in night time views. There would also be close range views of an acoustic barrier immediately in front of the property but which would in turn contribute to screening views of passing vehicles.  Magnitude: Minor adverse Significance: Slight adverse	the general extents of the Proposed Scheme main carriageway and within the vicinity of the stopped up lay-by would screen the highways overbridge landform and vehicles from view. There would also be close range views of an acoustic barrier immediately in front of the property but which would in turn contribute to screening views of passing vehicles.  Magnitude: No change Significance: Neutral
R41	Whites Farm	2	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the south, east and north.	High	740m (stopped up lay-by)	Oblique; upper and lower storey, front, side and rear views; views from garden. Views partially screened/filtered by garden and garden boundary trees, with potential for greater visibility in winter. Existing views beyond garden and intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles. Woodland planting within the extents of redundant lay-by to reinforce visual screening provided by existing vegetation.	During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium to long range partially filtered views of a construction area north east of the B1140 junction.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be partially visible in night time views.  Magnitude: Negligible Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road, the general extents of the Proposed Scheme main carriageway and within the vicinity of the stopped up lay-by would screen the highways overbridge landform and vehicles from view.  Magnitude: No change Significance: Neutral
R42	The White House The Coach House	2	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow and partially delineated by outbuildings and walls; main visual association with the immediate A47 and fields to the north and west.	Medium	2m (acoustic barrier)	Direct; upper and lower storey front and side views; views from garden. Views partially filtered by garden boundary hedgerow, with potential for greater visibility in winter. Existing views of the A47 highway and of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles. Shrubs with intermittent trees in the foreground of the view to screen and filter views of the acoustic barrier and wider scheme extents.	During construction existing garden and highway boundary vegetation would be partially removed. There would be close range views of the construction of an acoustic barrier and the Proposed Scheme main alignment. There would be close to medium range views of temporary construction areas north east and south east of the B1140 overbridge. There would be partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments and eastern slip road. Vehicles travelling along the existing A47 would also be visible.  Magnitude: Major adverse	At year 1 of operation the acoustic barrier adjacent to the A47 carriageway and the upper sections of larger vehicles would be clearly visible. There would be potential for close to medium range view of fencing installed around the drainage soakaways and the B1140 overbridge and embankments. A47 highway lighting columns would also be visible, affecting both day and night-time views.  Magnitude: Moderate adverse Significance: Large adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road, near drainage soakaway and within close proximity of the properties screen the highways overbridge landform and vehicles from view. Views of the acoustic barrier would be filtered by established tree and shrub planting. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse

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 (winter) view	Year 15 (summer) view
								Significance: Large adverse		
R43	Beighton House	1	2 storeys; notable tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the south and east.	High	10m (truncated B1140)	Oblique; upper and lower storey, front views; views from garden. Views partially screened/filtered by garden and garden boundary trees and hedgerow, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles. Shrubs with intermittent trees in the foreground of the view to screen and filter views of the acoustic barrier and wider scheme extents.	During construction there would be potential for close to medium range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for close to medium range partially filtered views of the construction areas north east and south east of the B1140 junction.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of fencing installed around the drainage soakaways and the B1140 overbridge and embankments. A47 highway lighting columns would also be visible, affecting both day and night-time views.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, trees along the eastern slip road and near drainage soakaway and tree and shrub planting within close proximity of the properties will screen the highways overbridge landform and vehicles from view. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse  Significance: Slight adverse
R44	Mustard House Coxhill Barn	2	2 storeys; limited tree cover within the immediate garden bounded by trees and hedgerow and close boarded fence; main visual association with fields to the north, south and west.	High	10m (realigned Coxhill Road)	Direct and oblique; upper and lower storey, front, side and rear views; views from garden. Views partially screened/filtered by garden boundary trees, hedgerow and fencing, and by intervening tree cover along the B1140, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for close range views of construction activities associated with the Coxhill Road realignment and White House / Coach House access road. There would be potential for medium range partially filtered views of earthworks associated with the realigned A47, with grading of the B1140 overbridge embankments and of the temporary construction area south east of the overbridge. There would also be potential for medium range views of works associated with installation of the gas main.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip roads would be visible in day and night time views. There would be potential for views of vehicles travelling along the Proposed Scheme main carriageway.  Magnitude: Minor adverse  Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, trees along the slip roads eastern slip road will screen the highways overbridge landform and vehicles from view. Highway lighting columns on the overbridge and slip road would be visible in night time views.  Magnitude: Negligible  Significance: Slight adverse
R45	Windle Farm Barn Windle Farm House	2	2 storeys; garden bounded by trees and hedgerow; main visual association with fields to the north and south.	High	550m (stopped up lay-by)	Oblique; upper and lower storey, rear views; views from garden. Views partially screened/filtered by garden boundary trees and hedgerow and by intervening field boundary vegetation, with potential for greater visibility in winter. Existing views beyond garden and intervening	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles. Woodland planting within the extents of	During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium to long range partially filtered views	At year 1 of operation there would be potential for medium to long range filtered views of the B1140 overbridge and embankments.  Magnitude: No change  Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road, the general extents of the Proposed Scheme main carriageway and within the vicinity of the stopped up lay-by would screen the highways overbridge



