

A47 Blofield to North Burlingham Dualling

Scheme Number: TR010040

Volume 6

6.2 Environmental Statement Appendices

Appendix 7.6 – Representative Viewpoints

APFP Regulation 5(2)(a)

Planning Act 2008

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

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Infrastructure Planning

Planning Act 2008

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

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

ENVIRONMENTAL STATEMENT APPENDICES
Appendix 7.6 Representative Viewpoints

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7. Representative Viewpoints

7.1. Introduction

- 7.1.1. The following tables (Tables 1-1 to 1-7) provide a detailed description of the existing baseline and the potential significance of construction and operation effects of the Proposed Scheme on each of the 7 representative ‘visualisation’ viewpoints.
- 7.1.2. The locations of representative viewpoints have been agreed with Broadland District Council as set out in the Representative Viewpoints section of ES Chapter 7. The locations of the viewpoints are shown in ES Figure 7.4 (Visual Context (**TR010040/APP/6.3**)). Baseline photographs and photomontage visualisations of the view from each representative viewpoint location are also presented in ES Figures 7.6.1 to 7.6.7 (Viewpoints 1-7 (**TR010040/APP/6.3**)).
- 7.1.3. Views are described below in relative terms of short, medium or long-range distance from the nearest physical operational stage component of the Proposed Scheme, which for the purpose of this assessment considers:
- Short range – 0 to 100m
 - Medium range – 101 to 500m
 - Long range – greater than 501m

Table 7-1 : Viewpoint 1 assessment

Viewpoint 1: Waterlow Refer to ES Figure 7.6.1		
Location and orientation		
Ordnance Survey (OS) Grid Ref: 634551, 309716	Elevation: 17m Above Ordnance Datum (AOD)	Direction of view: North-east
Assessment Landscape Character Area (LCA) context: LCA 2 Blofield / Lingwood Valley		
Visual receptors: Residential receptors located at Waterlow and road users of Hemblington Road and Blofield Road		
<p>Existing view (ES Figures 7.6.1a and 7.6.1b):</p> <p>This medium-range, direct view towards the Site is located approximately 100m from the Proposed Scheme (Blofield overbridge link road). The foreground of the view consists of agricultural farmland which rises gently to form the skyline. The northern extents of Hemblington Road are visible to the left of view. Vehicles travelling along the A47 highway are visible, partly on the skyline and partly against a backdrop of intermittent broad leaf tree cover. Open views of a relatively wide extent of the highway are available due to the absence of screening elements within the foreground. A band of broad leaf woodland is visible along the skyline to the north-east (right) of view, which gives way to sparser, more scattered tree cover to the north-west (left) of view. Views to the west (left of view) are enclosed at close range by a hedgerow located along the west side of Waterlow. The extent of views to the east (right of view) are limited at medium range by the gently rising topography.</p>		
<p>Visual receptor sensitivity: High (based on highest sensitivity residential receptor)</p>		
<p>Construction effects:</p> <p>Construction earthworks would result in extensive disruption to farmland associated with grading of the Proposed Scheme main carriageway, A47 to Yarmouth Road link road and Blofield overbridge embankment. The middle ground extent of view also includes areas of drainage soakaways with associated excavation and backfill. The potential storage of stripped soil materials in this area offers the potential for these temporary earthworks to be graded into bunds to provide partial screening of construction works. As a result of the proximity of receptors and the openness of view, the combined influence of physical change to the existing landform and land use and the visual influence of construction vehicles and construction components would have a dominant detracting influence on the view.</p> <p>During construction the Proposed Scheme would result in a major adverse magnitude of change and a large adverse significance of effect on viewpoint 1. The identification of a 'large' rather than 'very large' significance of effect is based on recognition that limited components of the existing view (agricultural fields and skyline trees) would remain and so maintain an element of recognisable association with aspects of the baseline view.</p>		
<p>Operation effects (ES Figures 7.6.1c and 7.6.1d):</p> <p>At year 1 of operation the Proposed Scheme main carriageway and A47 link road would be visible across the mid extent of view. Blofield overbridge embankment landform and bridge structure would be visible on the skyline. The Proposed Scheme attenuation pond would be visible to the right of view. Vehicles travelling along the Proposed Scheme main carriageway and over the Blofield overbridge would be clearly visible. The combined influence of highway infrastructure and vehicles would have a noticeable detracting influence on the view.</p> <p>At year 1 of operation the Proposed Scheme would result in a moderate adverse magnitude of change and a moderate adverse significance of effect on viewpoint 1. The identification of a 'moderate' rather than 'large' significance of effect is based on recognition that some components of the existing view would remain and so maintain recognisable association with aspects of the baseline view.</p> <p>By year 15 of operation, the Proposed Scheme planting would have established to provide a continuous belt of woodland across the line of sight, screening the highway 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 constitute a perceptible residual change relative to the existing view.</p> <p>At year 15 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 1. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that whilst an increase in tree cover would permanently change the outlook of the view,</p>		

