



















VP	Description and location	Existing view	Receptors represented	Receptor sensitivity	Operational impact at winter year 1	Operational effect yr 1	Mitigation and level of change at summer year 15	Residual effect
	along the A30, 40m west of the scheme.  SW 79896 50332	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.	Transport receptors along the existing A30 near Marazanvose	Low	A30 from the proposed scheme. However, the earthworks required to place the scheme into its 3 to 4m deep cutting would lead to the loss of the existing vegetation beyond the Cornish hedge. This would make views towards the scheme more open and it would be prominent within the view. The existing A30 would remain in place, but it is anticipated that the volume of traffic using it would reduce considerably. This would result in a noticeable beneficial change to views from these receptors. On balance, with a prominent adverse change partially outweighed by a noticeable beneficial change the magnitude of change to these receptors would be <b>Moderate</b> adverse.	Slight adverse insignificant	This mitigation would decrease the level of residual adverse visual change on these receptors to the lower end of the <b>moderate</b> adverse category.	Slight adverse insignificant
13	View from field within NFH, looking west towards A30, 100m southeast of the scheme.  SW 80063 50251	A wide, partially filtered view from a small field, bordered by mature deciduous hedgerow trees, beyond which an open field is partially visible. The horizon is formed by further woodland along the A30 boundary in the background.	Residential receptors at the bungalow at NFH	High	The view towards the scheme would continue to be filtered by the retained existing deciduous trees along the closest field boundary. However, the carriageway would extend closer to the viewpoint, within the middle distant field and displace the existing A30 boundary woodland in the back of the view. The proposed mainline carriageway would be in a 2-3m deep cutting at this location. The only visible elements of the scheme in this view would be a 3m high timber noise barrier and the proposed private farm laneway and multi-use track for access to the nearby green bridge. The scheme would be a noticeable element in the view. The magnitude of change to these receptors would be <b>moderate</b> adverse.	Large adverse significant	The north and south sides of the road would be planted with deciduous woodland, creating a ribbon of woodland along the ridgeline. This would have reached heights of approximately 7m and would largely filter views to the scheme. This mitigation would decrease the level of residual adverse visual effect on these receptors to <b>minor</b> adverse.	Moderate adverse significant
			Users of holiday accommodation at NFH	Moderate		Moderate adverse significant		Slight 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.	High	The scheme would move southwards from the alignment of the existing A30 to be approximately 50m closer to this viewpoint location. However, due to the thick deciduous and evergreen planting within the grounds of NFH, the scheme would not be visible. There would be no change to this view.	No change	No mitigation proposed for this and similar views.	Neutral
			People enjoying views to and from Grade II listed NFH and attached wall (1136610).	Moderate		No Change		Neutral
15	View from PRoW between A30 and NFH, looking	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	Pedestrians using footpath 319/16/1	Moderate	The scheme would extend southwards into the field and be in a 2 to 3 m deep cutting. The proposed green bridge would be just off to the right of the view. The southern access ramp to the bridge and laneway	Moderate adverse significant	The north and south sides of the road would be planted with deciduous woodland. This would have reached heights of approximately 7m and would partially filter views to obscure the scheme from view.	Moderate adverse significant