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 (winter) view	Year 15 (summer) view
						vegetation of vehicles travelling on the A47.	redundant lay-by to reinforce visual screening provided by existing vegetation.	of a construction area north east of the B1140 junction. Magnitude: Minor adverse Significance: Slight adverse		landform and vehicles from view. Magnitude: No change Significance: Neutral
R46	Bullace-bush Farm	2	1 storey; notable tree cover within the immediate garden bounded by trees and hedgerow; main visual association with fields to the north.	High	530m (mainline carriageway)	Oblique; single storey; front views. Views partially screened/filtered by garden trees and garden boundary hedgerow and by trees on Bullacebush Lane, with potential for greater visibility in winter. Existing views beyond garden vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside High Noon Lane and the main carriageway to integrate the carriageway and filter views of vehicles. Linear belt of trees alongside the eastbound mainline carriageway to reinstate the existing visual outlook.	During construction the removal of existing vegetation along the northern boundary of the A47, would be visible within long range views and would increase visibility of vehicles travelling along the A47. There would be potential for partially filtered views of the earthworks associated with the realigned A47 and the overbridge embankment. Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be partially visible beyond the intervening layers of boundary vegetation. A47 highway lighting columns at the Yarmouth Road junction would also be visible in day and night-time views. Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the Blofield overbridge embankments, and the northern boundary of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting columns at the Yarmouth Road junction would be visible in night-time views. Magnitude: Negligible Significance: Slight adverse
R47	Highnoon Farm	1	2 storey; limited tree cover within the immediate garden bounded by hedgerow; main visual association with fields to the south.	High	650m (overbridge)	Direct; upper and lower storey, front views; views from garden. Views partially screened/filtered by garden boundary hedgerow and by intervening field boundary vegetation, with potential for greater visibility in winter. Existing views of the A47 largely obscured beyond intervening landform and vegetation.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside High Noon Lane and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction the removal of existing vegetation along the northern boundary of the A47 at the eastern extent, would be visible within partially filtered long range views and would increase visibility of vehicles travelling along the A47. There would be potential for partially filtered views of the earthworks associated with the realigned A47 and the overbridge embankment. Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be partially visible beyond the intervening layers of boundary vegetation. A47 highway lighting columns at the Yarmouth Road junction would also be visible in day and night-time views. Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the Blofield overbridge embankments, and general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting columns at the Yarmouth Road junction would be visible in night-time views. Magnitude: Negligible Significance: Slight adverse

Table 7-2 : Community 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 (winter) view	Year 15 (summer) view
CF1	Blofield Allotments	Recreational allotment	Medium	0m (Hemblington Road realignment)	Views largely screened/filtered by allotment vegetation, allotment boundary hedgerows and intervening trees alongside Waterlow Lane and the existing A47, with potential for greater visibility in winter.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerow planting around the edge of the reconfigured allotment car park to contribute to low level screening of vehicles in the car park.	During construction the removal of existing trees along the southern edge of Hemblington Road would be clearly visible in the foreground, along with works to reconfigure the allotment access and parking and views of the adjacent extent of construction works associated with reconfiguration of the Yarmouth Road junction.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 1 of operation the reconfigured allotment access, new road layout, fencing and planting would be clearly visible. The general focus of interest of the allotment users within the extents of the allotments themselves would however maintain its existing associations of contained plots and a general southern outlook away from the Proposed Scheme.  Magnitude: Minor adverse  Significance: Slight adverse	At year 15 of operation whilst changes in configuration of the allotment boundary with Hemblington Road would remain, the establishment of trees and hedgerow on the northern allotment boundary would redefine existing associations.  Magnitude: Negligible  Significance: Slight adverse
CF2	St Andrew's Church, North Burlingham	Place of worship	Medium	190m (mainline carriageway)	Views largely screened/filtered by vegetation around the church grounds, along the church access road and alongside Main Road and the A47, with potential for greater visibility in winter.	Hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles. Extent of screening balanced by maintaining existing levels of inter-visibility between church and surrounding area.	During construction there would be potential for glimpsed views of operations associated with construction of the main carriageway to the south-east and south-west of North Burlingham, but largely obscured by intervening vegetation.  Magnitude: Minor adverse  Significance: Slight adverse	At year 1 of operation potential visibility of vehicles using the Proposed Scheme would be comparable to that of the existing situation.  Magnitude: No change  Significance: Neutral	At year 15 of operation potential visibility of vehicles using the Proposed Scheme would be comparable to that of the existing situation, or potentially less than existing with the establishment of vegetation between the existing and proposed A47.  Magnitude: No change  Significance: Neutral
CF3	Norwich United Football Club	Sports pitches	Medium	0m (mainline carriageway)	Views of the A47 screened by evergreen highway boundary vegetation.	Linear belt of trees alongside the eastbound mainline carriageway to reinstate existing visual screening.	During construction the removal of existing trees along the northern boundary of the A47 would be clearly visible in the short to medium range extent of view, in turn opening up views of vehicles and construction works on the northern and southern side of the main carriageway.  Magnitude: Moderate adverse  Significance: Moderate adverse	At year 1 of operation the main carriageway and associated traffic would be visible in short to medium range views, but appearing within a cohesive, integrated highway layout. As the focus of user activity would typically be orientated towards the recreational activity then the relative change would not notably detract the user experience.  Magnitude: Minor adverse  Significance: Slight adverse	At year 15 of operation tree cover along the northern boundary of the A47 would have established to a point of maturity to provide visual separation between the sports facility and highway, thereby re-establishing the existing visual relationship.  Magnitude: No change  Significance: Neutral

