

# **A30 Chiverton to Carland Cross Environmental Statement**

**Volume 6 Document Ref 6.4 ES Appendix 7.3  
Visual assessment table - construction**

**HA551502-ARP-ELS-SW-RP-LE-000004**

**C01 | A3**

**22/08/18**

Planning Act 2008  
Infrastructure Planning (Applications: Prescribed Forms and Procedure)  
Regulations 2009 (as amended)  
APFP Regulation 5(2)(a)



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Table 7-1 Visual assessment table - construction

N.B. For the construction phase in accordance GLVIA3 para 4.21, embedded standard construction mitigation measures have been developed as part of the iterative design process and accounted for in the assessment. These are described in Volume 6 Document 6.2 Chapter 2 The Project. Due to the short-term and temporary nature of the construction effects identified, it is not considered feasible to include any (secondary) mitigation to further reduce the construction phase effects.

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
1	View from overbridge south of Three Burrows, looking northeast along A30, 20m southwest of the scheme.  SW 74417 46252	A partially enclosed medium distance view looking northeast along the A30 towards Chiverton Cross. The dual carriageway of the A30 through the middle of the frame, dominates the view. Embankments on either side of the road frame the view, while shrub and woodland vegetation on the bordering fields filter views of the surrounding area. Beyond the trees, glimpses of one and two storey buildings can be seen. In the distance, Carland Cross is discernible due to the cluster of street lighting. To the southeast, a wind turbine rises above the treetops.	Users of bridleways 301/10/1 & 301/10/3 enjoying the visual setting of the heritage asset – CWDM WHS A6i Gwennap Mining District	High	Due to the land rising up towards the existing Chiverton Cross junction much of the construction activity and compounds would be obscured from view.  The magnitude of change to the visual amenity of these receptors during construction would be <b>negligible</b> .	Slight adverse insignificant
			Transport receptors along the Blackwater Bypass of the A30	Low	Slight adverse insignificant	
2	View from Starbucks at Chiverton Cross, looking east towards A30, 10m west of the scheme.  SW 74690 46882	This is a filtered view looking east towards the Chiverton Cross roundabout along the A30. The foreground of the view is occupied by the edge of the Services' car park, and the wooden pail fencing separating it from the A30. Amenity grass and shrub planting surrounds the entrance ramp leading up to the Starbucks. Starbucks itself is screened from view by a taller wooden pail fence with a brick footing. In the middle-distance, the view is dominated by road infrastructure, including signage, lighting, and traffic. In the middle of the frame, further views out to the surrounding countryside are screened by the roadside woodland within the roundabout. On the western side of the frame, the beginning of the A390 is visible.	Users of services at Chiverton Cross	Low	Construction activities including vegetation clearance and earthworks, would be prominent in the middle distance of this view. The construction compound to the southeast, would be 150m distant and viewed across the existing busy Chiverton Cross intersection.  Existing fencing around the Chiverton Cross services would partially screen views of construction activity. In addition, the changes would be temporary, short term and reversible  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	Slight adverse insignificant
3	View from Trevisson Business Park looking west, 60m southeast of the scheme.  SW 75364 47767	An open view looking west from the entrance to Trevisson Business Park, along the A3075. An unmanaged hedgerow borders the north side of the A3075, filtering the view into the large field beyond. On the horizon, a number of small holdings, isolated trees and patches of hedgerows are visible. A number of pylon and overhead power lines interrupt the view. To the west of the frame, Grade II Listed St Peter's Church is visible as a prominent landmark.	Workers at Trevisson Business Park	Low	Construction activities including vegetation clearance, earthworks, and construction of the above-grade elements of the proposed Chiverton Cross junction would be visible in the middle distance of this view.	Slight adverse insignificant
			Transport receptors using the A3075 near Trevisson Business Park	Low	Westward and northwards views towards the scheme are open and these activities would dominate the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	Slight adverse insignificant
4	View from Four Burrows, looking northwest, 130m south of the site.  SW 76153 48254	A wide, open view from a local high point on the existing A30 towards open fields. In the foreground, large barrows are noticeable on either side of the road, while a low hedgerow with occasional trees partially filter views beyond. To the west, beyond the hedgerow the view is very open and wide extending to the Grade II Listed St Peter's Church on the skyline 1.8km to the southwest and St Agnes Beacon 5km to the northwest. Wind turbines are prominent in the middle distance.	Road users enjoying views across the landscape, within which the tower of Grade II listed St Peter's Church and the nearby– Four Burrows Barrow Cemetery (1016054) can be seen.	Moderate	Construction activities including vegetation clearance and earthworks would be visible in the middle distance of this view.  Northwards views towards the scheme are open and these activities would be dominant within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	Slight adverse insignificant
5	View from byway leading to Higher Callestick Farm, looking southeast	An open view looking southeast across a mosaic of large fields. A wind turbine is prominent in the foreground, while in the middle distance, a line of pylons crosses the view below the skyline. Hedgerows and small copses of woodland border the	Users of Byway 314/66/1	Moderate	Due to the distance from the scheme and the intervening landscape features, much of the construction activity and compounds would be obscured from view.	Slight adverse insignificant