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	southwest, 30m southeast of the scheme.  SW 80055 50350	wider landscape. An overhead power line on wooden poles bisects the view.	Representative of views of outdoor workers at NFH.	<b>Moderate</b>	would be visible in the right of the view. The proposed roadside 3m high timber noise barrier would be visible at a similar distance as the existing telegraph pole and would screen views to the mainline carriageway and cutting. The majority of the vegetation visible in the frame would be removed. The scheme would cross the view in the middle distance and would be prominent. The magnitude of change to these receptors would be <b>moderate</b> adverse.	<b>Moderate</b> adverse significant	This mitigation would decrease the level of residual adverse visual effect on these receptors but the level of change would remain <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>	The existing road would be realigned to the south west to the south to accommodate two-way traffic up to a junction with the proposed Zelah Bypass. There would be a minor private lane retained along the alignment of the current road heading southwest (right) to an access point into Chyverton Park. This will necessitate removal of the visible hedgerow and open up views to the arable field beyond.	<b>Moderate</b> adverse significant	More deciduous woodland planting would be introduced to the south of the new carriageway, immediately opposite the viewpoint location, designed to visually contain the new minor junctions and restore the local wooded character to the area. This would have reached heights of approximately 7m and would screen views to the Zelah bypass and the mainline carriageway of the scheme from view. This mitigation would decrease the level of residual adverse visual effect on these receptors to <b>minor</b> .	<b>Slight</b> adverse insignificant
			Residential receptors at Chyverton Park Lodge	<b>High</b>	The Zelah bypass would be visible at grade. The main line beyond, at a distance of 90m (the same as the existing A30), would be on a 1m embankment. There is a large mature oak tree standing in the field, which would be protected and retained.	<b>Moderate</b> adverse significant		<b>Moderate</b> adverse significant
			Transport receptors along the local road near Chyverton Park	<b>Low</b>	The magnitude of change to these receptors would be <b>Moderate</b> adverse.	<b>Slight</b> adverse insignificant		<b>Slight</b> adverse insignificant
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 with 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>	The scheme would remain in cutting, but extend southwards towards the viewpoint location, resulting in the removal of the existing roadside hedgerow and requiring a slight realignment to the bridleway. A Cornish hedgerow would be introduced between the top of the new cutting and the bridleway, which would preclude any views of the mainline carriageway. The magnitude of change to these receptors would be <b>Moderate</b> adverse.	<b>Moderate</b> adverse significant	Deciduous woodland would be planted along the southern cutting slope, below the Cornish hedgerow. This would have reached heights of approximately 7m. As the hedgerow and woodland established they would improve the character of views from the bridleway. This mitigation would decrease the level of residual adverse visual effect on these receptors to <b>Minor</b> .	<b>Slight</b> adverse insignificant

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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 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 not visible from this location.	Pedestrians using Footpath 319/3/1	<b>Moderate</b>	Some of the existing roadside vegetation to the south of the existing A30 would be removed in order to accommodate the new parallel carriageway, which would vary between cutting and embankment as it passes Zelah.  An attenuation pond would be partially visible beyond woodland surrounding the River Allen.  The raised Tolgroggan accommodation bridge would be visible below the wooded ridgeline. Some vegetation immediately adjacent to the Tolgroggan Bridge would be removed, to accommodate the bridge and carriageway widening works.  The scheme would be a noticeable element in the view.  The magnitude of change to these receptors would be <b>minor</b> adverse.	<b>Slight</b> adverse insignificant	Woodland planting on the eastern side of the attenuation pond, both sides of the new carriageway, and surrounding Tolgroggan bridge would have reached heights of approximately 7m and would largely filter views to obscure the scheme from view.  This mitigation would decrease the level of residual adverse visual effect on these receptors to <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. Road infrastructure dominates the view.	Pedestrians using the footpath near Church Lane	<b>Moderate</b>	The proposed carriageway would be on embankment as it passes to the south, but would be broadly at the same level as the existing A30. The existing vegetation foreshortening the views southwards would be protected and retained and would screen or at worst heavily filter views to the nearest parts of the scheme. To the right of the view (along the existing A30) the raised Tolgroggan overbridge would be noticeable in the distance to the south.  The magnitude of change to these receptors would be <b>moderate</b> adverse.	<b>Moderate</b> adverse significant	Woodland planting on both sides of the new carriageway, and surrounding Tolgroggan Bridge would have reached heights of approximately 7m and would largely filter views to obscure the scheme from view.  This mitigation would decrease the level of residual adverse visual effect on these receptors to <b>minor</b> .	<b>Slight</b> adverse insignificant
			Transport receptors along the existing A30	<b>Low</b>		<b>Slight</b> adverse insignificant		<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>	The realigned Henvver Lane and Trevalso underbridge would be sited here in cuttings. The traffic island directly in front would be retained but reconfigured to accommodate the new junction layout. Woodland would be planted at the back, down the cuttings on the far side, and on the other traffic islands. Despite the introduction of slightly more highway infrastructure, the replacement woodland would only have a minor filtering effect at this early stage of the operational phase.  The magnitude of change to these receptors would be <b>moderate</b> adverse.	<b>Moderate</b> adverse significant	Woodland planting on the cutting to the north (left) of the view and hedgerow and tree planting on the reconfigured island in the centre of the view, would have reached heights of approximately 7m and create a greater sense of enclosure. Species rich grassland and bulb planting on the island would improve visual amenity and help integrate the scheme into the landscape.  This mitigation would decrease the level of residual adverse visual effect on these receptors to <b>minor</b> .	<b>Moderate</b> adverse significant
			Cyclists using NCR 32 near Henvver Lane	<b>High</b>		<b>Moderate</b> adverse significant		<b>Moderate</b> adverse significant
			Transport receptors along High Road and Henvver Lane	<b>Low</b>		<b>Slight</b> adverse insignificant		<b>Slight</b> adverse insignificant

