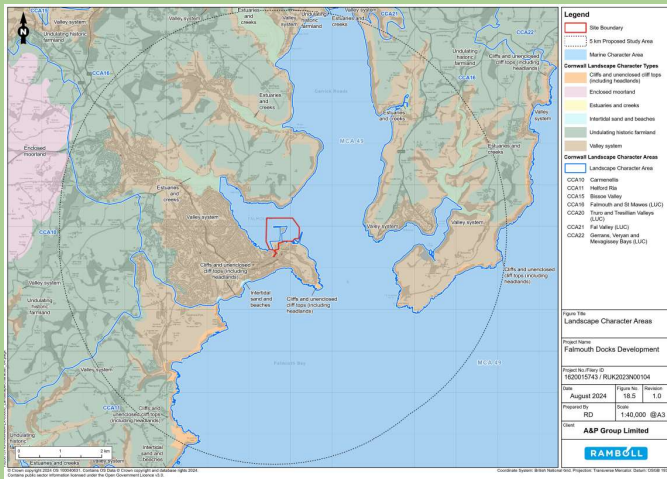


18. Seascape, Landscape and Visual Impact Assessment



Landscape Character Areas

The seascape, landscape and visual impact assessment ES chapter reports on the likely effects on the seascape, landscape character and visual amenity associated with the demolition and construction stage and operational stage of the proposed development.

Existing Conditions

A combination of a desk-based study and a walkover survey with day-time and night-time photography from agreed viewpoint locations was undertaken to establish the baseline landscape and visual conditions.

The study area comprised a 5 km buffer from the site boundary. Within the site and study area the following sensitive receptors were identified:

- 8 landscape character areas;
- 5 designations and classified landscapes;
- 1 seascape classified landscape;
- 4 settlement areas;
- 2 transport routes;
- 6 recreational routes; and
- 4 tourist attractions.

Demolition and Construction

During the demolition and construction stage the following impacts and effects have been assessed, mostly relating to the temporary change in views due to demolition and construction activities, material transportation and the movement of plant machinery around the proposed development:

- Effects on the landscape fabric which would result in a not significant moderate adverse effect;
- Effects on seascape and landscape character which would result in not-significant adverse effects ranging from minor to moderate in scale;
- Effects on designated landscapes which would result in not-significant moderate adverse effects; and
- Effects on visual amenity which would result in not-significant moderate adverse effects for visual receptors within 1 km of the site, and not significant moderate/minor adverse for visual receptors over 1 km away.

Operation

During operation, the proposed development would involve the

assembly of FLOW devices within the dock to support offshore wind sites. At any one time, there would only be one fully assembled FLOW device (with two turbines), with a second FLOW device base alongside this awaiting assembly. It is anticipated that once a FLOW device is fully assembled it would be towed out to sea. A fully assembled FLOW device would remain in port for up to two weeks before being towed away. A fully assembled FLOW device would only return to Falmouth docks if significant repairs were needed that were unable to be conducted at sea.

Therefore, the presence of FLOW devices within the site is temporary. Accordingly, two scenarios have been assessed: Scenario One where FLOW is absent (reasonable worst-case scenario) and Scenario Two where FLOW is present (maximum worst-case scenario).

During the operational stage the following impacts and effects have been assessed:

- There would be no effects on landscape fabric;
- Effects on seascape and landscape character (Scenario One) which would result in not significant adverse effects ranging from minor/moderate to moderate in scale;
- Effects on seascape and landscape character (Scenario Two) which would vary from moderate/minor to major/moderate. During the day-time only, short-term, temporary and reversible **significant** adverse effects would be experienced in localised areas around the site and along the coastline with direct views towards Falmouth and from areas with visibility towards the proposed development, that would be major/moderate in scale;
- Effects on landscape designations (Scenario One) which would result in not significant moderate/minor to moderate adverse effects;
- Effects on landscape designations (Scenario Two) which would range from moderate to major/moderate. During the day-time only, short-term, temporary and reversible **significant** major/moderate adverse effects were concluded for four receptors;
- Effects on visual amenity (Scenario One) which would result in not significant adverse effects ranging from minor to moderate in scale; and
- Effects on visual amenity (Scenario Two) which would range from moderate/minor to major/moderate. During the day-time only, short-term, temporary and reversible **significant** major/moderate adverse effects would occur for some visual receptors.



Day-time visualisation of Scenario Two, including 2 Excellence Class cruise vessels and FLOW device fully assembled (maximum worst-case)

18 Seascape, Landscape and Visual Impact Assessment

18.1 Introduction

- 18.1.1 This chapter reports on the likely effects on the seascape, landscape character and visual amenity associated with the demolition and construction stage and operational stage of the proposed development.
- 18.1.2 This chapter is supported by the following technical appendices within ES Volume 2:
- Technical Appendix 18.1 - Supporting Figures;
 - Technical Appendix 18.2 - National, Regional and Local Policy;
 - Technical Appendix 18.3 - Assessment of Seascape and Landscape Effects;
 - Technical Appendix 18.4 - Baseline Photography;
 - Technical Appendix 18.5 - Visualisations; and
 - Technical Appendix 18.6 - Viewpoint Assessment.
- 18.1.3 The assessment has been informed by the following legislation, policies and published guidance:
- National Legislation and Policy:
 - NPPF 2024¹.
 - Local Policy:
 - Cornwall Local Plan Strategic Policies 2010-2030²;
 - Cornwall AONB Management Plan 2022 – 2027³;
 - Falmouth Neighbourhood Plan 2020 – 2030⁴.
 - National guidance and industry standards:
 - Landscape Institute and Institute of Environmental Management and Assessment - Guidance for Landscape and Visual Impact Assessment⁵ (GLVIA3);
 - Landscape Institute, Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA)⁶;
 - Landscape Institute, Visual representation of Development Proposals, Technical Guidance Note 06/19⁷; and
 - Institution of Lighting Professionals Guidance Note GN01/21 The Reduction of Obstructive Light⁸.
- 18.1.4 Further details are provided in Technical Appendix 18.2.