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
	towards A30, 800m north of the scheme.  SW 76589 49409	fields. In the middle of the view, the existing A30 can be seen just below the skyline in the distance. The upper portions of cars are barely perceptible, while high sided vehicles are more noticeable. The road is screened by topography at either side of the view. In the background there are several wind turbines on the eastern side, visible above a block of woodland.	People enjoying the views to and from nearby heritage asset – Bowl Barrow (1016105).	<b>High</b>	The magnitude of change to the visual amenity of these receptors during construction would be <b>negligible</b> .	<b>Slight</b> adverse insignificant
6	View from the junction of B3284 with the bridleway 314/64/1, adjacent to the dwelling at Callestick Vean (South), looking east, 5m north of the scheme.  SW 77260 48791	An enclosed view looking east from a farm gateway, across a network of fields towards the A30. The view is framed by hedgerows at either side of the gateway. To the south, a very small portion of a road sign and the upper sections of a wind turbine are visible above the mature roadside hedgerow. The existing A30 is largely obscured from view by the mature roadside hedgerows, however HGV become clearly visible as the road reaches the ridgeline to the east.	Residential receptors at Callestick Vean (south)	<b>High</b>	Construction activities including vegetation clearance, earthworks, and construction of the above-grade elements of the proposed Chybucca junction and nearby attenuation pond would be visible in the near and middle distances of this view.  Southwards and eastwards views towards the scheme are currently filtered by mature vegetation, however through the construction phase these would become more open through vegetation clearance and these activities would at times be prominent in views. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Moderate</b> adverse significant
			Pedestrians and equestrians using bridleway 314/64/1	<b>Moderate</b>		<b>Moderate</b> adverse significant
			People enjoying the views to and from nearby heritage asset – Bowl Barrow (1016103).	<b>High</b>		<b>Moderate</b> adverse significant
			Transport receptors using the B3284 near Callestick Vean (south)	<b>Low</b>		<b>Slight</b> adverse insignificant
7	View from PRoW, leading to Creegmeor Farm, looking southwest, 210m north-northwest from the scheme.  SW 77818 49127	A wide view looking southwest across a field laid down to pasture. The land rises up very slightly to end at a ridge, on which a number of mature trees are skylined. To the east, a hedgerow parallel to the bridleway frames the view. In the centre of the view, a large agricultural building is prominent, as are five wind turbines spaced across the skyline. Views of the existing A30 are screened by planting and built form.	Residential receptors at Creegmeor Farm	<b>High</b>	Construction activities including vegetation clearance and earthworks would be visible in the distance of this view.  Southwards views towards the scheme are partially filtered and screened by hedgerows and farm buildings respectively. Site clearance and earthworks activities would be noticeable within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	<b>Moderate</b> adverse significant
			Pedestrians and equestrians using bridleway 314/65/1	<b>Moderate</b>		<b>Slight</b> adverse insignificant
8	View from the B3284, 140m south of the scheme.  SW 78161 48749	A wide, open view west along the B3284. The road is bordered on either side by low hedgerows. To the southwest, the fields bordered by low hedgerows rise up slightly to end in a ridgeline. To the north, the land rises also, but less sharply and ends at a hedgerow edging the horizon. One wind turbine is prominent in the middle distance, while a further three are spaced along the horizon. In the far distance, St Agnes Beacon is visible.	Transport receptors along the B3284	<b>Low</b>	Construction activities including vegetation clearance, earthworks, and construction of the above-grade elements of the proposed Chybucca junction would be prominent in the near, middle, and far distances of this view.  Northwards and westwards views towards the scheme are currently partially filtered by hedgerows and screened by occasional farm buildings, however through the construction phase these would become more open through vegetation clearance and these activities would at times become more prominent within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	<b>Slight</b> adverse insignificant
			Residential receptors at Hillview Farm	<b>High</b>		<b>Moderate</b> adverse significant
			Representative of views of outdoor workers at Hill View Farm	<b>Moderate</b>		<b>Slight</b> adverse insignificant
9	View from bridleway, near Hillview, looking northeast towards A30, 60m south of the scheme.	An open view, looking northwest across a field towards the existing A30. The view is framed to either side by hedgerows, which screen views out to the wider countryside. The land rises up slightly to form a ridge on the western side of the frame. The upper portions of higher sided vehicles become visible as the A30 emerges from behind this landform and dips down towards Tresawsen. In the centre of the frame a wind turbine is visible	Pedestrians and equestrians using bridleway 309/3/1	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would be visible in the near and middle distances of this view.  Northwards views towards the scheme are open and these activities would at times be prominent within the view.	<b>Moderate</b> adverse significant