Table 7-3 : Commercial Receptors

Receptor Ref No	Receptor address	Commercial activity	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
CP1	Norwich Camping and Leisure	Part indoor/part outdoor public retail outlet	Low	5m (Hemblington Road cycleway / footway)	Views largely screened/filtered by car park boundary vegetation and trees along Great Yarmouth Road, with potential for greater visibility in winter.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	During construction the removal of existing trees along the southern edge of Hemblington Road would be visible in the middle distance extent of view, along with the works to reconfigure the allotment access. Glimpsed views of the construction works associated with reconfiguration of the Yarmouth Road junction would also be possible in medium range views. Glimpsed long range views of the Blofield overbridge embankment earthworks would also be possible.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation the residual loss of trees along Hemblington Road would change the visual outlook, but views of the Proposed Scheme itself would be limited by intervening vegetation. Glimpsed long range views of the Blofield overbridge would be possible.  Magnitude: Negligible Significance: Neutral	At year 15 of operation the establishment of trees along Hemblington Road and on the Blofield overbridge embankment would re-assert the nature of the existing view and screen views of the Proposed Scheme.  Magnitude: Negligible Significance: Neutral
CP2	Atlantic Truck and Van Centre, Blofield	Vehicle hire and servicing yard	Low	0m (High Noon Lane realignment)	Views largely screened by internal site buildings, vehicle storage and boundary fencing, but with potential for views out along the line of the A47 across an open field to the east.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside High Noon Lane and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction the removal of existing vegetation along the northern boundary of the A47, including High Noon Lane, and along Hemblington Road would be visible in the foreground to middle ground extents of view. In turn this would increase visibility of vehicles travelling along the A47. Earthworks associated with the realigned A47 and the overbridge embankment would be visible extending across the middle ground to background extents of view. Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be partially visible beyond the intervening boundary fence. The acoustic barrier to the west of the Yarmouth Road junction would be glimpsed beyond the A47 carriageway. A47 highway lighting columns at the Yarmouth Road junction would also be visible, in both day and night-time views.  Magnitude: Negligible Significance: Neutral	At year 15 of operation the Proposed Scheme tree, shrub and hedgerow planting along the northern side of the main carriageway would have established to a point of screening and filtering views of vehicles, lighting and the acoustic barrier. Trees and shrubs on the overbridge embankments would contribute to screening of the overbridge landform and integration of the overbridge structure.  Magnitude: Negligible Significance: Neutral
CP3	Church Farm Units, North Burlingham	Converted agricultural barn business units and external courtyard	Low	130m (mainline carriageway)	Views largely screened/filtered by internal and boundary vegetation, with potential for greater visibility in winter.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range filtered views of works associated with installation of the gas main.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Negligible Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of passing vehicles.  Magnitude: Negligible Significance: Neutral

Receptor Ref No	Receptor address	Commercial activity	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
CP4	Burlingham Business Centre	Purpose built business units with external parking and yard area	Low	65m (mainline carriageway)	Views largely screened/filtered by site boundary fencing and A47 boundary vegetation, with potential for greater visibility in winter.	Hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	During construction there would be potential for close to medium range partially filtered views of earthworks associated with the realigned A47, and construction activity associated with a site compound. There would also be potential for medium range filtered views of works associated with construction of the reconfigured Main Road junction with the A47 and works associated with installation of the gas main.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Negligible Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen and filter views of passing vehicles  Magnitude: Negligible Significance: Neutral
CP5	The Old College, North Burlingham	Holiday accommodation	Low	0m (footway on Main Road)	Views screened by property boundary vegetation.	The potential to incorporate planting to replace the existing hedgerow removed to construct the footpath is subject to agreement with the adjacent landowner.	During construction there would be close range views of hedgerow removal on the property boundary with Main Road. In turn this would open up views of vehicles on Main Road and Burlingham Business Centre. Beyond that there would be potential for medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a site compound. There would also be potential for medium range filtered views of works associated with construction of the reconfigured Main Road junction with the A47.  Magnitude: Moderate adverse Significance: Moderate adverse	At year 1 of operation visual effects would be subject to agreement of planting reinstatement with the landowner but with assumption that planting on the landowners land would mitigate effects to a non-significant level. The assessment assumption is therefore that there would be a minor magnitude of change.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation visual effects would be subject to agreement of planting reinstatement with the landowner but with assumption that planting on the landowners land would mitigate effects to a non-significant level. The assessment assumption is therefore that there would be a negligible magnitude of change  Magnitude: Negligible Significance: Neutral
N/A	Farm workers	Agricultural land management/harvesting	Medium	0m	Location and nature of view extensive and varied in acknowledgement of the agricultural setting of the A47. Typically consisting people operating machinery with focus on the immediate task, but with potential to experience close-up open views of the extents of the Proposed Scheme.	Planting generally along the Proposed Scheme extents to integrate and screen infrastructure and vehicles.	During construction there would be potential for diverse and extensive close to long range views of various aspects of construction including vegetation removal, earthworks and site compounds. Views would however be experienced in a typically open and expansive setting where the viewer's interest would	At year 1 of operation there would be potential for diverse and extensive close to long range views of various aspects of the Proposed Scheme including overbridges, acoustic barriers and vehicles. Views would however be comparable with visual associations with the existing A47 and experienced in a typically	At year 15 of operation there would be potential for diverse and extensive close to long range views of various aspects of the Proposed Scheme including overbridges, acoustic barriers and vehicles. Views would however be comparable with visual associations with the existing A47 and experienced in a typically open and expansive