18.2 Consultation

- 18.2.1 Table 18-1 summarises the key EIA Scoping Opinion responses and any separate consultations that have been undertaken with respect to the seascape, landscape and visual impact assessment.

Table 18-1: Summary of Consultation		
Consultee /Date of Consultation	Summary of Comments	Summary of Action Taken and Where in this Chapter Comments are Addressed
Scoping Response Cornwall Council (CC)	"Viewpoints and any visualisations need to be discussed and agreed, and to ensure they align with heritage assessment where required. To include any requirement for night-time views."	Viewpoint locations have been reviewed using Zone of Theoretical Visibility (ZTV) analysis and in coordination with the Cultural Heritage technical specialists.

¹ Ministry of Housing, Communities & Local Government (2024). National Planning Policy Framework. Available at: [National Planning Policy Framework](#)

² Cornwall Council (2016). Cornwall Local Plan Strategic Policies 2010-2030. Adopted November 2016. Available at: <https://www.cornwall.gov.uk/media/ozhj5k0z/adopted-local-plan-strategic-policies-2016.pdf>

³ Cornwall AONB Management Plan 2022-2027. Available at: <https://cornwall-landscape.org/wp-content/uploads/2023/11/plan-fixed-and-wheel-XS.pdf>

⁴ Falmouth Neighbourhood Development Plan 2020 to 2030. Post Examination Version March 2020. Available at: www.cornwall.gov.uk/media/13sfqeim/falmouth-neighbourhood-development-plan-adopted-web.pdf

⁵ Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidance for Landscape and Visual Impact Assessment – Third Edition

Table 18-1: Summary of Consultation		
Consultee /Date of Consultation	Summary of Comments	Summary of Action Taken and Where in this Chapter Comments are Addressed
Received 6 October 2023		Additional viewpoints added following consultation were: • Custom House Quay Ferry Stop for its cultural landscape value and its use by visual receptors using the Ferry Route to the Cornwall National Landscape (CNL) (Viewpoint 13) as requested by MMO and Falmouth Harbour; • St Just-in-Roseland for a daytime and nighttime view as an area more distant from the sites and with darker skies within the CNL (Viewpoint 14); • Nighttime views at existing viewpoints at St Anthony’s Head (Viewpoint 12) and St Mawes Castle (Viewpoint 10) within the CNL; and • Stack Head, Penance Point on the Coastal Path in the CNL in the South Coast Western section (daytime only) (Viewpoint 15).
Marine Management Organisation (MMO) Received 25 October 2024	<i>"The assessment should also include the cumulative effect of the development with other relevant existing or proposed developments in the area. In this context the MMO advises that the cumulative impact assessment should include other proposals currently at Scoping stage. Due to the overlapping timescale of their progress through the planning system, cumulative impact of the proposed development with those proposals currently at Scoping stage would be likely to be a material consideration at the time of determination of the planning application."</i> <i>"The MMO would encourage any proposed development to include</i>	Further advice was sought from the MMO regarding the specific cumulative schemes that they wished to be considered. No schemes were identified as relevant (of similar type and scale) and therefore a cumulative assessment was not deemed necessary. This is not considered appropriate given the context of the site. Falmouth Docks is a

⁶ Technical Guidance Note LITGN-2024-01 published (2024) Available online: <https://www.landscapeinstitute.org/wp-content/uploads/2023/07/GLVIA3-Notes-and-Clarifications.pdf> Accessed 03/09/2024

⁷ Landscape Institute. (2019). Visual Representation of Development Proposals Technical Guidance Note 06/19. [Online]. Landscape Institute. Available at: https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2019/09/LI_TGN-06-19_Visual_Representation [Accessed 10 September 2024].

⁸ IPL. (2021). Guidance Note 01/21 The Reduction of Obstructive Light. [Online]. Institution of Lighting Professionals. Available at: <https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/> [Accessed 5 September 2024].