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
	SW 78703 49119	on the distant skyline. On the eastern side of the frame, further ridges are staggered in the middle and far distances. The landscape in the distance forms a medium-scale mosaic of fields, hedgerows and sparse trees.			However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	
10	View from outbuildings at Nanteague Farmhouse, looking southwest-west, 110m west of the scheme.  SW 79264 49487	A wide and open view across fields laid to pasture. In the foreground, the land lowers down to a hedgerow of small trees along a watercourse, before rising up on the far side to end at a further hedgerow on the ridgeline. An overhead powerline is skylined along this ridge. To the north, woodland obscures views of the existing A30, although traffic moving along the A30 can be glimpsed through the intervening trees.	Residential receptors at Nanteague Farm	<b>High</b>	Construction activities including vegetation clearance, earthworks, and construction of the above-grade elements of the proposed Tresawsen junction would be prominent in the near, middle, and far distances of this view.  Northwards and westwards views towards the scheme are currently partially filtered by hedgerows, however through the construction phase these would become more open through vegetation clearance and these activities would at times become more prominent within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	<b>Moderate</b> adverse significant
11	View from PRoW east of Lower Ventongimps, looking south-southeast, 320m northwest of the scheme.  SW 79445 50213	An open view across fields towards the existing A30. The field boundaries and roadside are flanked by intact hedgerows. The upper portions of high sided vehicles can be intermittently glimpsed through the tree cover. The land rises slightly to the southwest, occluding further views in this direction. A prominent and distinctive block copse of deciduous woodland in the middle of the view is prominent on the horizon. Built form around Town and Country Motors is visible on the skyline to the far right of the view.	Pedestrians using footpath 314/67/1	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would be prominent in the middle, and far distances of this view.  A construction compound would be visible in the middle distance on the hillside below the existing A30.  Northwards and westwards views towards the scheme are currently partially filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and these activities would at times become more prominent within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Moderate</b> adverse significant
12	View from Marazanvose, looking southwest along the A30, 40m west of the scheme.  SW 79896 50332	A partially enclosed view looking southwest along the A30. The view across the A30 is foreshortened and enclosed by high hedgerows and ornamental planting on property and road boundaries. The dwellings flank the north side of the A30, while a Cornish hedgerow bounds the south side of the road. Overhead power lines run along and across the length of the road. In the distance, the land rises up to a ridge, on which blocks of woodland and a large agricultural building are skylined.	Residents at Marazanvose	<b>High</b>	Construction activities including vegetation clearance and earthworks would be prominent in the middle, and far distances of this view.	<b>Large</b> adverse significant
			Transport receptors along the existing A30 near Marazanvose	<b>Low</b>	Views towards the scheme are currently largely filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and these activities would at times be prominent and sometimes even dominant within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Slight</b> adverse insignificant
13	View from field within NFH, looking west towards A30, 100m	A wide, partially filtered view from a small field, bordered by mature deciduous hedgerow trees, beyond which an open field	Residential receptors at the bungalow at NFH	<b>High</b>	Construction activities including vegetation clearance and earthworks would occupy a small portion of the view in the middle distance.	<b>Moderate</b> adverse significant