Receptor Ref No	Receptor address	Commercial activity	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
							associate more widely with the setting rather than a fixed point direction of view. Magnitude: Minor adverse Significance: Slight adverse	open and expansive setting where the viewer's interest would associate more widely with the setting rather than a fixed point direction of view. Magnitude: Negligible Significance: Neutral	setting where the viewer's interest would associate more widely with the setting rather than a fixed point direction of view. Magnitude: Negligible Significance: Neutral



Table 7-4 : Public Right of Way Receptors

Receptor Ref No/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 (winter) view	Year 15 (summer) view
P1 - Acle BOAT2	150m	High	490-600m (stopped up lay-by)	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.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles. Woodland planting within the extents of redundant lay-by to reinforce visual screening provided by existing vegetation.	During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium to long range partially filtered views of a construction area north east of the B1140 junction.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be potential for medium to long range filtered views of the B1140 overbridge and embankments.  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road, the general extents of the Proposed Scheme main carriageway and within the vicinity of the stopped up lay-by would screen the highways overbridge landform and vehicles from view.  Magnitude: No change Significance: Neutral
P2 - Blofield BOAT11	500m	High	280-580m (Hemblington Road realignment)	Immediate hedge line filters views, beyond which views extend across the foreground extents of an agricultural field. Residential properties and vegetation along Lingwood Road define the middle-distance extent of view. A line of poplar trees coincident with Yarmouth Road range across the skyline.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	During construction removal of existing trees and hedgerow along Hemblington Road would be visible on the skyline. The overbridge embankment earthworks would be glimpsed beyond intervening buildings.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be partially screened/filtered, distant views of Blofield overbridge embankment landform and bridge structure.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the Proposed Scheme planting would have established to provide a belt of woodland across the line of sight, screening the overbridge landform and vehicles from view.  Magnitude: No change Significance: Neutral
P3 - Burlingham FP1	330m	High	320-600 m (mainline carriageway)	Views extend across areas of horse grazed fields with middle-distance extents filtered by parkland character field boundary trees. Distant views heavily filtered by vegetation along the A47. Glimpsed views of vehicles on A47 with potential for greater visibility in winter.	Plantation woodland and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles. Landform bund alongside mainline carriageway contributes to low level screening of vehicles.	During construction there would be potential for glimpsed views of the main carriageway construction works.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would be partially screened by a landform bund along the northern boundary of the A47.  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of hedgerow and woodland planting in combination with a landform bund along the northern boundary of the A47 would largely screen vehicles travelling along the Proposed Scheme main carriageway.  Magnitude: No change Significance: Neutral
P4 - Burlingham FP3	330m	High	20-340m (mainline carriageway)	Views largely contained within the immediate tree belt through which the footpath passes, but with potential for filtered views across adjacent fields. Glimpsed views of vehicles on A47 with potential for greater visibility in winter.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles and acoustic barrier.	During construction there would be potential for close to medium range views of earthworks associated with the realigned A47 and the creation of a landform bund along the northern boundary of the Proposed Scheme would be visible extending across the close to middle ground extents of view. There would also be	At year 1 of operation there would be close to medium range views of vehicles travelling along the Proposed Scheme main carriageway, but comparable in influence to that of views of the existing A47. An acoustic barrier along the southern highway boundary would be partially visible in	At year 15 of operation the establishment of tree and shrub cover along the Proposed Scheme main carriageway would screen views of the acoustic barrier and filter views of passing vehicles. Constraints on planting within the gas main easement would result in localised change to the