Table 18-1: Summary of Consultation		
Consultee /Date of Consultation	Summary of Comments	Summary of Action Taken and Where in this Chapter Comments are Addressed
	<i>appropriate provision for the English Coastal Path (ECP) to maximise the benefits this can bring to the area. We suggest that the development includes provision for a walking or multi-user route, where practicable and safe. This should not be to the detriment of nature conservation, historic environment, landscape character or affect natural coastal change. Consideration for how best this could be achieved should be made within the ES."</i> <i>"The MMO would wish to see details of local landscape character areas mapped at a scale appropriate to the development site as well as any relevant management plans or strategies pertaining to the area. The EIA should include assessments of visual effects on the surrounding area and landscape together with any physical effects of the development, such as changes in topography."</i>	working port and therefore, it would not be practical to include provision for the ECP. If landscape mitigation opportunities are identified to reduce any significant effects, they will be noted in the SLVIA. The most recent Cornwall Landscape Character Assessment (2022 – noting made public in 2023)⁹ has been used to define the existing baseline. An assessment of the potential effects on the Cornwall Character Areas (CCAs) and Landscape Character Types is provided. Regional assessments are supplemented with local assessments where available and appropriate. The SLVIA has been produced in accordance with Guidance for Landscape and Visual Assessment, 3rd version and assesses visual amenity, seascape and landscape character effects.
Cornwall National Landscape (CNL), formally Area of Outstanding Natural Beauty Partnership Received 6 October 2023	<i>"We note that within the Scoping Request Section 21 Landscape Seascape and Visual Amenity there is reference to the Cornwall And Isles of Scilly Landscape Character Study. The new landscape character assessment for Cornwall: Landscape Character Assessment 2023 Review should be used as the baseline rather than the superseded document quoted.</i> <i>The assessments set out in Table 21-3 should include receptors as identified in the Cornwall: Landscape Character Assessment 2023 Review rather than those from the former character assessment.</i> <i>The report suggests that the site is less than 500 m from the CNL. As set out earlier the site location plan actually extends into the designated landscape.</i> <i>The viewpoints proposed for the assessment with regard to the designated landscape appear to be</i>	The most recent Cornwall Landscape Character Assessment (2022 – noting made public in 2023) has been used for the baseline. Elements of the proposal (dredging and vessel movements) would occur approximately 320 m from the boundary of the CNL at its closest point and any direct effects on the special qualities of the CNL during demolition and construction and operation have been included within this assessment. Securing SLVIA photography on moving vessels is challenging (condition dependant and difficult to secure specific / repeatable

Table 18-1: Summary of Consultation		
Consultee /Date of Consultation	Summary of Comments	Summary of Action Taken and Where in this Chapter Comments are Addressed
	<i>appropriately located to provide an assessment of the likely significant effects of the proposed development on the CNL. The widely used ferry service between St Mawes and Falmouth provides extensive, close-range views to the proposed development and the inclusion of a viewpoint (and assessment of the effects on this) from a suitable location along this route would provide an assessment of the impacts on a much-perceived closer range view to the proposed development."</i>	locations). Therefore, an alternative approach to provide a series of wireframe images to show visibility along the ferry route has been adopted. Based on professional judgement this approach is considered to be proportionate and robust. Furthermore, this approach has been accepted by a number of statutory consultees throughout the UK. In addition to the ferry route wireframe images, views similar to those experienced by receptors on the ferry are captured by: • Viewpoint 3, a view from Falmouth towards the proposed development with the CNL in the background; • Viewpoint 7, similar to the close-range view of proposed development along the ferry route; and • Viewpoint 10, a view of the development from the CNL.
	"Given the variability of the visibility proposals and their context with changes in tidal conditions we would suggest that for a selection of the closer range views photography should be provided at both extremes of the tidal range." <i>"Paragraph 21.4.6 states that only Type 1 (annotated photograph) visualisations as set out in Table 21-4 will be provided. Whilst it is recognised that more complex visualisations would not be required for all viewpoints, it is considered that a more objective assessment (and a better understanding of this) might be provided if a small number of the key close range viewpoints included more detailed visualisations such as Type 3. This approach would facilitate a fuller understanding of the impacts of both the works themselves, and also the increased presence of other</i>	It should be noted that due to the nature of Falmouth Docks, whilst it is influenced by high and low tide, the water remains at sufficient depth for operational use throughout. The influence of tidal conditions and seasonal changes have been taken into account within the assessment. However, it is not considered necessary to provide separate photography for tidal changes as they are not considered likely to result in a change to the scale of the effect assessed. It is noted that visualisations can help support understanding of the SLVIA. As such, Accurate Visual Representation (AVR) Type 3 photomontages and wireframes from Viewpoints 3, 7, 9 and 10 are included to represent all aspects of the proposed development. AVR Type 3 photomontages and wireframes for Viewpoints 7 and 10 are included to show the maximum size cruise ships likely to be present with the proposed increased berth capacity to illustrate a worst-case scenario for the operational assessment.

⁹ LUC. (2023). Landscape Character Assessment 2023 Review. [Online]. Cornwall Council. Available at: [https://map.cornwall.gov.uk/reports_CCA/LUC_Landscape%20Character%20Assessment%202023%20Review%20report.pdf]

Table 18-1: Summary of Consultation

Consultee / Date of Consultation	Summary of Comments	Summary of Action Taken and Where in this Chapter Comments are Addressed
	<i>infrastructure such as FLOW components and additional shipping movements and presence of large vessels at the port that will flow directly from the improved facilities.</i>	
	<i>The assessment should consider the additional lighting that the development will give rise to both directly and through additional presence of ships and additional shipping movements in and in close proximity to the designated landscape where dark skies are part of the special qualities of the CNL.</i> <i>Such an assessment will necessarily have as a baseline the already extensive light environment of Falmouth and the port and its visibility from the designated landscape."</i>	Noting the CNL acknowledgement of the existing light environment of Falmouth, the SLVIA contains an assessment of effects on night character and amenity. In order to illustrate the likely effects, a series of nighttime Type 3 photomontages have been prepared for three receptor locations within the CNL, where the skies are darker. These are one new viewpoint at St Just-in-Roseland (Viewpoint 14), one at St Mawes (Viewpoint 10) and one at St Anthony's Head (Viewpoint 12). This is a proportionate approach to the assessment of the potential effects on the darker skies within this area of the CNL. The nighttime photomontages include maximum berth occupancy to assess the worst-case scenario for lighting from the proposed development.