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
	southeast of the scheme.  SW 80063 50251	is partially visible. The horizon is formed by further woodland along the A30 boundary in the background.	Users of holiday accommodation at NFH	<b>Moderate</b>	Views towards the scheme are currently largely filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and these activities would at times become more prominent within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	<b>Slight</b> adverse insignificant
14	View from NFH, looking southwest from Rose Garden towards A30, 150m east of the scheme.  SW 80117 50306	An enclosed view, framed to the north by high deciduous ornamental planting to the west of the frame, the view looks out on to open lawn with shrubs and then mature trees filtering further views of the landscape.	Residential receptors at NFH	<b>High</b>	Construction activities including vegetation clearance and earthworks would not be visible in this view, as views towards the scheme are screened by vegetation within the property. However, it is considered possible that there may be other intermittent and minor elements of the construction phase visible at times.  The magnitude of change to the visual amenity of these receptors during construction would be <b>negligible</b> .	<b>Slight</b> adverse insignificant
			People enjoying views to and from Grade II listed NFH and attached wall (1136610).	<b>Moderate</b>		<b>Slight</b> adverse insignificant
15	View from PRoW between A30 and NFH, looking southwest, 30m southeast of the scheme.  SW 80055 50350	A view from a PRoW, looking west through a field access gap across an open field towards the existing A30 beyond the treeline. Hedgerows with mature trees filter views beyond to the wider landscape. An overhead power line on wooden poles bisects the view.	Pedestrians using footpath 319/16/1	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would be prominent in the near, middle and far distances of this view.  Views towards the scheme are currently largely filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and these activities would be prominent and at times dominant within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Moderate</b> adverse significant
			Representative of views of outdoor workers at NFH.	<b>Moderate</b>		<b>Moderate</b> adverse significant
16	View from entrance to Chyverton Park, adjacent Chyverton Park Lodge, looking southeast, 40m northwest of the scheme.  SW 80487 50913	A short view from Chyverton Park Lodge, looking southeast across the existing adjacent A30 off slip road. The view is foreshortened by unmanaged roadside hedgerows and woodland, obscuring further views to the wider countryside and the existing A30.	People enjoying the views to and from Grade II Listed Chyverton Park Lodge and associated walls and Gateposts (1136926).	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would occupy a small portion of the view in the middle distance.  Views towards the scheme are currently largely filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and the construction activities would at times become more prominent within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	<b>Slight</b> adverse insignificant
			Residential receptors at Chyverton Park Lodge	<b>High</b>		<b>Moderate</b> adverse significant
			Transport receptors along the local road near Chyverton Park	<b>Low</b>		<b>Slight</b> adverse insignificant