Receptor Ref No/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 (winter) view	Year 15 (summer) view
						<p>potential for close to medium range views of works associated with installation of the gas main.</p> <p>Magnitude: Moderate adverse</p> <p>Significance: Moderate adverse</p>	<p>medium range views to the north-east.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>appearance of woodland plantation structure.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>
P5a - Burlingham Woodland Walks (B1140 to The Windle)	385m	High	630-790m (B1140 junction)	Views extend across the open 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 and lighting columns along the A47 with potential for greater visibility in winter.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles.	<p>During construction there would be potential for medium to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for medium to long range partially filtered views of a construction area north east of the B1140 junction.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 1 of operation there would be potential for medium to long range partially filtered views of the B1140 overbridge and embankments and acoustic barrier. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road and along the general extents of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting would be visible in night time views.</p> <p>Magnitude: Negligible</p> <p>Significance: Slight adverse</p>
P5b - Burlingham Woodland Walks (Lingwood Road to Burlingham FP3)	185m	High	300-360m (mainline carriageway)	Views contained by surrounding field boundary tree belts and orientated northwards across the foreground and middle-distance extents of agricultural fields. Vehicles travelling along the A47 are visible at the limit of the extent of view, filtered by vegetation lining the route of the A47 with potential for greater visibility in winter.	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles and acoustic barrier.	<p>During construction there would be potential for close to medium range views of vegetation clearance and earthworks associated with installation of the gas main and glimpsed views of construction works associated with the realigned A47 and the creation of a landform bund along the northern boundary of the Proposed Scheme.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 1 of operation glimpsed views of vehicles travelling along the Proposed Scheme would be comparable with views of the existing A47.</p> <p>Magnitude: No change</p> <p>Significance: Neutral</p>	<p>At year 15 of operation glimpsed views of vehicles travelling along the Proposed Scheme would be comparable with views of the existing A47.</p> <p>Magnitude: No change</p> <p>Significance: Neutral</p>
P5c - Burlingham Woodland Walks (south of North Burlingham)	520m	High	10-390m (mainline carriageway)	Views contained by surrounding field boundary trees and hedgerow and orientated northwards across the foreground and middle-distance extents of agricultural fields. Vehicles travelling along the A47 are visible at the limit of the extent of view against a backdrop of vegetation lining the route of the A47.	Hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and filter views of vehicles.	<p>During construction there would be potential for close to medium range views of earthworks and a materials laydown area associated with the realigned A47. There would also be potential for close to medium range views of works associated with vegetation clearance and installation of the gas main.</p>	<p>At year 1 of operation there would be close to medium range views of vehicles travelling along the Proposed Scheme main carriageway, but comparable in influence to that of views of the existing A47.</p> <p>Magnitude: Minor adverse</p> <p>Significance: Slight adverse</p>	<p>At year 15 of operation the establishment of tree and shrub cover along the Proposed Scheme main carriageway would filter views of passing vehicles. Constraints on planting within the gas main easement would result in localised change to the appearance of woodland plantation structure.</p>

Receptor Ref No/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 (winter) view	Year 15 (summer) view
						Magnitude: Moderate adverse Significance: Large adverse		Magnitude: Minor adverse Significance: Slight adverse
P6 - Brundall BR4	60m	High	1.4km (Hemblington Road realignment)	Immediate hedge line largely screens views, but with potential for glimpsed views through gaps. Beyond the hedge line views extend across the foreground and middle-distance extents of agricultural fields. The eastern settlement extents of Blofield are also visible. Distant extents of view are filtered by the cumulative massing of field boundary and woodland trees. A line of poplar trees coincident with the Yarmouth Road junction with the A47 is visible on the skyline. Glimpsed views of vehicles on A47 with potential for greater visibility in winter.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	During construction there would be potential for change in the view resulting from removal of existing poplar trees on either side of the A47 at the Yarmouth Road junction. The general extent of earthworks associated with the Blofield overbridge embankments would be visible in the long range extent of view but set within an extensive visual context.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be a residual change in view arising from loss of poplar trees on the skyline and long distance views of the Blofield overbridge.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of vegetation around the Yarmouth Road junction and Blofield overbridge would integrate the Proposed Scheme to an extent comparable to that of views of the existing A47.  Magnitude: No change Significance: Neutral
P7 – Brundall FP5	90m	High	1.4km (Hemblington Road realignment)	Views extend across the open foreground and middle-distance extents of agricultural fields. The tower of St Andrew & St Peter church in Blofield is a notable landmark. Distant extents of view are filtered by the cumulative massing of field boundary and woodland trees. A line of poplar trees coincident with the Yarmouth Road junction with the A47 is visible on the skyline. Glimpsed views of vehicles on A47 with potential for greater visibility in winter.	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	During construction there would be potential for change in the view to result from removal of existing poplar trees on either side of the A47 at the Yarmouth Road junction. The general extent of earthworks associated with the Blofield overbridge embankments would be visible in the long range extent of view but set within an extensive visual context.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation there would be a residual change in view arising from loss of poplar trees on the skyline and long distance views of the Blofield overbridge.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of vegetation around the Yarmouth Road junction and Blofield overbridge would integrate the Proposed Scheme to an extent comparable to that of views of the existing A47.  Magnitude: No change Significance: Neutral

Table 7-5 : Road Receptors

Receptor Ref No/Name	Length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
Ro1 - Acle Road	630m	Low	0-680m (B1140 junction and mainline carriageway)	Views extend across the open foreground and middle-distance extents of agricultural fields. Views partially screened/filtered by intervening field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for close to long range open and partially filtered views of earthworks associated with grading of the B1140 overbridge embankments and reconfiguration of the junction with the A47. The grading of temporary earthworks bunds in the area around the B1140 junction would contribute to the partial screening of views of the main area of construction work. There would also be potential for close to medium range views of works associated with installation of the gas main and close to medium range views of site compounds in the vicinity of the A47 junction and Lingwood Lane.  Magnitude: Major adverse Significance: Moderate adverse	At year 1 of operation there would be potential for close to long range open and partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be visible in day and night time views. Vehicles travelling along the Proposed Scheme main carriageway would also be visible.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would contribute to screening and integration of the overbridge structure and landform. Highways lighting would be visible in day and night time views  Magnitude: Minor adverse Significance: Slight adverse
Ro2 - B1140 (north of A47)	200m	Low	0m	Views partially filtered by the immediate roadside vegetation, with potential for greater visibility in winter. Existing glimpsed views across agricultural fields of lighting columns at the junction with the A47 and vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be close range views of earthworks associated with the realigned A47 junction and with grading of the B1140 overbridge embankments. There would also be close to medium range views of construction compounds located either side of the A47 at the B1140 junction with the A47.  Magnitude: Major adverse Significance: Moderate adverse	At year 1 of operation there would be close range views of the B1140 overbridge and embankments and medium range views of an acoustic barrier. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Moderate adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road and along the general extents of the Proposed Scheme main carriageway would contribute to screening and integration of the highways overbridge structure and landform. Highways lighting would be visible in night time views.  Magnitude: Minor adverse Significance: Slight adverse
Ro3 - B1140 (south of A47)	580m	Low	0-280m (B1140 junction)	Views partially screened/filtered by intervening tree cover along the B1140, with potential for greater visibility in winter. Existing glimpsed views across agricultural fields of lighting columns at the junction with the A47 and vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the	During construction there would be close range views of construction activities associated with reconfiguration of the B1140 junction with the A47. There would be close to medium range partially filtered views of earthworks associated with grading of the B1140	At year 1 of operation there would be close to medium range views of the B1140 overbridge and embankments and medium range views of an acoustic barrier. Highway lighting columns on the overbridge and slip road would be	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments, along the eastern slip road and along the general extents of the Proposed Scheme main carriageway would contribute to screening and integration of the highways overbridge structure and