18.3 Assessment Scope

18.3.1 The scope of this assessment was informed by consultation responses (summarised in Table 18.1) and the following guidelines/policies:

- Landscape Institute and Institute of Environmental Management and Assessment - Guidance for Landscape and Visual Impact Assessment (GLVIA3);
- Landscape Institute, Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment Third Edition (GLVIA);
- Landscape Institute, Visual representation of Development Proposals, Technical Guidance Note 06/19; and
- Institution of Lighting Professionals Guidance Note GN01/21 The Reduction of Obstructive Light.

Technical Scope

18.3.2 The technical scope of the assessment has considered the current and future landscape and visual baseline and effects on:

- Landscape fabric (i.e. changes to the physical form of the landscape and its elements);
- Seascape and landscape character (i.e. changes to key characteristics);
- Designations and classifications (i.e. changes to the special qualities and integrity of a designated landscape or landscape classification); and
- Visual amenity (i.e. changes to the visual characteristics and composition as well as scenic quality).

18.3.3 Landscape and visual effects may have effects on cultural heritage facets of the landscape, specifically on the setting of listed buildings and scheduled monuments. The effects on Cultural Heritage assets are assessed in Chapter 12: Heritage.

18.3.4 Following a review of projects, and consultation with Cornwall Council (CC) and Marine Management Organisation (MMO), no cumulative developments have been identified for consideration and therefore this chapter does not assess any cumulative effects.

18.3.5 Following consultation, the matters summarised in Table 18-2 are scoped out of further assessment. Justifications are provided.

Table 18.2: Matters Scoped Out of Assessment

Effect scoped out	Justification
National Character Area (NCA 152), St Killas	The proposed development has the potential to have a localised significant effect on the National Character Area (NCA). However, as the nature of the proposed development would be consistent with existing aspects of the NCA, it is considered unlikely to result in significant effects on the key characteristics of the majority of the NCA. Effects on landscape character will be considered and reported at a regional and local scale for those receptors scoped in.
Falmouth Townscape Character Area 1: Main Commercial Axis	Limited potential for the proposed development to impact the enclosed nature of the area due to its fine-grain, internal facing street alignment with few views out, and which is further separated from the site by Falmouth Character Area 3. The ZTV analysis indicates limited visibility at street level as shown in Figure 18.1, Technical Appendix 18.1.
Falmouth Townscape Character Area 2: The Moor	Limited potential for the proposed development to impact the TCA due to the inward facing and enclosed character of this area. The TCA is further separated from the site by Falmouth Character Area 1 and Falmouth Character Area 3. The ZTV analysis indicates limited visibility at street level as shown in Figure 18.1, Technical Appendix 18.1.
Falmouth Townscape Character Area 5: The Terraced Suburbs	Limited potential for the proposed development to impact the enclosed character of this area, which is further separated from the site by Falmouth Townscape Character Areas 3 and 4. The ZTV analysis indicates limited visibility at street level as shown in Figure 18.1, Technical Appendix 18.1.
Falmouth Conservation Area	The site is outside of the Conservation Area, and the proposed development would not have direct impacts on its character or appearance. It is acknowledged that the landscape context and character are linked to the character of the Conservation Area, however, the Townscape Character Areas provide a finer grain understanding of townscape character that impacts can be assessed against. Therefore the Conservation Area is scoped out and impacts on the settlement are assessed using the Townscape Character Areas with potential for significant effects.
Falmouth Cemetery Registered Park and Garden	ZTV analysis showed no visibility from this location.
Enys Registered Park and Garden	ZTV analysis showed no visibility from this location.
Carclew Registered Park and Garden	ZTV analysis showed no visibility from this location.
Area of Great Landscape Value: Gweek to Constantine	ZTV analysis shows limited visibility from this location.
Area of Great Landscape Value: St Gluvias	ZTV analysis shows limited visibility from this area and screening by trees and the aspect of topography make significant effects unlikely.
Penryn, Mylor Bridge and St Mawes Settlements	ZTV analysis shows limited visibility. Screening offered by intervening tree cover and/or topography make significant effects unlikely.

Table 18.2: Matters Scoped Out of Assessment	
Effect scoped out	Justification
Transport routes: Falmouth Dock railway; A39; B3292, Military Road, Tregew Road	ZTV analysis shows limited visibility. Screening offered by intervening tree cover and/or topography make significant effects unlikely.
Tourism Locations: Pendennis Castle	No visibility indicated by ZTV due to topography and tree belts around the Castle, confirmed during field reconnaissance.
Mylor Areas of High Landscape Value 1-3	ZTV analysis shows limited visibility and screening by trees and/or topography, making significant effects unlikely.
Mylor Areas of High Landscape Value 5	The special quality identified for this local designation is its role in views from Falmouth and Penryn. As there is limited potential for impacts on views towards these areas, the proposed development would not have an effect on the qualities of the designation.

Spatial Scope

- 18.3.6 The initial study area for the SLVIA encompassed a 5 km radius from the EIA site boundary. The extent of the study area was determined based on:
- The viewshed of the Zone of Theoretical Visibility (ZTV) provided in Figure 18.1, Technical Appendix 18.1;
 - The proposed development layout and height data; and
 - Consultation with CC, CNL and MMO.
- 18.3.7 The 5km study area was confirmed for the SLVIA following desk-based study and field reconnaissance that indicate significant effects are unlikely to occur beyond this area, due to the estuarine and valley landform; the dynamic nature of the existing estuary activity; and the nature of the proposed development.