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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 in the St Austell china clay area are visible.	Residential receptors at Zelah Hill Cottage, Mount Pleasant, and Tregorlands	High	The new carriageway would be sited to the south of this viewpoint location in a 4 to 5m deep cutting. A number of sections of hedgerow would be severed by the scheme.  The proposed private laneway between Trevalso and Pennycomequick, would be at the top of the cutting to the south of the mainline and would be the most visible part of the scheme. To the far left of the view, it would be possible to see the existing and proposed A30 carriageways re-converging near Journey's End to the northeast and as it passes Zelah to the southwest.  The visible components of the scheme would be noticeable elements in the view, but would not detract unduly from the extensive distant views to the southeast.  The magnitude of change to these receptors would be <b>Minor</b> adverse.	Moderate adverse significant	Woodland planting on the cuttings either side of the new carriageways and laneway Pennycomequick, would have reached heights of approximately 7m and would largely screen the scheme from view.  This mitigation would decrease the level of residual adverse visual effect on these receptors, but the level of change would remain <b>Minor</b> .	Moderate adverse significant
			Transport receptors on the existing A30 near Zelah Hill	Low		Slight adverse insignificant		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	The new carriageway would move southwards from the existing A30, towards the viewpoint location. The scheme would be on embankment tapering back to grade to the far left of the view then disappearing from view into a slight cutting towards the middle of the view.  Due to the undulating land along the ridgeline, the scheme would only be partially visible in short sections beyond retained hedgerows and intervening landform.  The scheme would be a noticeable feature within the view.  The magnitude of change to these receptors would be <b>Minor</b> adverse.	Moderate adverse significant	Proposed woodland planting on embankments to the north and south of the mainline would have reached heights of approximately 7m and would largely filter views to obscure the scheme from view. Further east, proposed tree and hedgerow planting at the top of cutting slopes would have reached their functional height and would help screen and integrate the scheme into the landscape.  This mitigation would decrease the level of residual adverse visual effect on these receptors, but the level of change would remain <b>Minor</b> .	Moderate adverse significant
			Residential receptors at Honeycombe Farm	High		Moderate adverse significant		Moderate adverse significant
			Transport receptors on the unclassified local road near Honeycombe Farm	Low		Slight adverse insignificant		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 on 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.	Transport receptors along the Quiet Lane near Pennycomequick	Moderate	The mainline carriageway is sited to the south of this location, and raised up on a slight local embankment to bridge the minor valley and allow the realigned lane to cross beneath in cutting.  The realigned minor lane has been designed to have a character as close as possible to the existing lane with the minimum carriageway width, low kerbs and thin verges lined with hedgerows.  There would be an attenuation pond to the east, which would be screened from view by existing retained field boundary vegetation.  The magnitude of change to these receptors would be <b>Moderate</b> adverse.	Moderate adverse significant	Woodland planting on the cuttings and embankments around the new mainline and lanes, and the Pennycomequick realignment, would have reached heights of approximately 7m and would filter views to partially obscure the main carriageway and the lane underpass. These would still be noticeable however.  The reduced verges to the Realigned lane would be seeded with wildflower rich meadow mix and hedgerows would be planted as close to the carriageway as possible. Overtime as this established and is maintained under the same regime as the existing lane, the lane-side vegetation will take on the character of the lane.  This mitigation would decrease the level of residual adverse visual effect on these receptors to <b>Minor</b> .	Slight adverse insignificant