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
17	View from Hill House looking northeast, 10m south of the scheme.  SW 80803 50983	A view over the Hill House garden hedge looking towards the existing A30. The foreground of the view is occupied by an arable field. In the centre of the view a pole-mounted overhead power line is prominent. A post-and-rail fence and a further hedgerow define the route of bridleway 319/9/1 and foreshorten the view. The existing A30 is in cutting just beyond the hedge and is screened from view.	Pedestrians and equestrians using bridleway 319/9/1	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would become very prominent in this view at times.  Views towards the scheme are currently largely filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and construction activity would be prominent and at times dominant within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Moderate</b> adverse significant
18	View from PRow 319/8/1, near Trerice, looking northeast towards A30, 750m southeast / 1.3km southwest of the scheme.  SW 81882 51451	A wide, open view looking northeast across a network of fields. The view is bisected by a low hedgerow, bordering the immediate foreground arable field. The land slopes downwards towards the River Allen and the surrounding woodland. To the west, beyond the River, the land rises sharply up to a ridge. This land is covered in a mosaic of large fields laid down to pasture and bordered with orderly hedgerows and the occasional hedgerow tree. The buildings of Tolgroggan Farm and Hill House can be seen. In the background of the view to the east, a number of buildings in Zelah are visible. These are backclothed against woodland, much of it on the western side sited within Chyverton RPG. The existing A30 runs across the frame under the distant skyline, to the fore of Zelah, however is in cutting and so is not visible from this location.	Pedestrians using Footpath 319/3/1	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would occupy a small portion of the view in the far distance.  Views towards the scheme are currently largely filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and these activities would at times become more prominent within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>negligible</b> .	<b>Slight</b> adverse insignificant
19	View from intersection of footpath near Church Lane, Zelah with existing A30, looking southwest along A30, 30m west of the scheme.  SW 81303 51885	This is a narrow view looking northeast along the existing A30. The road is sited on an embankment, on a ridge in the landscape, and is flanked by roadside woodland. Views of the surrounding countryside are therefore entirely limited to a funnelled view to the southwest, where large hedgerow-lined fields rise up to a wooded ridgeline. Existing road infrastructure dominates the view.	Pedestrians using the footpath near Church Lane	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would be noticeable at times in the near and middle distances of this view.	<b>Slight</b> adverse insignificant
			Transport receptors along the existing A30	<b>Low</b>	Views towards the scheme are currently largely filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and the construction activities would at times become more prominent within the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	<b>Slight</b> adverse insignificant
20	View from the intersection of the High Road and Henvver Lane, looking northeast, within the scheme.  SW 81402 52181	A partially open view, looking east from the High Road, along Henvver Lane. The view is framed to both the north and south by hedgerows with mature hedgerow trees. The middle of the view is occupied by a large traffic island with amenity grass to the fore and low scrub behind. Road infrastructure dominates the view.	Residential receptors at Polstain Farm	<b>High</b>	Construction activities including vegetation clearance and earthworks would become prominent in this view at times.	<b>Moderate</b> adverse significant
			Cyclists using NCR 32 near Henvver Lane	<b>High</b>	Views towards the scheme are currently partially filtered by vegetation, however through the construction phase these would become more open through vegetation clearance and construction activity would at times become prominent within the view. However, the changes would be temporary, short term and reversible.	<b>Moderate</b> adverse significant
			Transport receptors along High Road and Henvver Lane	<b>Low</b>	The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Slight</b> adverse insignificant