Temporal Scope and Assessment Scenarios

- 18.3.8 The assessment has considered impacts arising during the:
- Demolition and construction stage that is expected to be temporary and short to medium-term (5-10 years) in nature; and
 - Operational development stage that would be long-term and essentially permanent in nature.
- 18.3.9 Given the nature of the proposed development as an operational dock, there is a need for flexibility within day-to-day operations and as such, changes to activities during the operational stage are difficult to predict with certainty. It is assumed that the increase of berth capability and capacity associated with the proposed development would increase berthing activities, the size of vessels berthing at the site and potentially docking duration. Assumptions and projection of future use are presented in Chapter 4: Proposed Development Description.
- 18.3.10 Consequently, two scenarios have been developed for both daytime and nighttime assessment, to support a robust and comprehensive assessment that encompasses the dynamic nature of future operations. These are set out below:
- Scenario One (considered to be a reasonable worst-case scenario):

- 1 x RFA vessel (Bay Class 177 m x 32 m) docked south of Queen’s Wharf;
 - 1 x Cruise vessel docked along Western Wharf (assumed to be 236 m length and 34 m width based on Spirit of Discovery as a representative example); and
 - 1 x Passenger ferry in for repair (assumed to be Red Falcon as a representative example that is 93 m x 18 m).

Scenario Two (considered to be the maximum worst-case scenario):

- 1 x RFA vessel docked south of Queens Wharf;
 - 1 x FLOW device and 1 x turbine (229 m) fully assembled at Duchy Wharf; and
 - 1 x 140 m crane located on the Western Wharf; and
- 2 x Excellence Class cruise vessels (335 m x 42 m) docked alongside the Northern Wharf and Western Wharf.

18.3.11 Excellence Class cruise ships would likely only use the dock in summer and are unlikely to dock overnight. However, Scenario Two includes Excellence Class cruise ships docking in the nighttime assessment, which presents an unlikely worst-case scenario for a robust assessment.

18.3.12 It should also be noted that whilst the FLOW Deck could facilitate up to two FLOW devices simultaneously (each able to support two turbines), only one would be worked on at a time. It is assumed that once the second turbine is lifted into place, the device would then be towed away from the site to its operational position and would not return to Falmouth unless repair is required. Therefore, the Scenario Two visualisation shows only one turbine in place as that scenario would be visible to the receptors for longer. The FLOW Device assembly and maintenance would not be a permanent feature of the site. A fully assembled FLOW device (with one 229 m turbine) would remain at Falmouth Docks for up to two weeks maximum, before being towed away (see Chapter 4: Proposed Development Description for further detail).

18.3.13 The assessment is based on Scenarios One and Two, with consideration of the transient nature of these scenarios.
- 18.4 Baseline Characterisation Method
- Desk Study
- 18.4.1 To establish the study area’s existing baseline landscape and visual conditions, relevant data was collated, reviewed and assessed. The data sets and associated sources can be summarised as follows:

- Ordnance Survey Terrain 5 m Digital Terrain Model (DTM);
 - Ordnance Survey Mapping (1:25,000);
 - Available and relevant landscape character assessments published at the time of the assessment;
 - Online resources including any online records and available designations that include landscape, heritage, natural heritage and environmental information;
 - Site photography; and
 - Geographic Information System (GIS) resources and analysis, including calculating a ZTV using a Digital Surface Model (DSM) to up to 10 km from the site boundary to understand potential visibility from landscape and visual receptors within the study area, noting this approach provides a worst-case scenario. A 10 km radius was used due to the height of the structures associated with the Floating Offshore Wind (FLOW) Twin Hub turbine assembly (off-shore turbine heights of 229 m to tip and 140 m operating crane). Following the analysis, the study area was set at a 5 km radius from the site boundary.

18.4.2 The baseline identifies landscape and visual receptors likely to be affected and makes a judgement on their value and susceptibility to the type of development proposed, to determine their sensitivity for the basis of the assessment.
- Field Study
- 18.4.3 Day-time field reconnaissance was undertaken on the 14th and 15th of March 2023, and 12th and 13th of March 2024 to confirm preliminary findings of the desk top study and undertake a photographic survey at the 15 agreed assessment viewpoint locations. Nighttime field reconnaissance was carried out on 12th and 13th March 2024 to capture the baseline position of artificial light from 4 nighttime viewpoints. Nighttime photographs were taken between 20.00 and 23.00 hours. Photographs were taken during conditions of good visibility. Follow up supplementary photography took place on the 6th and 7th August 2024 to provide suitable photography for visualisations.
- RAMBOLL
- 18-4

- 18.4.4 All photography was captured in full accordance with the Landscape Institute's Technical Guidance Note 06/19¹⁰. GPS Coordinates and angle of view were recorded to provide accurate positioning for the development of photomontages.

18.5 Assessment Method

- 18.5.1 The SLVIA is illustrated by a range of tools including ZTV plans, photographs, wireframes, and photomontages. These have been used to inform the assessment of impacts. All outputs were prepared in accordance with current best practice comprising:
- Landscape Institute (2019) Technical Guidance Note 06/19 – Visual Representation of Proposed Development Proposals.
- 18.5.2 ZTVs have been prepared to assist in the identification of areas from where there is theoretical potential to view part, or all, of the proposed development. ZTVs use the Environment Agency 2022 First Return Digital Surface Model data supplied on a 2 m grid resolution. This data takes the height of the surface to include the top of trees and buildings and will show if there is visibility standing on these structures. Due to this effect, tree cover and buildings are overlain on the data to demonstrate where these features occur. This data therefore shows the screening effect of vegetation and built structures.
- 18.5.3 It should be noted that ZTV analysis is more extensive than actual visibility on the ground and at greater distances (such as beyond 5 km). This represents theoretical visibility or a 'worst case' and needs to be considered in line with fieldwork to ground truth findings. In many cases, small-scale structures such as walls or low-level vegetation provide a degree of filtering. At greater distances, features may also become recessive and may not be discernible by the human eye. For this reason, some longer-distance viewpoints are included to demonstrate the effect of distance on visibility. Where the ZTV shows no potential visibility, it is predicted that no part of the proposed development would be seen, and these areas have been scoped out of the assessment.