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			Residential receptors at Pennycomequick	High	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	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>negligible</b> .	Slight adverse insignificant
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 powerlines 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	The scheme's mainline carriageway would be seen on a 3m embankment, 30m to the south of the existing A30. Further east (left), it would be visible passing to the right of the disused quarry towards Carland Cross, where the carriageway emerges from the southern side of the existing coniferous woodland. The scheme would be a prominent element within the view. The magnitude of change to these receptors would be <b>Moderate</b> adverse.	Large adverse significant	The embankments on either side would be planted with grassland and a mixture of deciduous and coniferous copses to break up and filter views to the carriageway, but retain long distance views out to the surrounding countryside and maintain the open character of the view. This mitigation would decrease the level of residual adverse visual effect on these receptors, but the level of change would remain <b>Moderate</b> .	Large adverse significant
			Transport receptors along the existing A30 near Newlyn Downs.	Low		Slight adverse insignificant		Slight adverse insignificant
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 wind farm to the east.	Representative of views of recreational users of Newlyn Downs.	Moderate	The scheme would cross the ridgeline from Carland Cross westwards and a short 600m length would be visible where it emerges from behind the intervening topography to the left of the view (behind the wind turbine) and disappears over the top of the ridge to the south of the coniferous woodland at the disused quarry. A small proportion of the pine trees from the left hand side of the woodland would be lost, but the majority would remain intact. Westwards, the road dips down behind the ridgeline and would not be visible. The scheme would be a noticeable but not prominent element in the view. During the hours of darkness, vehicle headlights would be noticeable on the visible 600m part of the scheme. The magnitude of change to these receptors would be <b>minor</b> adverse.	Slight adverse insignificant	Disturbed grassland and pasture would be replaced by heathland and acid grassland, leaving views along the ridgeline open. All mitigation planting visible from this viewpoint location is low in height and would not affect the visibility of the scheme or headlights. The magnitude of change to these receptors would remain at <b>minor</b> adverse.	Slight adverse insignificant
			Pedestrians using footpath 324/10/1	Moderate		Slight adverse insignificant		Slight adverse insignificant

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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 hardstanding 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 southwestern 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>	The scheme's mainline slip road tying into the existing A30 would be particularly visible on embankments in the fore and middle ground to the left and centre of this view.  An attenuation pond surrounded by grassland, would be visible to the left of the view.  The scheme would be a prominent feature in views from Newlyn Downs.  During the hours of darkness, vehicle headlights would be prominent on the visible part of the scheme, but the majority would not be dominant due to screening by the intervening built form of the embankment.  The magnitude of change to these receptors would be <b>moderate</b> adverse.	<b>Moderate</b> adverse significant	Disturbed improved grassland would be replaced with open heathland and grassland on the northern side of the carriageway. Cornish hedgerows would be introduced to reinstate and tie into existing field boundaries and better integrate the scheme into the landscape.  The heathland and grassland mitigation planting visible from this viewpoint location is low in height and would not affect the visibility of the scheme. The hedgerows would partially obscure parts of the scheme and headlights, but would not offer significant screening.  This mitigation would decrease the level of adverse visual effect on these receptors to the lower end of the <b>Moderate</b> category.	<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 the 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).	<b>High</b>	The scheme would be visible on embankment along much of its length past the Carland Cross barrow cemetery and would bisect the heathland in the foreground to the centre and right of this view. The Barrow immediately adjacent to the scheme at Carland Quarry would be partially surrounded by a low retaining wall to protect its physical fabric. This would adversely change is visual setting. The scheme would cause a major adverse change to views to and from these barrows.  The existing A30 route, which currently divides the four barrows nearest to Carland Cross, would be removed and returned to species rich pasture. Reuniting these barrows would be a slight positive change.  This slight positive change would partially counteract the otherwise major adverse change identified above, resulting in an overall <b>moderate</b> adverse change.	<b>Large</b> adverse significant	Disturbed improved grassland would be replaced with open heathland and grassland on the both sides of the carriageway. Cornish hedgerows would be introduced to reinstate and tie into existing field boundaries to the south of the mainline and better integrate the scheme into the landscape.  All mitigation planting visible from this viewpoint location is low in height and would not affect the visibility of the scheme.  The magnitude of change to these receptors would remain at <b>moderate</b> adverse.	<b>Large</b> adverse significant
			Representative of views of walkers and other recreational users of CRoW Land at Carland Quarry.	<b>Moderate</b>	The eastern portion of the heathland around Carland Quarry would be almost entirely replaced by the main trunk of the scheme. The carriageway would be sitting in cutting across the heathland, restricting views out to the surrounding countryside. The scheme would dominate the view entirely.  The magnitude of change to these receptors would be <b>major</b> adverse.	<b>Large</b> adverse significant	Disturbed improved grassland would be replaced with open heathland and grassland on the both sides of the carriageway. Cornish hedgerows would be introduced to reinstate and tie into existing field boundaries to the south of the mainline and better integrate the scheme into the landscape.  All mitigation planting visible from this viewpoint location is low in height and would not affect the visibility of the scheme.  The magnitude of change to these receptors would remain at <b>major</b> adverse.	<b>Large</b> adverse significant

