



A30 Chiverton to Carland Cross Environmental Statement

Volume 6 Document Ref 6.4 ES Appendix 7.5 Visual assessment table - operation

HA551502-ARP-ELS-SW-RP-LE-000006 C01 | A3 22/08/18

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

Table of Contents

Pages

Table of Tables

Table 7-1 Visual assessment table - operation

i

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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
1	overbridge south of Three to 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 existing 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.	the heritage asset -		junction eastwards, beyond the ridgeline on which the current junction sits. This would remove the current Chiverton Roundabout and its associated current lighting columns, signage and other infrastructure, reducing the overall proportion of road infrastructure in the view. During the hours of darkness, vehicle headlights would be fractionally less visually prominent in the view due to the loss of the existing Chiverton roundabout	Slight beneficial insignificant	Blocks of woodland adjacent to the road would have reached heights of approximately 7m, providing robust filtering, in a manner in keeping with the wider landscape. The woodland would occupy a small portion of the view, bringing vegetation up to the edge of the road and increasing the visual amenity for these receptors. This would increase the level of beneficial visual change to these receptors, but would remain in the negligible	Slight beneficial insignificant
			Transport receptors along the Blackwater Bypass of the A30	Low		Slight beneficial insignificant	beneficial category.	Slight beneficial insignificant
2	Starbucks at Chiverton Cross, looking east towards A30, 10m west of	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' carpark, 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.			The scheme would move the Chiverton junction eastwards, beyond the ridgeline on which the current junction sits. The proposed mainline section immediately opposite the viewpoint would be dropped into a slight cutting between 1 and 2m deep. This would remove the current roundabout along with its associated lighting columns, and visual clutter of signage and infrastructure. Approximately two thirds of the stand of mature trees on the roundabout would be removed. The northern third could be retained and incorporated into the proposed soft estate. The cutting would reduce the visual prominence of the carriageway, reducing the overall prominence of road infrastructure in the view. During the hours of darkness, vehicle headlights would be noticeably less prominent in the view. The magnitude of change to the visual amenity of these receptors would be minor beneficial.	insignificant	A belt of woodland planted on the eastbound cutting slope would have reached heights of approximately 7m, providing some filtering of views, in a manner in keeping with the wider landscape. The woodland would occupy a moderate portion of the view, bringing vegetation up to the edge of the road and increasing the visual amenity for these receptors. This would increase the level of beneficial visual change on these receptors, but would remain in the minor beneficial category.	insignificant
3	View from Trevissome Business Park looking	An open view looking west from the entrance to Trevissome Business Park, along the A3075. An unmanaged hedgerow borders the	Workers at Trevissome Business Park		The view would become more enclosed, with views to the northwest obscured by the road on embankments of the proposed Chiverton junction up to 4 to 5m high. The	Moderate adverse significant	Blocks of woodland adjacent to the road would have reached heights of approximately 7m, providing a robust screen, in a manner in keeping with the local landscape. The woodland would occupy a large portion of the view,	Slight adverse insignificant