18.6 Assessment Criteria

- 18.6.1 The general criteria used to assess if an effect is significant or not, is set out in Chapter 2, section 2.8 and 2.9, further details are provided herein. This is determined by consideration of the sensitivity of the receptor, magnitude of impact and scale of the effect. In considering the significance of an effect, consideration has been given to the duration of the effect, the geographical extent of the effect and the application of professional judgement.

Receptor Sensitivity/Value Criteria

Landscape Receptor Sensitivity

- 18.6.2 The sensitivity of landscape receptors to change arising from the type of development proposed is defined as low, medium or high based on professional interpretation, combining judgements of the value attached to the landscape and susceptibility to the type of development proposed.
- 18.6.3 Landscape receptors include the different character types or areas that may be affected by the proposed development, as well as landscape designations and classifications within the study area.
- 18.6.4 The value attached to landscape receptors (landscape character) is reflected by landscape designations and the level of importance that they signify. However, landscape designations are not the sole indicator of landscape value. The following factors also are considered when judging the value of receptors:
- Landscape quality;
 - Scenic quality;
 - Rarity;
 - Representativeness;
 - Conservation interest;
 - Recreation value;

- Perceptual aspects; and
- Cultural associations.

- 18.6.5 Susceptibility refers to the landscape receptors' ability to accommodate the type of development proposed without undue consequences for the maintenance of the baseline situation and/or the landscape planning policies and strategies.
- 18.6.6 The susceptibility of landscape character to change is defined as low, medium or high based on an interpretation of a combination of factors including:
- Scale and pattern of the landscape and its elements/features;
 - Simplicity or complexity of the landscape;
 - Nature of skylines;
 - Landscape quality or condition;
 - Existing land use;
 - Visual enclosure/openness of views; and
 - Scope for mitigation, which would be in character with the existing landscape.

Visual Receptor Sensitivity

- 18.6.7 The sensitivity of visual receptors is defined as low, medium or high based on professional interpretation, combining judgements of their susceptibility to the type of development proposed, and the value attached to the views. Visual receptors consist of the person or group of people likely to be affected within the study area.
- 18.6.8 The susceptibility of different visual receptors to change in views and visual amenity varies according to the following:
- Occupation or activity of people experiencing the view at particular locations;
 - Extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at that particular location; and the
 - Visual amenity and scenic qualities which form an integral part of receptors' experience and expectations.
- 18.6.9 Therefore, the susceptibility or sensitivity of visual receptors has been classified as set out in Table 18-3.

Table 18-3: Receptor Sensitivity Criteria	
Sensitivity	Criteria
Low	People engaged in outdoor sports or recreation (other than appreciation of the landscape), people in commercial buildings, and other locations where people's attention may be focused on their work or activity, rather than their surroundings.
Medium	General road users, commuters and travellers not focused on the landscape.
High	Residents of dwellings; users of outdoor recreational facilities including strategic recreational footpaths, cycle routes or rights of way, whose attention is focused on the landscape; visitors to cultural/historic assets, important landscape features with physical, cultural or historic attributes; beauty spots or picnic areas. Travellers on key tourist routes including passengers on trains and ferries where visual amenity and scenic qualities form an integral part of receptors experience and expectations.

Impact Magnitude Criteria

- 18.6.10 Each of the landscape and visual effects identified are evaluated in terms of their size or scale, the geographical extent of the area influenced, and their duration and reversibility, to provide a magnitude of impact rating. The magnitude of impact arising from a proposed development may be classified as none, negligible, slight, medium or substantial.

¹⁰ https://landscapewpstorage01.blob.core.windows.net/www-landscapeinstitute-org/2019/09/LI_TGN-06-19_Visual_Representation.pdf (Accessed on 28/9/22)

18.6.11 The criteria for determining the magnitude of impact on landscape receptors is based on the interpretation of a combination of largely quantifiable parameters, as follows:

- Distance of the receptor from the proposed development;
- Extent of existing landscape elements that would be lost or the addition of new ones;
- Proportion of the total extent of the landscape elements that this represents;
- Degree to which aesthetic or perceptual aspects of the landscape would be altered by the removal of existing components or altered by the addition of new elements;
- Context in which the proposed development would be seen (i.e., similar land uses in the vicinity of the proposed development);
- Geographic area over which the loss of landscape elements would be perceived;
- Alteration of the skyline/altering the vertical scale in relation to the existing landscape features;
- Duration of the change; and
- Reversibility of the change.

18.6.12 The criteria for determining the magnitude of impact in visual amenity are as follows:

- Scale of change in the view, considering the loss or addition of features in the view and changes in its composition, including the proportion of the view occupied by the proposed development;
- Degree of contrast or integration of any new features or changes in the landscape with the existing or remaining landscape elements and characteristics in terms of form, scale and mass, line, height, colour and textures;
- Nature of the view of the proposed development;
- Relative amount of time over which it will be experienced and whether views will be full, partial or glimpsed;
- Angle of view in relation to the main activity of the receptor;
- Distance of the viewpoint from the proposed development; and
- Extent of the area over which the changes would be visible.