that views of trees rather than the alternative view of highway infrastructure would typically be regarded as the more preferable outcome.

Table 7-2 : Viewpoint 2 assessment

Viewpoint 2: High Noon Lane Refer to ES Figure 7.6.2		
Location and orientation		
OS Grid Ref: 634438, 310481	Elevation: 30.5m AOD	Direction of view: South-east
Assessment Landscape Character Area context: LCA 3 Blofield / Lingwood Plateau and LCA 2 Blofield/Lingwood Valley		
Visual receptors: Residential receptors located at Bullacebush Farm and High Noon Farm and road users of High Noon Lane and Bullacebush Lane		
<p>Existing view (ES Figures 7.6.2a and 7.6.2b):</p> <p>This long-range, direct view towards the Site is located approximately 700m from the Proposed Scheme (Blofield overbridge). The foreground of the view is occupied by gently falling, agricultural farmland and a short section of High Noon Lane at its junction with Bullacebush Lane. A wide section of the A47 is partially visible in the middle distance of the view beyond the immediate line of mature trees along High Noon Lane. Vehicles travelling along the A47 highway are intermittently seen through gaps in a roadside hedgerow to the west of the junction of High Noon Lane with the A47 and seen more openly along the A47 to the east of the High Noon Lane junction. A distinctive row of poplar trees punctuates the middle-distance skyline alongside Hemblington Road to the south of the A47. Agricultural buildings associated with the Sparrow Hall vehicle hire centre and adjacent farm can be seen adjacent to the A47 highway. Open farmland punctuated by scattered mature field boundary trees with occasional hedgerows is visible extending into the distance to the south of the A47 highway (left of view).</p>		
<p>Visual receptor sensitivity: High (based on highest sensitivity residential receptor)</p>		
<p>Construction effects:</p> <p>Construction of the link road between the existing A47 and Yarmouth Road (adjacent to Blofield allotments) would result in the removal of a notable extent of existing poplar trees within the mid distance right of view. The removal of further areas of trees from both sides of the existing A47 carriageway to the west of the Yarmouth Road junction would accentuate views of the Proposed Scheme and result in a change in outlook from the viewpoint. The change would bring about an increased sense of openness and result in more extensive views across the landscape to the south of the Proposed Scheme. Construction earthworks would result in apparent disruption to farmland associated with grading of the Proposed Scheme main carriageway and Blofield overbridge embankment. A proposed site compound would be visible immediately south-east of the location of the proposed Blofield overbridge. The combined influence of physical change to the existing landform, loss of mature tree cover and the visual influence of construction vehicles and construction components would have a noticeable detracting influence on the view.</p> <p>During construction the Proposed Scheme would result in a moderate adverse magnitude of change and a moderate adverse significance of effect on viewpoint 2. The identification of a 'moderate' rather than 'large' significance of effect is based on the expansive nature of the view, which limits the prominence of change in its wider context.</p>		
<p>Operation effects (ES Figures 7.6.2c and 7.6.2d):</p> <p>At year 1 of operation the Proposed Scheme main carriageway, Blofield overbridge embankment landform and bridge structure would be visible to the left of view. The acoustic barrier west of the Yarmouth Road junction with the A47 would be visible to the right of view. Vehicles travelling along the Proposed Scheme main carriageway and over the Blofield overbridge would be also be visible. The combined influence of highway infrastructure and vehicles would have a perceptible influence on the view.</p> <p>At year 1 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 2.</p> <p>By year 15 of operation, the Proposed Scheme planting of scattered trees and woodland planting would have established to screen and filter views of the highway landform and vehicles, comparable to the extent of influence of the existing A47 on the view. The extent of woodland would however in itself result in a shortening of the extent of view in contrast to the existing open aspect and thereby constitute a perceptible residual change relative to the existing view.</p>		