Receptor Ref No/Name	Length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
					carriageway and filter views of vehicles.	overbridge embankments and views of the construction compounds located either side of the A47 at the B1140 junction with the A47. There would also be potential for close to medium range views of works associated with installation of the gas main.  Magnitude: Major adverse  Significance: Moderate adverse	visible in day and night time views.  Magnitude: Moderate adverse  Significance: Slight adverse	landform. Highways lighting would be visible in night time views.  Magnitude: Negligible  Significance: Neutral
Ro4 - Bullacebush Lane	430m	Low	440-550m (mainline carriageway)	Views partially screened/filtered by trees on Bullacebush Lane, with potential for greater visibility in winter. Existing views from an elevated vantage point across open fields of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside High Noon Lane and the main carriageway to integrate the carriageway and filter views of vehicles. Linear belt of trees alongside the eastbound mainline carriageway to reinstate the existing visual outlook.	During construction the removal of existing vegetation along the northern boundary of the A47, would be visible within long range views and would increase visibility of vehicles travelling along the A47. There would be potential for partially filtered views of the earthworks associated with the realigned A47 and the overbridge embankment.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be partially visible beyond the intervening layers of boundary vegetation. A47 highway lighting columns at the Yarmouth Road junction would also be visible in day and night-time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the Blofield overbridge embankments, and the northern boundary of the Proposed Scheme main carriageway would screen the highways overbridge landform and vehicles from view. Highway lighting columns at the Yarmouth Road junction would be visible in night-time views.  Magnitude: Negligible Significance: Slight adverse
Ro5 - Dell Corner Lane	315m	Low	40-350m (mainline carriageway)	Views largely screened/filtered by roadside trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening vegetation across agricultural fields of vehicles travelling on the A47.	Plantation woodland and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles. Landform bund alongside mainline carriageway contributes to low level screening of vehicles.	During construction there would be potential for medium range glimpsed views of the main carriageway construction works with potential for close range views limited to the immediate junction of Dell Corner Lane with the A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway would be largely screened by a landform bund along the northern boundary of the A47.  Magnitude: No change Significance: Neutral	At year 15 of operation the establishment of hedgerow and woodland planting in combination with a landform bund along the northern boundary of the A47 would largely screen vehicles travelling along the Proposed Scheme main carriageway.  Magnitude: No change Significance: Neutral
Ro6 - Hemblington Road & Waterlow Lane	600m	Low	0-600m (Hemblington Road realignment)	Views filtered by roadside trees with potential for greater visibility in winter. Existing glimpsed and open, and in parts elevated, views across agricultural fields of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road, woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be close to medium range views of construction works. This would include earthworks and construction vehicles associated with soil stripping and installation of the gas main, and removal of existing trees and hedgerow along Hemblington Road. Earthworks associated with installation of soakaways and the attenuation pond would be visible. There	At year 1 of operation there would be close to medium range views of the Blofield overbridge embankment landform and bridge structure and reconfigured Yarmouth Road junction with the A47. The Proposed Scheme attenuation pond would also be visible in the middle distance extent of view. A47 highway lighting columns at the Yarmouth Road junction would be	At year 15 of operation the Proposed Scheme planting would have established to create a belt of woodland across the line of sight, screening the overbridge landform and vehicles from view. The extent of proposed woodland would in itself result in a shortening of the extent of view relative to the existing aspect and thereby add to a perceptible residual change in view. A47 highway lighting columns at the Yarmouth Road junction