18.6.13 The magnitude of impact has been classified as none, negligible, slight, medium or substantial, in accordance with the criteria set out in Table 18-4.

Table 18-4: Impact Magnitude Criteria	
Magnitude of Impact	Criteria
None	No discernible change apparent.
Negligible	Represents a barely discernible loss or alteration to one or more key elements, features or characteristics of the baseline conditions. The underlying landscape character or view composition would be essentially unchanged.
Slight	Constitutes a partial loss to one or more key characteristics of the landscape or views. Localised effects within an otherwise unaltered landscape or visual context.
Medium	Represents a notable alteration or loss of key elements, features or characteristics of the landscape character and/or composition of views. The proposed development is prominent, but not dominant. In such circumstances, the proposed development may become ‘a’ defining characteristic of the view of the landscape, but not ‘the’ defining characteristic.
Substantial	Total loss or considerable alteration to key elements, features or characteristics of the landscape character and/or composition of views. The proposed development is highly prominent or even dominant and could become the defining characteristic of views and landscape character.

Scale of Effect Criteria

18.6.14 As identified in the GLVIA3, effects on landscape and visual receptors are identified by establishing and describing the changes to the landscape and visual baseline resulting from the different components of the proposed development.

18.6.15 Effects are assessed by comparing the sensitivity of receptors and the magnitude of impact anticipated during the demolition and construction and operational stages of the development, as set out in Table 18-5. For the purposes of this assessment, **Major** and **Major/Moderate** effects are considered significant in landscape and visual terms.

18.6.16 It should be noted that the matrix in Table 18-5 below is intended to represent a starting point and to provide a clear explanation of the assessment criteria, but further narrative has been included in the assessment to explain judgements. In determining the significance of reported effects, consideration has been given to the type of effect i.e. direct, indirect or secondary, the geographical extent of the effect and the duration of the effect i.e. temporary that is considered to be either short-term (up to 5 years) or medium-term (5-10 years) or long-term (10 years or more).

Table 18-5: Scale of Effect Criteria					
Sensitivity of Receptor	Magnitude of Change (impact)				
	None	Negligible	Slight	Medium	Substantial
Low	None	Minor/None	Minor	Moderate/Minor	Moderate
Medium	None	Minor	Moderate/Minor	Moderate	Major/Moderate
High	None	Moderate/Minor	Moderate	Major/Moderate	Major

Nature of Effect Criteria

18.6.17 The nature of the effect is in accordance with Chapter 2 and has been described as either adverse, neutral or beneficial.

Assumptions and Limitations

18.6.18 As discussed above, ZTV analysis demonstrates a worst-case analysis and is tested using field study to establish the potential extent of visibility.

18.6.19 Due to the transient nature of the site, the following limitations shall be taken into account:

- Tidal and Water Height Fluctuations:** Tides can alter the appearance and visible footprint of the dock. High tides might submerge lower parts of the infrastructure, reducing perceived size and impact. Low tides can expose additional components, potentially increasing perceived impact. Tide can also influence the height of vessels in relation to the infrastructure, potentially increasing and decreasing their perceived impact.
- Nature of Dock Activity:** The site is an active working dock, with ships coming and going and activities that can change daily or even hourly. Large vessels docking, periods of high congestion or complete inactivity would present a very different image and potential impact, and ship schedules do not always align with optimal timing for visual assessments.
- Artificial lights:** Levels of artificial lighting and their appearances at the Dock and the wider Dock area are variable based on the night-to-night Dock activities and the type of vessels staying overnight. The reflection of artificial lights is also dependent on the weather and conditions for visibility. Capturing the full range of lighting conditions over time is challenging due to the transient and changeable nature of dock operations and vessel schedules.

18.6.20 Each photograph represents a moment in time and cannot encapsulate the full range of conditions that might affect the baseline visual impact of the dock. Therefore, while the photographic records presented in Technical Appendix 18.4 form a crucial element of the baseline for the LVIA, they should be considered within the context of the limitations identified above. These variables make the establishment of a consistent predictive baseline challenging.

18.6.21 Assessment is based on the drawings and project description provided in Chapter 4: Proposed Development Description. There is limitation to the design detail data available at this stage of the project, such as a detailed lighting design.

- 18.6.22 It is assumed that there would be an increase in lighting at the site due to the increase in dock area, and lighting used would be similar to existing lighting used on site.