At year 15 of operation the Proposed Scheme would result in a **negligible magnitude** of change and a **slight adverse significance** of effect on viewpoint 2.

Table 7-3 : Viewpoint 3 assessment

Viewpoint 3: Lingwood Road Refer to ES Figure 7.6.3		
Location and orientation		
OS Grid Ref: 635874, 309914	Elevation: 28m AOD	Direction of view: East
Assessment Landscape Character Area context: LCA 4 Burlington Plantation		
Visual receptors: Residential receptors in the vicinity of Poplar Farm on Lingwood Road and users of Lingwood Road		
<p>Existing view (ES Figures 7.6.3a and 7.6.3b):</p> <p>This short to medium-range, direct view towards the Site is located approximately 55m from the Proposed Scheme (main carriageway). The main aspect of the view is occupied by an arable field, delineated by scrubby vegetation along its boundary with the A47, and by a hedgerow with garden trees along its southern boundary with the adjacent residential property. The junction between the A47 and Lingwood Road is visible in the middle ground to the north-east (left) of view. Vehicles on the A47 highway can be seen across a large extent of the view. Roadside scrub and intermittent roadside tree cover provide some filtering of views of the A47, which is viewed against a backdrop of mature broadleaf tree cover. A small number of low-level road signs are visible at the Lingwood Road and Dell Corner Lane junctions with the A47.</p>		
<p>Visual receptor sensitivity: High (based on highest sensitivity residential receptor)</p>		
<p>Construction effects:</p> <p>Construction of the Proposed Scheme main carriageway with associated disruption to existing agricultural land and removal of existing vegetation would be visible at short range with a resultant dominant detracting influence on the view.</p> <p>During construction the Proposed Scheme would result in a major adverse magnitude of change and a large adverse significance of effect on viewpoint 3. The identification of a 'large' rather than 'very large' significance of effect is based on recognition that some components of the existing view (tree cover) would remain and so maintain an element of recognisable association with aspects of the baseline view.</p>		
<p>Operation effects (ES Figures 7.6.3c and 7.6.3d):</p> <p>At year 1 of operation an acoustic barrier would be clearly visible extending across the foreground and middle ground extents of view. The Proposed Scheme carriageway and existing A47 would be obscured from view behind the acoustic barrier. The tops of lorries and other large vehicles travelling along the Proposed Scheme main carriageway would also be clearly visible. A turning head at the stopped-up end of Lingwood Road, an access track along the highway boundary and juvenile mitigation planting would also be visible in the extent of view. The combined visibility of the Proposed Scheme infrastructure and vehicles would result in a dominant highway influence on the view.</p> <p>At year 1 of operation the Proposed Scheme would result in a major adverse magnitude of change and a large adverse significance of effect on viewpoint 3. The identification of a 'large' rather than 'very large' significance of effect is based on recognition that limited components of the existing view (tree cover) would remain and so maintain an element of recognisable association with aspects of the baseline view.</p> <p>By year 15 of operation, Proposed Scheme planting would have established to provide a substantial area of tree and hedgerow cover across the line of sight, screening the acoustic barrier and vehicles from view. The extent of woodland would however in itself result in a shortening of the extent of view in contrast to the existing outlook and thereby constitute a perceptible residual change relative to the existing view.</p> <p>At year 15 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 3. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that whilst an increase in tree cover would permanently change the outlook of the view, that views of trees rather than the alternative view of highway infrastructure would typically be regarded as the more preferable outcome.</p>		