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
21	View from Tregorlands, looking southeast, 60m northwest of the scheme  SW 81875 52674	A wide open view across a field, bordered by a low hedgerow. In the centre of the frame in the middle distance, scrubland and mixed coniferous and deciduous woodland are visible and act to filter further views. To the east three wind turbines are visible above the woodland. To the southeast, a series of ridges are visible, containing open fields with hedgerow boundaries. The ridgeline is marked with a series of woodland patches. In the far distance, the hills of the St Austell china clay area are visible.	Residential receptors at Zelah Hill Cottage and Mount Pleasant	High	Construction activities including vegetation clearance and earthworks would become prominent in the middle and far distances of this view at times. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	Moderate adverse significant
			Transport receptors on the existing A30 near Zelah Hill	Low		Slight adverse insignificant
22	View from Honeycombe Farm, looking northeast, 50m south of the scheme.  SW 82666 52715	A partial and interrupted view looking northeast towards the existing A30. The foreground of the view is occupied by an unmanaged hedgerow forming the boundary to an unkempt field. The land rises up from the hedgerow to the northeast in a series of medium-sized fields, bordered by low hedgerows and intermittent larger stands of woodland. In the centre of the view in the distance, two wind turbines are clear rising above the ridgeline. The coniferous woodland at the disused quarry near Carland Cross is a prominent landmark on the horizon.	Cyclists using NCR 32 link on the unclassified local road	High	Construction activities including vegetation clearance and earthworks would occupy a small portion of the view in the middle distance.  Views towards the scheme are currently partially screened by topography and partially filtered by vegetation. Through the construction phase these would become slightly more open through vegetation clearance and construction activity would at times become more noticeable within the view. However, these changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>negligible</b> .	Slight adverse insignificant
			Residential receptors at Honeycombe Farm	High		Slight adverse insignificant
			Transport receptors on the unclassified local road near Honeycombe Farm	Low		Slight adverse insignificant
23	View from Pennycomequick, looking southeast, within the scheme.  SW 82482 52937	A narrow, enclosed view from the back entrance to Pennycomequick, looking southeast along the unclassified local road. The view is framed by mature deciduous hedgerows either side of the road, which restrict and filter views east and west into the wider countryside. The dominant element in the centre of the frame is the unclassified local road.	Residential receptors at Pennycomequick	High	Construction activities including vegetation clearance, earthworks, and construction of the realigned lane, embankment and underbridge would occupy a large proportion of the view in the near and middle distances.  Views towards the scheme are currently partially filtered by vegetation. Through the construction phase, these would become more open through vegetation clearance. Construction activity would therefore be prominent and at times dominant within the view. However, these changes would be temporary, short term and reversible.  Residents at Pennycomequick would experience less change through the retention of filtering vegetation on the property boundary. The magnitude of change to their views would be <b>minor</b>	Moderate adverse significant
			Transport receptors along the unclassified local road near Pennycomequick	Moderate		The magnitude of change to the visual amenity of road users during construction would be <b>moderate</b> .
24	View from Journey's End, looking southeast, 110m north-northwest of the scheme.  SW 83512 53493	A panoramic view looking southeast towards Carland Cross. In the fore to middle ground low scrub flanks either side of the existing A30, partially interrupting longer views beyond. Overhead power lines run from the dwelling at Journey's End and along the existing A30. Vehicles are partially visible along the A30 as it is in a slight cutting. To the east, the land continues flat to the middle distance, where two further properties are sited, just to the left of the view. Beyond these, it rises up towards a ridge, which screens views of Carland Cross. A block of coniferous woodland around the disused quarry is prominent on the skyline of this ridge. To the south, views of more distant ridges are available, containing blocks of woodland, open fields, and pylon lines.	Residential receptors at Journey's End, Racland House, and Four Winds	High	Construction activities including vegetation clearance and earthworks would occupy a moderate portion of the view in the middle distance.  Views towards the scheme are currently partially screened by topography and partially filtered by vegetation. However, through the construction phase these would become slightly more open through vegetation clearance. Construction activity would therefore at times become more noticeable within the view. However, these changes would be temporary, short term and reversible.	Moderate adverse significant
			Transport receptors along the existing A30 near Newlyn Downs	Low		Slight adverse insignificant