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
	southeast of the scheme. SW 75364 47767	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 powerlines interrupt the view. To the west of the frame, Grade II Listed St Peter's Church is visible as a prominent landmark.	Transport receptors using the A3075 near Trevissome Business Park	Low	road infrastructure would dominate the middle ground of this scene and would partially obscure views to the Grade II Listed St Peter's Church on the skyline. During the hours of darkness, vehicle headlights would be prominent in the view moving along elevated parts of the Scheme The magnitude of change to the visual amenity of these receptors would be major adverse.	Moderate adverse significant	bringing vegetation up to the edge of the road and reducing the impact of the elevated road infrastructure and headlights on the visual amenity of these receptors. This would decrease the level of adverse visual residual effect on these receptors to moderate adverse.	Slight adverse insignificant
4	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.	Grade II listed St Peter's Church and the nearby– Four Burrows Barrow Cemetery (1016054) can be seen.	Moderate	The scheme would be sited approximately 50m north of the existing A30 in this part of the scheme, and would go into a 1.5-2m deep cutting, deepening as it moves eastward. Some sections of existing hedgerow would be removed, and new Cornish hedgerows would be planted to reinstate boundaries either side of the proposed carriageway and retain the openness of local views. The existing A30 would be retained in situ and the reduction in traffic using it would reduce the prominence and proximity of moving vehicles in the foreground of this view. The proposed elevated junction at Chiverton would be visible below the skyline, but not prominent, 1 km to the southwest. During the hours of darkness, vehicle headlights would be noticeable moving around the elevated parts of the junction. The scheme would be a noticeable detracting feature in the view. The magnitude of change to the visual amenity of these receptors would be moderate adverse.	adverse significant	Proposed Cornish hedges would have matured and would help integrate the scheme into the landscape. Proposed woodland planting to the east of this view would extend the existing enclosure of views, currently offered by woodland at Chybucca, 300m further west. Once established, this planting would largely obscure the eastward part of the scheme from Four Burrows. Views of the top the elevated junctions and headlights at Chiverton and Chybucca would be screened by proposed woodland planting. This would decrease the level of adverse visual residual effect on these receptors to minor adverse.	
5	byway leading to	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	Users of Byway 314/66/1	Moderate	the line of the existing A30, bringing the	Slight adverse insignificant	Deciduous woodland on north side of scheme and around Chybucca, and mixed deciduous and coniferous woodland to the south would have reached heights of approximately 7m. This planting would partially filter views to largely obscure the scheme from view, and	Slight adverse insignificant

	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
		southeast towards A30, 800m north of the scheme. SW 76589 49409	skyline. Hedgerows and small copses of woodland border the 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 at Four Burrows Wind Farm on the eastern side, visible above a block of woodland.	People enjoying the views to and from nearby heritage asset – Bowl Barrow (1016105).	High	elevated Chybucca junction would be	Moderate adverse significant	create a slightly more wooded horizon along the ridgeline, slightly reducing the impact of the energy infrastructure on views from this location. This would decrease the level of adverse visual residual effect on these receptors to negligible adverse.	Slight adverse insignificant
6	5	junction of B3284 with the bridleway 314/64/1,	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	Residential receptors at Callestick Vean (south)	High	The scheme proposes to realign the B3284 in the foreground of this view, bending around to the left within this view onto a slip road leading up to the new Chybucca junction. There would also be a parallel	significant	The reinforcement of extant hedgerows and the planting of a new hedgerow along the realigned southern boundary would have reached their full mitigation potential, reforming continuous hedgerow boundaries to the fields in keeping with the surrounding countryside. The deciduous woodland blocks would have reached	Moderate adverse significant
		at Callestick Vean (South), looking east, 5m north of the scheme. visible above the mature roadsid hedgerow. The existing A30 is la obscured from view by the matur roadside hedgerows, however H become clearly visible as the roa	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	Pedestrians and equestrians using bridleway 314/64/1	Moderate	private laneway providing access to local properties. The field in the foreground would be occupied by two attenuation ponds, changing the nature of the view from open pasture to one containing engineered earthworks.	Moderate adverse significant	The deciduous woodard blocks would have reached heights of approximately 7m, heavily filtering and in parts, completely screening views of the road. This mitigation would decrease the level of adverse visual residual effect on these receptors to minor adverse.	Slight adverse insignificant
			reaches the ridgeline to the east.			The existing hedgerow and mature trees on the field's southern boundary in the middle distance would be largely removed and replaced with a hedgerow and woodland either side of the realigned B3284 and laneway.	Large adverse significant		Moderate adverse significant
				Transport receptors using the B3284 near Callestick Vean (south)	Low	The scheme would occupy a larger portion of the view than the existing A30 does presently. The magnitude of change to the visual amenity of these receptors would be moderate adverse.	Slight adverse insignificant		Slight adverse insignificant
7	7	leading to Creegmeor	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	Residential receptors at Creegmeor Farm	High	of road infrastructure in the view and would be seen on the skyline towards the middle	Large adverse significant	Deciduous woodland within and surrounding the Chybucca junction would have reached heights of approximately 7m. This planting would filter views to largely obscure the scheme and headlights from view,	Moderate adverse significant
	southw 210m r northw from th schem	southwest, 210m north- northwest from the scheme. SW 77818	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.	Pedestrians and equestrians using bridleway 314/65/1	Moderate	of the view. To the right of the view, a 200m length of the existing intervening hedgerow would be removed. The road would become a prominent feature on the skyline in this view. During the hours of darkness, vehicle headlights would be a noticeable addition to the view. The magnitude of change to the visual amenity of these receptors would be moderate adverse.	Moderate adverse significant	and create a slightly more wooded horizon along the ridgeline. This mitigation would decrease the level of adverse visual residual effect on these receptors to minor adverse.	Slight adverse insignificant