Table 7-4 : Viewpoint 4 assessment

Viewpoint 4: Main Road (North Burlingham) Refer to ES Figure 7.6.4		
Location and orientation		
OS Grid Ref: 636861, 310004	Elevation: 28m AOD	Direction of view: South
Assessment Landscape Character Area context: LCA 4 Burlington Plantation and LCA 3 Blofield / Lingwood Plateau		
Visual receptors: Residential receptors located in North Burlingham and road users of Main Road		
<p>Existing view (ES Figures 7.6.4a and 7.6.4b):</p> <p>This medium-range, direct view towards the Site is located approximately 140m from the Proposed Scheme (main carriageway). The main aspect of the view is occupied by a large, flat, arable field which is delineated to the south along its boundary with the A47 by a mature hedgerow and band of mature broadleaf trees. Filtered views of vehicles on the A47 can be seen across the full extent of view through gaps in the intervening roadside vegetation. During the summer months the screening effects of the roadside vegetation is greater resulting in only intermittent views of vehicles on the A47. Glimpses of farmland can be seen to the south of the A47 during the winter months beyond the intervening roadside vegetation.</p>		
<p>Visual receptor sensitivity: High (based on highest sensitivity residential receptor)</p>		
<p>Construction effects:</p> <p>Construction of the Proposed Scheme would be substantially screened from view beyond the existing A47 highway boundary vegetation and consequently barely perceptible during the summer months. There would however be potential for the general disruption to existing farmland experienced as loss of existing vegetation and the grading of earthworks and associated movement of construction vehicles to have a perceptible influence on views. There would also be potential for glimpsed views of the extents of a proposed site compound and a material lay down area, located respectively north and south of the Proposed Scheme dual carriageway.</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 4. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that the main foreground outlook of the view would not change and that the intervening hedgerow would limit the potential for extensive views.</p>		
<p>Operation effects (ES Figures 7.6.4c and 7.6.4d):</p> <p>At year 1 of operation the Proposed Scheme main carriageway and vehicles would be glimpsed through existing vegetation beyond the existing A47. The removal of existing A47 lighting columns would reduce both the day and night-time influence of highway infrastructure within the extent of view.</p> <p>At year 1 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 4. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that the main foreground outlook of the view would not change and that the intervening hedgerow would limit the potential for extensive views.</p> <p>By year 15 of operation, Proposed Scheme woodland planting would have established to screen views of the Proposed Scheme and vehicles. The influence of the existing A47 on the view would be diminished by the reduction in traffic using the route, with a positive benefit to the visual outlook.</p> <p>At year 15 of operation the Proposed Scheme would result in a minor positive magnitude of change and a slight positive significance of effect on viewpoint 4. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that the benefit of the majority of vehicles being screened from view relative to the existing outlook is limited where the existing view is already partially screened by existing vegetation.</p>		