Receptor Ref No/Name	Length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
						would also be views of overbridge embankment earthworks, though partly screened by a temporary earthworks bund along the southern extent of the works.  Magnitude: Major adverse Significance: Large adverse	visible in day and night-time views.  Magnitude: Moderate adverse Significance: Slight adverse	would be visible in day and night-time views.  Magnitude: Minor adverse Significance: Slight adverse
Ro7 - High Noon Lane	520m	Low	0-520m (High Noon Lane realignment)	Views partially screened/filtered by trees on High Noon Lane, with potential for greater visibility in winter. Existing views from an elevated vantage point across open fields of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside High Noon Lane and the main carriageway to integrate the carriageway and filter views of vehicles. Linear belt of trees alongside the eastbound mainline carriageway to reinstate the existing visual outlook.	During construction the removal of existing vegetation along the northern boundary of the A47, including High Noon Lane, and along Hemblington Road would be visible in the middle ground extents of view. In turn this would increase visibility of vehicles travelling along the A47. Earthworks associated with the realigned A47 and the overbridge embankment would be visible extending across the middle ground to background extents of view.  Magnitude: Moderate adverse Significance: Slight adverse	At year 1 of operation vehicles travelling along the Proposed Scheme main carriageway and overbridge road would be partially visible beyond the intervening boundary fence. The acoustic barrier to the west of the Yarmouth Road junction would be glimpsed beyond the A47 carriageway. A47 highway lighting columns at the Yarmouth Road junction would also be visible, affecting both day and night-time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the Proposed Scheme tree, shrub and hedgerow planting along the northern side of the main carriageway would have established to a point of screening and filtering views of vehicles, lighting and the acoustic barrier. Trees and shrubs on the overbridge embankments would contribute to screening of the overbridge landform and integration of the overbridge structure.  Magnitude: Minor adverse Significance: Slight adverse
Ro8 - Lingwood Lane	700m	Low	0-700m (mainline carriageway)	Views partially screened/filtered by intervening roadside and field boundary trees, with potential for greater visibility in winter. Existing glimpsed views beyond intervening vegetation across agricultural fields of vehicles travelling on the A47.	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the westbound slip road and the main carriageway to integrate the carriageway and filter views of vehicles.	During construction there would be potential for close to long range partially filtered views of earthworks associated with the realigned A47 and with grading of the B1140 overbridge embankments. There would also be potential for close to medium range views of works associated with installation of the gas main and views of a site compound accessed off Lingwood Lane.  Magnitude: Moderate adverse Significance: Slight adverse	At year 1 of operation there would be views of the main carriageway and vehicles and potential for medium to long range partially filtered views of the B1140 overbridge and embankments. Highway lighting columns on the overbridge and slip road would be visible in day and night time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the general extents of the Proposed Scheme main carriageway would contribute to screening and integration of the highways overbridge landform and limit views of vehicles. Highways lighting would be visible in day and night time views.  Magnitude: No change Significance: Neutral
Ro9 - Lingwood Road (north)	60m	Low	20-80m (mainline carriageway)	Views partially screened/filtered by intervening roadside hedgerow, with potential for greater visibility in winter. Existing views across	Plantation woodland, hedgerows and individual trees alongside the Proposed Scheme to integrate the carriageway and screen and	During construction there would be close range views of earthworks associated with the realigned A47 and the creation of a landform bund along the northern	At year 1 of operation there would be views of an acoustic barrier and the upper levels of vehicles travelling along the Proposed Scheme main	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of

Receptor Ref No/Name	Length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
				agricultural fields of vehicles travelling on the A47.	filter views of the acoustic barrier and vehicles.	boundary of the Proposed Scheme would be visible extending across the close to middle ground extents of view. There would also be potential for close to medium range views of works associated with installation of the gas main.  Magnitude: Moderate adverse Significance: Slight adverse	carriageway visible above the barrier.  Magnitude: Minor adverse Significance: Slight adverse	the acoustic barrier and passing vehicles.  Magnitude: Minor adverse Significance: Slight adverse
Ro10 - Lingwood Road (west)	100m	Low	320-360m (overbridge)	Existing open, elevated views across agricultural fields of vehicles travelling on the A47.	Hedgerow with trees along Hemblington Road, woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform. Hedgerows with individual and groups of trees alongside the main carriageway to integrate the carriageway and filter views of vehicles	During construction there would be medium range views of construction works. This would include earthworks and construction vehicles associated with soil stripping and installation of the gas main and removal of existing trees and hedgerow along Hemblington Road. Earthworks associated with installation of soakaways and the attenuation pond would be visible, along with extensive views of overbridge embankment earthworks. A site compound would be visible to the east of the overbridge  Magnitude: Moderate adverse Significance: Slight adverse	At year 1 of operation the Proposed Scheme attenuation pond, overbridge embankment landform and bridge structure and the Proposed Scheme main carriageway would be visible on the skyline across the extent of view. A47 highway lighting columns at the Yarmouth Road junction would also be visible, affecting both day and night-time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the Proposed Scheme planting would have established to create a belt of woodland across the line of sight, screening the overbridge landform and vehicles from view. The extent of proposed woodland would in itself result in a shortening of the extent of view relative to the existing open aspect and thereby add to a perceptible residual change in view.  Magnitude: Minor adverse Significance: Slight adverse
Ro11 - Main Road	260m	Low	50-120m (mainline carriageway)	Views partially screened/filtered by roadside and A47 highway boundary trees and hedgerow, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	Plantation woodland, hedgerows and individual trees between the existing A47 and Proposed Scheme to integrate the carriageway and screen and filter views of vehicles	During construction there would be potential for medium range filtered views of earthworks associated with the realigned A47, and construction activity associated with a materials laydown area and site compound. There would also be potential for medium range filtered views of works associated with installation of the gas main.  Magnitude: Moderate adverse Significance: Slight adverse	At year 1 of operation there would be potential for views of vehicles travelling along the Proposed Scheme main carriageway, although set further away than the existing A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of tree and shrub cover along and adjacent to the Proposed Scheme main carriageway would screen views of passing vehicles.  Magnitude: No change Significance: Neutral
Ro12 - The Windle	400m (discontinuous)	Low	80m-1.1km (B1140 junction and	Extensive open views across agricultural fields partially screened/filtered by intervening plantation woodland and field	Woodland planting on the overbridge embankments to screen and integrate the overbridge structure and	During construction there would be potential for close to medium range views of earthworks associated with	At year 1 of operation there would be potential for close to medium range views of an acoustic barrier at Hall	At year 15 of operation the establishment of tree and shrub cover on the B1140 overbridge embankments and along the