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8	B3284, 140m south of the	B3284, 140m south of the scheme. SW 78161 48749 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 central far distance, St Agnes Beacon is visible.	Transport receptors along the B3284	Low	of the main trunk would be prominent in the view. Hedgerows and scrub in the middle distance would be removed to accommodate the new alignment and therefore increase visibility of road infrastructure. Although longer views out to the countryside in the west would still be available, the elevated side roads and	adverse	Deciduous woodland within and surrounding the proposed Chybucca junction would have reached heights of approximately 7m. This planting would filter views to largely obscure the scheme and headlights from view. The junction would appear as a copse of	Slight adverse insignificant
	40743		Residential receptors at Hillview Farm	High		Large adverse significant	woodland giving a slightly more wooded character along this part of the ridgeline. This mitigation would decrease the level of adverse visual residual effect on these receptors to minor adverse.	Moderate adverse significant
			Representative of views of outdoor workers at Hillview Farm	Moderate		Moderate adverse significant		Slight adverse insignificant
9	bridleway, near Hillview, looking northeast towards A30, 60m south of the scheme. SW 78703 49119	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 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.	Pedestrians and equestrians using bridleway 309/3/1	Moderate	Scheme comes approximately 110m closer to the viewpoint location, from the existing A30. The road would be in slight cutting, reducing its visibility. Additionally, Cornish hedgerows would be introduced between the viewpoint location and the road, further obscuring the scheme from view. The ridge to the west would continue to screen more distant views of the scheme. The magnitude of change to these receptors would be minor adverse	adverse insignificant	As the vegetation on the Cornish hedges matures it would incrementally increase the degree of screening offered, but would not reduce effects enough to alter the category of change.	Slight adverse insignificant

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10	outbuildings at Nanteague Farm, 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	High	The road would be sited on embankment, bringing it level with the tops of distant trees on the skyline at the centre of the view. This would be partially obscured by retained intervening trees. Some vegetation removal would occur along hedgerows to the right of the frame. The realigned section of the minor lane to Allet would be visible traversing the further field leading to a concrete underpass through the mainline embankment. Two attenuation ponds with associated earthworks would be partially visible in the more distant field leading up to the western ridge. The road embankments and the ponds would form prominent elements in the view. During the hours of darkness, vehicle headlights would be prominent on elevated parts of the scheme The magnitude of change to these receptors would be moderate adverse.		The embankments would be planted in substantial areas of deciduous woodland, which would have reached heights of approximately 7m. This planting would screen views to the main line embankment, headlights and the underpass and create a slightly more wooded horizon to the east. Hedgerow planted along the realigned lane would screen the lane and headlights from view. and the ponds would remain partially visible beyond the intervening hedgerow in the middle distance. This mitigation would decrease the level of adverse visual residual effect on these receptors, but change would remain moderate adverse.	adverse
11	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 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.		Moderate	The scheme would be sited beyond and slightly uphill from the existing A30. It would be in a slight cutting, reducing the offset to the existing A30 horizontal alignment. Existing roadside vegetation along the Existing A30 would be protected and retained, but the majority of the prominent copse of deciduous woodland on the ridge would be lost, with a small amount retained on either side. Before mitigation has been established, the rural nature of the view would be detracted from and affected by additional and prominent road infrastructure. The magnitude of change to these receptors would be moderate adverse.		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 filter views to largely obscure the scheme from view. The distinctive wind sculpted character of the copse could not be replaced in this timeframe and would be lost from the view. There is however an area of oak-rich woodland planting on and above the southern cutting in this location, which is proposed to replace the copse and intended to acquire some of its character as it matures over the long-term. This mitigation would decrease the level of residual adverse visual effect on these receptors to minor adverse.	
12	Marazanvose, looking	A partially enclosed view looking southwest along the A30. The view across the A30 is foreshortened and enclosed by high hedgerows and	Residents at Marazanvose	High	Existing vegetation and Cornish hedge immediately adjacent to the south side of existing A30 would be protected and retained to visually separate the existing	significant	Deciduous woodland and hedgerows would be planted either side of the scheme to create visual separation between the existing A30 and proposed scheme carriageways.	Moderate adverse significant