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
					The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	
25	View from PRoW 324/10/1 within Newlyn Downs Open Access Land, looking southeast to southwest towards A30, 1km north of the scheme.  SW 83397 54620	An open panoramic view across the heathland of Newlyn Downs. The view of open heathland with patches of scrub is framed to the east and south by ridges. To the base of the southern ridge, evidence of mine workings is just visible. The coniferous woodland at the open access land is prominent on the skyline, just to the east of the middle of the frame. Vehicles on the A30 on the southern ridge are visible, but distant, and therefore not very noticeable. The broad expanse of the landscape dominates the view, with the exception of the Newlyn Downs Wind Farm.	Representative of views of recreational users of Newlyn Downs.  Pedestrians using footpath 324/10/1	<b>Moderate</b>  <b>Moderate</b>	Due to the distance from the scheme and the intervening landscape features, much of the construction activity and compounds would be obscured from view. Construction activities including vegetation clearance and earthworks would occupy a very small portion of the view in the far distance.  The magnitude of change to the visual amenity of these receptors during construction would be <b>negligible</b> .	<b>Slight</b> adverse insignificant  <b>Slight</b> adverse insignificant
26	View from base of turbine at southwest corner of Carland Cross Wind Farm, looking east, 120m northwest of the scheme.  SW 84242 54008	A panoramic, but foreshortened view to the south towards the existing A30. In the foreground open fields are surrounded by scrubby vegetation. To the east of the frame, an area of hard standing beneath the wind turbine is visible. The ground slopes sharply upwards towards a ridge, where a group of conifers at the centre of the open access land are prominent on the skyline off to the right of the view. The tops of tall vehicles moving across the top of the ridge comes in and out of view behind the roadside vegetation. Visibility of activity on the road is most prominent on the northeast side of the scene. At the south-western end of the conifer group, the road dips behind the ridge and disappears from view.	Representative of views of walkers and other recreational users of Newlyn Downs.	<b>Moderate</b>	Construction activities including vegetation clearance, earthworks, and construction of Carland Cross Junction would occupy the majority of the view in the middle distance. However, these changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Moderate</b> adverse significant
27	View from Open Access heathland near the Carland Cross Barrow Cemetery, within the boundaries of the scheme.  SW 84144 53705	An open view, with heathland dominating the foreground. The A30, situated in a slight cutting, runs across the frame, from northeast to southwest, partially filtered by hedgerows. Beyond the A30, the land rises up by approximately 10m ending in a slight ridge delineated by a hedgerow. On this rising land, wind turbines are prominent. In the middle distance of view a telecommunications tower breaks the skyline with the hills of the St Austell china clay area visible beyond as a distant horizon.	People enjoying the views to and from nearby heritage assets – Barrow Cemetery at Carland Cross (1016888, 1017050, 1020758).  Representative of views of walkers and other recreational users of CRoW Land at Carland Quarry.	<b>High</b>  <b>Moderate</b>	Construction activities including vegetation clearance, earthworks, and construction of the Carland Cross Junction would occupy a moderate portion of the view in the near and middle distances.  Views towards the scheme are currently partially filtered by vegetation. However, through the construction phase these would become far more open through vegetation clearance. Construction activity would therefore be prominent and at times dominate the view. However, these changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Large</b> adverse significant  <b>Moderate</b> adverse significant
28	View from an unclassified local road, south of the intersection with Cargoll Road, 3.7km northwest of the scheme.  SW 81603 56440	An open view across a large field laid down to pasture. To the west, the field is bordered by a low hedgerow. In the centre of the view, the hedgerow bordering the south of the field forms the horizon, with the blades of several wind turbines visible beyond. The coniferous woodland near the disused quarry is a noticeable landmark on the distant horizon to the east.	Transport receptors along the unclassified local road.	<b>Low</b>	Due to the distance from the scheme and the intervening landscape features, much of the construction activity and compounds would be obscured from view. Construction activities including vegetation clearance and earthworks would occupy a very small portion of the view in the far distance.  The magnitude of change to the visual amenity of these receptors during construction would be <b>negligible</b> .	<b>Slight</b> adverse insignificant
29	View from St Agnes Beacon looking southeast, 5km northwest of the scheme.	A long distance wide open panoramic view looking southeast towards the scheme. Chiverton Cross and Carland Cross are visible in the view. The view is from an elevated position in public access land with a trig point offering 360 degree views over the north Cornish coast. The landscape looking inland to the south forms a small to medium scale mosaic. The towns of	Pedestrians using footpath 318/63/2 and pedestrians and equestrians using bridleways 318/63/1 & 318/63/3 within the Cornwall AONB, the	<b>High</b>	Due to the distance from the scheme and the intervening landscape features, much of the construction activity and compounds would be obscured from view. Construction activities including vegetation clearance and earthworks would occupy an imperceptible portion of the view in the extreme far distance.	<b>Neutral</b>