Receptor Ref No/Name	Length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
			stopped up lay-by)	boundary trees, with potential for greater visibility in winter. Existing views beyond intervening vegetation of vehicles travelling on the A47.	embankment landform. Individual and groups of trees alongside the reconfigured junction layout and the main carriageway to integrate the carriageway and filter views of vehicles. Woodland planting within the extents of redundant lay-by to reinforce visual screening provided by existing vegetation.	break out of the existing A47 lay-by. There would also be potential for long range partially filtered views of earthworks associated with grading of the B1140 overbridge embankments.  Magnitude: Minor adverse Significance: Slight adverse	Cottages and long range filtered views of the B1140 overbridge and embankments.  Magnitude: No change Significance: Neutral	eastern slip road would largely screen the highways overbridge landform and vehicles from view. There would remain potential for close to medium range views of an acoustic barrier at Hall Cottages.  Magnitude: No change Significance: Neutral
Ro13 - Yarmouth Road	125m	Low	0m (footway / cycleway)	Views largely contained within the road corridor by garden hedgerows on one side and a shelterbelt line of trees on the other. Potential for greater visibility in winter, but no existing views of the A47.	Linear belt of trees alongside Yarmouth Road to reinstate existing visual associations.	During construction the removal of existing trees along the southern edge of Hemblington Road would be clearly visible in close range views, along with views of the extent of construction works associated with reconfiguration of the Yarmouth Road junction with the A47.  Magnitude: Major adverse Significance: Moderate adverse	At year 1 of operation the new road layout, fencing and planting would be clearly visible. Lighting columns at the Yarmouth Road junction would be visible, affecting both day and night-time views.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of Proposed Scheme trees and hedgerows would redefine existing associations. Lighting columns at the Yarmouth Road junction would be visible, affecting both day and night-time views.  Magnitude: No change Significance: Neutral
Ro14 – Existing A47	2.4km	Low	0-60m (mainline carriageway)	Varying open and closed vistas out from the existing A47 largely consisting views across agricultural land but including glimpsed views of settlement.	Planting generally along the Proposed Scheme extents to integrate and screen infrastructure and vehicles.	During construction there would be potential for diverse and extensive close to medium range views of various aspects of construction including vegetation removal, earthworks and construction vehicles and overall resulting in substantial disruption to the road corridor and the experience of travelling along it.  Magnitude: Major adverse Significance: Moderate adverse	At year 1 of operation there would be potential for diverse and extensive close to medium range views of various aspects of the Proposed Scheme including overbridges, acoustic barriers, lighting and a widened dual carriageway highway. Views would however be comparable with general visual associations experienced from the existing A47.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation there would be potential for diverse and extensive close to medium range views of various aspects of the Proposed Scheme including overbridges, acoustic barriers, lighting and a widened dual carriageway highway. Views would however be comparable with general visual associations experienced from the existing A47.  Magnitude: Minor adverse Significance: Slight adverse
Ro15 – Local access road to St Michaels and All Angels church	500m	Low	1.2km	Immediate hedge line and trees largely screens views, but with potential for glimpsed views through gaps. Beyond the hedge line views extend across the foreground and middle-distance extents of agricultural fields. The eastern settlement extents of Blofield are also visible. Distant extents of view are filtered by the cumulative massing of field boundary and woodland trees. A line of poplar trees coincident with the Yarmouth Road junction with the A47 is visible on the	Hedgerow with trees along Hemblington Road and woodland planting on the overbridge embankments to screen and integrate the overbridge structure and embankment landform.	During construction there would be potential for change in the view resulting from removal of existing poplar trees on either side of the A47 at the Yarmouth Road junction. The general extent of earthworks associated with the Blofield overbridge embankments would be visible in the long range extent of view but set	At year 1 of operation there would be a residual change in view arising from loss of poplar trees on the skyline and long distance views of the Blofield overbridge.  Magnitude: Minor adverse Significance: Slight adverse	At year 15 of operation the establishment of vegetation around the Yarmouth Road junction and Blofield overbridge would integrate the Proposed Scheme to an extent comparable to that of views of the existing A47.  Magnitude: No change Significance: Neutral

Receptor Ref No/Name	Length of road affected	Sensitivity of receptor	Distance from Proposed Scheme	Existing view towards the location of the Proposed Scheme	Proposed mitigation	Construction view	Year 1 (winter) view	Year 15 (summer) view
				skyline. Glimpsed views of vehicles on A47 with potential for greater visibility in winter.		within an extensive visual context. Magnitude: Minor adverse Significance: Slight adverse		