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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>	Approximately 500m of the scheme's mainline carriageway to the west of Carland Cross junction would be just discernible along the distant ridgeline between the woodland at the disused quarry and the second wind turbine to its left. The distance from the scheme would result in a very low effect on the visual amenity of receptors. The magnitude of change to these receptors would be <b>Negligible</b> adverse.	<b>Slight</b> adverse insignificant	Disturbed improved grassland would be replaced with open heathland and grassland on the northern side of the carriageway. Cornish hedgerows would be introduced to reinstate and tie into existing field boundaries and better integrate the scheme into the landscape. Most mitigation planting visible from this viewpoint location would be low in height or at such a distance that it would not affect the visibility of the scheme. The magnitude of change to these receptors would remain <b>negligible</b> adverse.	<b>Slight</b> adverse insignificant
29	View from St Agnes Beacon looking southeast, 5km northwest of the scheme.  SW 71013 50214	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 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.	Pedestrians using footpath 318/63/2 and pedestrians and equestrians using bridleways 318/63/1 & 318/63/3 within the Cornwall AONB, the Heritage Coast, CRoW land, and those enjoying views to and from nearby heritage assets – Bowl Barrow (1016443), CWDM WHS A7 St Agnes.	<b>High</b>	The scheme would be intermittently visible along its length as it summits or moves to the north of the ridge. However, the distance from the scheme would make it barely perceptible to receptors. The magnitude of change to these receptors would be <b>Negligible</b> adverse.	<b>Slight</b> adverse insignificant	Woodland mitigation planting would in places further obscure the scheme from view, but not at a perceptible level. The magnitude of change to these receptors would remain at <b>Negligible</b> .	<b>Slight</b> adverse insignificant
30	View from the unclassified road past properties at	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	Residential receptors at dwellings within Silverwell.	<b>High</b>	The scheme would be visible, with the proposed grade-separated Chiverton Cross junction occupying the foreground to the southwest part of the view.	<b>Large</b> adverse significant	Woodland planting on the embankments either side of the scheme's main carriageway and side roads would have reached heights of approximately 7m and would screen the scheme, vehicles and their headlights from	<b>Large</b> adverse significant

VP	Description and location	Existing view	Receptors represented	Receptor sensitivity	Operational impact at winter year 1	Operational effect yr 1	Mitigation and level of change at summer year 15	Residual effect
	Silverwell and Silverdene looking southeast, within the boundaries of the scheme.  SW 75214 47887	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.	Transport receptors on the local road near Silverwell.	Low	This part of the view would become foreshortened. The main line and side roads would have 1.8m tall Cornish Hedgerows at the top of embankments to screen views of traffic and headlights and to screen noise. Road infrastructure would be prominent in the view. It would still be possible to see St Peters Church to the far right of the view looking along the retained hedgerow During the hours of darkness, vehicle headlights would be prominent, but the majority would not be dominant due to screening by the intervening built form of the embankment. The magnitude of change to the visual amenity of these receptors would be <b>moderate</b> adverse.	Slight adverse insignificant	view. Planting would further foreshorten views out from the lane and would obscure St Peter's Church from view. This mitigation would decrease the level of residual adverse visual effect on these receptors but the change would remain <b>moderate</b> .	Slight 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.	Moderate	The proposed carriageway would be sited to the south of the existing A30. It would be particularly visible towards the north and northwest as the scheme crosses the field on a 2 to 3m embankment. The tops of trees and properties on the skyline would still be visible beyond the scheme. The scheme would be a prominent element within the view. During the hours of darkness, vehicle headlights would be prominent on the visible part of the scheme, but the majority would not be dominant due to screening by the intervening built form of the embankment. The magnitude of change to these receptors would be <b>moderate</b> adverse.	Moderate adverse significant	The embankments would be seeded with species rich grassland and a mixture of deciduous and coniferous copes to break up and filter views to the carriageway. These trees would have reached heights of approximately 7m and would filter and breakup views of the main carriageway from view. The hedges immediately adjacent to the highway would screen a moderate amount of the road infrastructure, vehicles and their headlights from view, however the upper portions of taller vehicles would be visible. This mitigation would decrease the level of residual adverse visual effect on these receptors, but the change would remain <b>moderate</b> .	Moderate adverse significant
			Residential receptors at Ennis Farm and Higher Ennis Farm.	High	The changes described above would be similar for these receptors, but viewed at a considerably greater distance of 500m from the scheme.	Slight adverse insignificant	Similarly, due to the increased distance to the scheme from these receptors, the efficacy of the proposed mitigation would be reduced to the extent that the level of change would be reduced, but only slightly and remain in the <b>Minor</b> category.	Slight adverse insignificant
			Representative of views of outdoor workers at Ennis Farm.	Moderate	This would reduce the magnitude of change for these receptors to <b>Minor</b>	Slight adverse insignificant		Slight adverse insignificant





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