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		scheme.	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 Moderate adverse.	Slight adverse insignificant	This mitigation would decrease the level of residual adverse visual change on these receptors to the lower end of the moderate adverse category.	Slight adverse insignificant
1	3	NFH, looking	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	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	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.	Moderate adverse significant
		southeast of the scheme. SW 80063 50251	woodland along the A30 boundary in the background.	Users of holiday accommodation at NFH	Moderate	would extend closer to the wewpoint, 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 multiuse 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 moderate adverse.		This mitigation would decrease the level of residual adverse visual effect on these receptors to minor adverse.	Slight adverse insignificant
1	4	southwest from Rose	An enclosed view, framed to the north by high deciduous ornamental planting to the west of the frame, the view looks onto open lawn with shrubs and then mature trees filtering further		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	No change	No mitigation proposed for this and similar views.	Neutral
		Garden towards A30, 150m east of the scheme. SW 80117 50306	People enjoying views to and from Grade II listed NFH and attached wall (1136610).	Moderate	the grounds of NFH, the scheme would not be visible. There would be no change to this view.	No Change		Neutral	
1	5	PRoW between A30	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.	Moderate	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 moderate adverse.	advorce digrimicant	This mitigation would decrease the level of residual adverse visual effect on these receptors but the level of change would remain moderate .	Moderate adverse significant
16	View from entrance to Chyverton Park, adjacent Chyverton Park Lodge, looking southeast,		People enjoying the views to and from Grade II listed Chyverton Park Lodge and associated walls and Gateposts (1136926).	Moderate	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	adverse significant	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	Slight adverse insignificant
	40m northwest of the scheme.		Residential receptors at Chyverton Park Lodge	High	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.	Moderate adverse significant		Moderate adverse significant
	50913		Transport receptors along the local road near Chyverton Park	Low		Slight adverse insignificant		Slight adverse insignificant
17	House looking northeast, 10m south of		Pedestrians and equestrians using bridleway 319/9/1	Moderate	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 Moderate adverse.	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 Minor .	Slight adverse insignificant

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18	Trerice,	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.		Moderate	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 minor adverse.	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 negligible.	Slight adverse insignificant
19	footpath near Church Lane, Zelah with	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 hedgerowlined fields rise up to a wooded ridgeline. Road infrastructure dominates the view.	Pedestrians using the footpath near Church Lane Transport receptors along the existing A30	Moderate Low	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 moderate adverse.	Slight adverse insignificant	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 minor .	Slight adverse insignificant Slight adverse insignificant
20	View from the intersection of the High Road and Henver Lane, looking northeast,	A partially open view, looking east from the High Road, along Henver 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 Cyclists using NCR 32 near Henver Lane	High High	The realigned Henver 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	Moderate adverse significant Moderate 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 minor .	adverse
	SW 81402 52181	Ti re H	Transport receptors along High Road and Henver Lane	rs along would only have a minor filtering effect at this early stage of the operational phase. The magnified of the age to the operational phase.	Slight adverse insignificant			