Table 7-5 : Viewpoint 5 assessment

Viewpoint 5: Lingwood Lane Refer to ES Figure 7.6.5		
Location and orientation		
OS Grid Ref: 636992, 309144	Elevation: 27m AOD	Direction of view: North-east
Assessment Landscape Character Area context: LCA 3 Blofield / Lingwood Plateau		
Visual receptors: Residential receptors located on Lingwood Lane and Acle Road and road users of Lingwood Lane and Acle Road		
<p>Existing view (ES Figures 7.6.5a and 7.6.5b):</p> <p>This long-range, direct view towards the Site is located approximately 790m from the Proposed Scheme (B1140 overbridge). Much of the view is occupied by large scale, flat, partially enclosed arable fields, punctuated by mature broadleaf trees located along remnant field boundaries. A small number of scattered residential properties bounded by hedgerows are visible in the middle distance. Glimpsed views of vehicles on the A47 and lighting columns are experienced across the intervening farmland, partly set against a backdrop of mature trees.</p>		
<p>Visual receptor sensitivity: High (based on highest sensitivity residential receptor)</p>		
<p>Construction effects:</p> <p>Construction earthworks associated with grading of the B1140 overbridge embankments would be partially visible on the skyline. Construction vehicles moving along the length of the Proposed Scheme carriageway would also be visible in the background extent of view, comparable with the existing visual influence of vehicles travelling along the existing A47. Proposed site compounds located to the east and west of the Proposed Scheme B1140 overbridge would be partially visible. Localised loss of existing vegetation, earthworks and vehicles associated with installation of the proposed gas main diversion would also be visible across the line of sight.</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 5. The identification of a 'slight' rather than 'moderate' significance of effect is based on the expansive nature of the view, which limits the prominence of change in its wider context.</p>		
<p>Operation effects (ES Figures 7.6.5c and 7.6.5d):</p> <p>At year 1 of operation the Proposed Scheme B1140 overbridge embankments, bridge structure, lighting and vehicles travelling across the overbridge and along the main carriageway would be glimpsed beyond intervening vegetation. Whilst the Proposed Scheme would be viewed in a context influenced by the existing A47, the elevation of the B1140 overbridge would introduce an additional perceptible component of the view.</p> <p>At year 1 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 5. The identification of a 'slight' rather than 'moderate' significance of effect is based on the expansive nature of the view, which limits the prominence of change in its wider context.</p> <p>By year 15 of operation, the Proposed Scheme planting of individual trees and woodland would have established to contribute to the screening and filtering of views of the Proposed Scheme and vehicles, comparable in effect to that of the existing A47.</p> <p>At year 15 of operation the Proposed Scheme would result in a negligible magnitude of change and a slight adverse significance of effect on viewpoint 5.</p>		

Table 7-6 : Viewpoint 6 assessment

Viewpoint 6: White House Lane Refer to ES Figure 7.6.6		
Location and orientation		
OS Grid Ref: 637735, 309810	Elevation: 24.5m AOD	Direction of view: North-west
Assessment Landscape Character Area context: LCA 5 Freethorpe Plateau		
Visual receptors: Residential receptors located at The Coach House and users of Acle Road (B1140)		
<p>Existing view (ES Figures 7.6.6a and 7.6.6b):</p> <p>This short to medium-range, direct view is located within the Proposed Scheme Site boundary. Much of the view is occupied by a large scale, flat, arable field partly delineated by dispersed groups of scrubby vegetation and fragmented field boundary hedgerows. The junction between White House Lane and a dual carriageway section of the A47 is visible in the mid-extent of view. Open views of vehicles on the A47, lighting columns and signage associated with the highway are visible against a backdrop of farmland and mature trees. The highway is visible within much of the extent of view, extending away into the distance to the west (left) of view.</p>		
<p>Visual receptor sensitivity: Medium (based on highest sensitivity residential receptor)</p>		
<p>Construction effects:</p> <p>Construction earthworks would result in extensive disruption to farm land associated with grading of the Proposed Scheme main carriageway and B1140 overbridge embankment and reconfiguration of the B1140 junction layout. The middle ground extent of view also includes the extents of a proposed site compound with associated hardstanding and materials storage. The potential storage of stripped soil materials in this area offers the potential for these to be graded into bunds to provide partial screening of the compound and construction works. Localised loss of existing vegetation, earthworks and vehicles associated with installation of the proposed gas main diversion would also be visible to the far left of view. Due to the proximity of receptors and the openness of view, the combined influence of physical change to the existing landform and land use and the visual influence of construction vehicles and construction components would have a dominant detracting influence on the view.</p> <p>During construction the Proposed Scheme would result in a major adverse magnitude of change and a large adverse significance of effect on viewpoint 6. The identification of a 'large' rather than 'very large' significance of effect is based on recognition that components of the existing view (backdrop trees) would remain and so maintain an element of recognisable association with aspects of the baseline view.</p>		
<p>Operation effects (ES Figures 7.6.6c and 7.6.6d):</p> <p>At year 1 of operation the truncated extent of Acle Road with associated fencing and gated access to the adjacent field would be visible in the immediate foreground. The Proposed Scheme main carriageway and B1140 overbridge embankment landform, lighting and bridge structure would be visible within the mid-extent of view, partially breaking the skyline. Vehicles travelling along the Proposed Scheme main carriageway and over the B1140 overbridge would be clearly visible. An acoustic barrier would be visible extending into the mid-extent right of view. The combined influence of highway infrastructure and vehicles would have a noticeable detracting influence on the view.</p> <p>At year 1 of operation the Proposed Scheme would result in a moderate adverse magnitude of change and a moderate adverse significance of effect on viewpoint 6. The identification of a 'moderate' rather than 'large' significance of effect is based on recognition that some components of the existing view would remain (backdrop trees) and that foreground elements would be reinstated and so maintain recognisable associations with aspects of the baseline view.</p> <p>By year 15 of operation, Proposed Scheme woodland planting would have established on the B1140 overbridge embankment to contribute to screening and integration of the elevated landform, lighting and bridge structure. The establishment of woodland planting to the immediate east of The Coach House would screen views of the closest extents of the Proposed Scheme main carriageway and acoustic barrier, whilst scattered trees within the general setting extents of the B1140 overbridge and junction would further filter views of the Proposed Scheme.</p> <p>At year 15 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 6. The identification of a 'slight' rather than 'moderate' significance of</p>		