VP	Description and location	Existing view	Receptors represented	Receptor Sensitivity	Construction impact	Effect at Winter during construction Year
	SW 71013 50214	St Agnes and Goonbell spread into the frame from the west along the southwest side of the Trevellas Coombe River Valley. A network of hedgerows and woodland permeates the countryside to the eastern side of the frame, while the western side is more exposed with little tree cover. The ridgeline along which the existing A30 runs, is discernible by the wind turbine infrastructure located along its length. At the western end of the frame, the pale tower of St Peter's Church at Chiverton Cross is a prominent landmark.	Heritage Coast, CRoW land, and those enjoying views to and from nearby heritage assets – Bowl Barrow (1016443), CWDM WHS A7 St Agnes.		The magnitude of change to the visual amenity of these receptors during construction would be <b>no change</b> .	
30	View from the unclassified road past properties at Silverwell and Silverdene looking southeast, within the boundaries of the scheme.  SW 75214 47887.	A medium distance panoramic view. The centre of the frame is bisected by a lane bordered by hedgerows, which partially restrict the views out from the lane. Power lines run down the western side of the lane. To either side of the lane, arable fields occupy the mid- to back-ground. On the eastern side of the horizon, a wind turbine is prominent, while a more distant turbine is visible on the western side. Across the middle of the background, the rooflines of agricultural buildings and woodland can be seen. To the far right of the view the tower of Grade II Listed St Peter's Church is visible above distant trees	Residential receptors at dwellings within Silverwell.	<b>High</b>	Construction activities including vegetation clearance, earthworks, and construction of the above-grade elements of the proposed Chiverton Cross junction would be visible in the middle distance of this view.  Westward and southward views towards the scheme are open and these activities would dominate the view. However, the changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>moderate</b> .	<b>Large</b> adverse significant
			Transport receptors on the local road near Silverwell.	<b>Low</b>		<b>Slight</b> adverse insignificant
31	View from the minor unclassified road leading to Ennis Farm looking north, 70m south of the scheme.  SW 83750 53367	An open view across a large field laid down to pasture, which occupies the fore and middle ground. The ground rises up approximately 15m to meet the current A30, which is bordered by hedges. HGVs are visible against the skyline.  Three dwellings, Journeys End, Racland House, and Four Winds, are prominent against the skyline.	Transport receptors on the designated Quiet Lane near Ennis Farm.	<b>Moderate</b>	Construction activities including vegetation clearance and earthworks would occupy a moderate portion of the view in the middle distance.  Construction activity would at times become noticeable within the view. However, these changes would be temporary, short term and reversible.  The magnitude of change to the visual amenity of these receptors during construction would be <b>minor</b> .	<b>Slight</b> adverse insignificant
			Residential receptors at Ennis Farm and Higher Ennis Farm.	<b>High</b>		<b>Moderate</b> adverse significant
			Representative of views of outdoor workers at Ennis Farm.	<b>Moderate</b>		<b>Slight</b> adverse insignificant

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