VF	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
21	View from Tregorlands, looking southeast, 60m	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	Residential receptors at Zelah Hill Cottage, Mount Pleasant, and Tregorlands	High	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,		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	Moderate adverse significant
	northwest of the scheme SW 81875 52674	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.	receptors on the existing A30 near Zelah Hill s. The ridgeline is of woodland stance, the hills in	Low		Slight adverse insignificant	adverse visual effect on these receptors, but the level of change would remain Minor .	Slight adverse insignificant
					but would not detract unduly from the extensive distant views to the southeast. The magnitude of change to these receptors would be Minor adverse.			
22	Farm, looking northeast,	Honeycombe northeast towards the existing A30. The foreground of the view is occupied	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	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	Moderate adverse significant
	northeast in a series of medium-size fields, bordered by low hedgerows a	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.	Residential receptors at Honeycombe Farm	High	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	Moderate adverse significant	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 Minor .	Moderate adverse significant
		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	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. Transport receptors on the unclassified local road near Honeycombe Farm	Low		Slight adverse insignificant		Slight adverse insignificant
23	View from Pennycomeq uick, 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.	receptors along the Quiet Lane near	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 Moderate 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 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 laneside vegetation will take on the character of the lane. This mitigation would decrease the level of residual adverse visual effect on these receptors to Minor .	

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				
			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 minor .	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 negligible .	Slight adverse insignificant				
24	SW 83512 53493 VISIDLE 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	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	seen on a 3m embankment, 30m to the the of the existing A30. Further east the first of the exist of the	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	Large adverse significant					
		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	A	Low	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 Moderate adverse.	Slight adverse insignificant	view. This mitigation would decrease the level of residual adverse visual effect on these receptors, but the level of change would remain Moderate .	Slight adverse insignificant				
25	View from PRoW he 324/10/1 of within Newlyn Downs Open by Access Land, looking southeast to southwest towards A30, 1km north of the scheme.	An open panoramic view across the heathland of Newlyn Downs. The view of open heathland with patches of	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	neathland 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	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	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	neathland of Newlyn Downs. The view of open heathland with patches of crub is framed to the east and south by ridges. To the base of the southern idge, evidence of mine workings is	recreational users of Newlyn Downs.	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	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.	Slight adverse insignificant
			Pedestrians using footpath 324/10/1	Moderate	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.	Slight adverse insignificant	The magnitude of change to these receptors would remain at minor adverse.	Slight adverse insignificant				

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
26	corner of Carland Cross Wind Farm, looking east, 120m northwest of	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.	of Newlyn Downs.	Moderate	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 moderate adverse.		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 Moderate category.	Moderate adverse significant
27	heathland near the Carland Cross Barrow Cemetery, within the	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.	heritage assets – Barrow Cemetery at Carland Cross	High	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 moderate adverse change.	Large 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 moderate adverse.	Large adverse significant
			Representative of views of walkers and other recreational users of CRoW Land at Carland Quarry.	Moderate	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 major adverse.		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 major adverse.	Large 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
28	unclassified local road, south of the	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.	receptors along the unclassified local road.		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 Negligible adverse.	Slight 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 negligible adverse.	Slight adverse insignificant
29	Agnes Beacon looking southeast, 5km northwest of the scheme. SW 71013 50214	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	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.	-	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 Negligible adverse.	Slight 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 Negligible.	Slight adverse insignificant
30	unclassified road past	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	dwellings within		The scheme would be visible, with the proposed grade-separated Chiverton Cross junctionn occupying the foreground to the southwest part of the view.	Large 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	Large adverse significant

V	P 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 moderate 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 moderate .	Slight insignificant
311	minor unclassified road leading to Ennis Farm looking north,	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 moderate adverse.	Moderate adverse significant	The embankments would be seeded with species rich grassland and a mixture of deciduous and coniferous copses 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 moderate .	Moderate adverse significant
			Residential receptors at Ennis Farm and Higher Ennis Farm.	High	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	Slight adverse insignificant
			Representative of views of outdoor workers at Ennis Farm.	Moderate	This would reduce the magnitude of change for these receptors to Minor	Slight adverse insignificant		Slight adverse insignificant