effect is based on recognition that whilst the Proposed Scheme would bring about adverse change with the introduction of an overbridge that the inclusion of extensive integrating landscape treatment would afford a balancing level of positive 'enhancement' to the existing fragmented landscape structure.

Table 7-7 : Viewpoint 7 assessment

Viewpoint 7: Burlingham Woodland Walk Refer to ES Figure 7.6.7		
Location and orientation		
OS Grid Ref: 637909, 310457	Elevation: 24.5m AOD	Direction of view: South-east
Assessment Landscape Character Area context: LCA 5 Freethorpe Plateau		
Visual receptors: receptors located on Burlingham Woodland Walk		
<p>Existing view (ES Figures 7.6.6a and 7.6.6b):</p> <p>This long-range, direct view towards the Site is located approximately 730m from the Proposed Scheme (B1140 overbridge). Much of the view is occupied by large scale, flat, arable fields bounded by fragmented hedgerows with mature broadleaf trees. Several scattered properties are visible including Burlington Lodge Farm, East Lodge Farm and properties located on the B1140. Vehicles on the A47 visible are glimpsed beyond intervening vegetation across the mid-extents of view, more so during the winter months without the screening effect of leaf cover.</p>		
<p>Visual receptor sensitivity: High</p>		
<p>Construction effects:</p> <p>Construction earthworks associated with grading of the proposed B1140 overbridge embankments would be partially visible on the skyline. The potential for stripped soil materials to be graded into bunds to the north-east of the proposed B1140 overbridge affords potential to limit glimpsed views of lower level construction works in the vicinity of the overbridge. Construction vehicles moving along the length of the Proposed Scheme carriageway would also be visible within the background extent of view, comparable with the existing visual influence of vehicles travelling along the existing A47.</p> <p>During construction the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 7. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that the main outlook context of the view would not change and that the intervening vegetation would limit the potential for extensive views.</p>		
<p>Operation effects (ES Figures 7.6.7c and 7.6.7d):</p> <p>At year 1 of operation the Proposed Scheme B1140 overbridge embankments, bridge structure, lighting and vehicles travelling across the overbridge would be glimpsed beyond intervening vegetation. Whilst the Proposed Scheme would be viewed in a context already influenced by the existing A47, the elevation of the B1140 overbridge would introduce an additional perceptible influence on the view.</p> <p>At year 1 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 7. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that the main outlook context of the view would not change and that the intervening vegetation would limit the potential for extensive views.</p> <p>By year 15 of operation, the Proposed Scheme planting of individual trees and woodland would have established to contribute to the screening and filtering of views of the Proposed Scheme and vehicles, however the influence of the elevated B1140 overbridge and lighting on the skyline would retain a residual perceptible influence on the view.</p> <p>At year 15 of operation the Proposed Scheme would result in a minor adverse magnitude of change and a slight adverse significance of effect on viewpoint 7. The identification of a 'slight' rather than 'moderate' significance of effect is based on recognition that the main outlook context of the view would not change and that the intervening vegetation would limit the potential for extensive views.</p> <p><i>The potential influence of lighting on this view is yet to be determined pending availability of the lighting design and lighting assessment.</i></p>		