18.7 Baseline Conditions

Existing Landscape Baseline

Landscape Context of the Study Area

Topography and Hydrology

- 18.7.1 The proposed development is located north of the Falmouth Peninsula, where the Penryn River channel meets the Carrick Roads Estuarine Area. The existing dock extends northwards into the harbour with the main water of Carrick Roads to its east, Penryn Channel to its northwest and Flushing Beach approximately 400 m to its north. The St Mawes headland is located 2 km to the east across the Carrick Roads Estuarine Area.
- 18.7.2 The Carrick Road Estuarine Area encompasses one of world's largest and deepest natural harbours. The Carrick Road Estuarine Area is located between the Falmouth and Roseland Peninsulas, with the estuary mouth formed by the headlands at St Anthony and Pendennis Point.
- 18.7.3 The character of the landscape is a result of a network of rivers, the Fal, Penryn, Carnon and Percuil cutting into the undulating plateau landform, creating valleys and creeks, such as Trethem and St Just creeks to the east and Mylor and Restronguet Creeks to the west. The interaction between the coast and underlying geology creates a mix of topography along the estuary shoreline and exposed coastline, including gently sloping topography towards intertidal areas such as around Flushing and Mylor, which contrast with the sheer and rugged cliffs that are a feature of headlands, such as St Mawes, St Anthony Head and Pendennis Point. Sandy beaches are found in sheltered areas of the estuary shoreline, examples include Flushing and Tarvern.
- 18.7.4 The topography effectively creates an introspective, relatively sheltered estuary separated by undulating hills that rise above 70 m AOD towards Carclew, Tregew, Restronguet, Carwarthen, Halwartha and Bohortha. To the southwest, the land rises above 100 m AOD at Buddock and Trewen. The Argal and College Reservoirs sit at approximately 85 m AOD on the edge of the study area, 5 km west of the proposed development. Further to the northwest and west, the topography rises to approximately 200 m AOD at the highest point, forming exposed open moorland that provides a backdrop to views westward from the estuary (refer to Figure 18.2, Appendix 18.1).

Land Use

- 18.7.5 The site is an operational port located on the north-facing estuarine shoreline of Falmouth Town. It is located within the industrial docks area of Falmouth which has been the centre of a major port since the early twentieth century. The predominant land use is that of a working industrial port with visible large storage tanks, and industrial-scale buildings of historical and more modern form. Crane structures are notable elements within the port and are visible from the surrounding area. The existing quay areas are of varying quality with some areas of timber wharf in obvious disrepair. Large industrial redbrick buildings with sawtooth roofs are orientated north to south and form a prominent permanent feature within the dock setting, with the more modern industrial 'hanger' type buildings in proximity to the dry dock area to the east (refer to VP1, baseline photography, Technical Appendix 18.4). Details of shipping activities associated with the Docks is discussed in Chapter 4: Proposed Development Description. The dock is a dynamic landscape with large military vessels, cargo ships, smaller vessels, and other waterborne structures such as jack up barges regularly present for periods of time.
- 18.7.6 Falmouth Docks Rail Station is located 250 m south of the site with an average of 375 daily passengers using the station¹¹. The Falmouth High Street is 850 m west of the site, running parallel to the coast. Falmouth Town and the shoreline area have various commercial and tourism activities, including museums, ferries, shops and numerous restaurants. The wider Falmouth town is west from the coast with mostly

residential neighbourhoods and hotels. The Falmouth University campus (900 m west of the sites) is also an important land use located close to the Falmouth Town rail station.

- 18.7.7 Falmouth has many existing marine-related activities, including recreational boating, fishing (commercial and recreational) and commercial ferry routes and vessels using the Carrick Roads.
- 18.7.8 The study area is a geographically significant location for naval defence both historically and in the modern day. Historical fortifications at St Mawes (1.8 km east of the sites) and Pendennis (1 km southeast of the sites) frame the estuary entrance; these are now tourist attractions owned by English Heritage. St Anthony's Head Battery (3.2 km southeast of the sites) was a more contemporary fortification that was functional until 1956. It is now a small museum owned by National Trust and contains an outlook viewpoint. Naval vessels are often seen in Carrick Roads Estuary or docked at the site.
- 18.7.9 Areas surrounding settlements are predominantly used for agriculture, both pastoral and arable (refer to Figure 18.3, Technical Appendix 18.1) with areas of woodland on steeper valley slopes. Some areas form parklands and gardens open to the public such as Enys Gardens to the northwest and Penjerrick to the southwest. To the south, Falmouth Golf Club is situated between Swanpool and the Coast. Other areas of industrial and commercial land are located on the edge of Falmouth and Penryn settlements to the west.

Land Cover

- 18.7.10 The site is predominantly comprised of hard surfacing, with the existing dock wharf areas extending into the middle of the Fal estuary. There are several grass strips on the causeway and causeway head, some ruderal species, such as *buddleia davidii*, are often found along these strips.
- 18.7.11 Vegetation and landcover west and northwest of the site is mainly urban in character, with associated street trees, parks and gardens. The most significant group of vegetation is located south of the site where deciduous woodland occurs on the slopes of the Pendennis Headland with open grassland around Pendennis Castle (1 km southeast). A green corridor runs along the railway track between Falmouth Docks station to the south, to Penryn station and beyond to the northwest of the site.
- 18.7.12 To the north and east of the study area, across from Carrick Roads, the landscape falls within the South Coast Central area of the CNL and generally comprises agricultural fields, crisscrossed by hedgerows. Hedgerows found here are often Cornish Hedgerows, which have cultural and environmental value. Areas of deciduous woodland frequently occur on the gently sloping hills as they descend to meet the shoreline such as Kinquay Wood to the north and the woodland around Cricknath Point to the east. Scattered farm residences and small nucleated settlements are characteristic of the north and east of the area such as Bohortha, St Just in Roseland, Mylor Churchtown and Flushing (refer to Figure 18.3, Technical Appendix 18.1).

Settlements

- 18.7.13 Falmouth town is the largest settlement within the study area. The settlement encompasses most of the entire peninsula. The development extends from the coastline, along the main road A39, and includes Falmouth University and the rail stations. Falmouth is closely linked in the northwest to the adjoining settlement Penryn (3 km northwest of the site), a smaller town developed around Penryn River and the Quay Harbour. Falmouth Harbour and Penryn merge along the western side of the estuary into a continuous urban element within the landscape, before transitioning to agricultural land in upland areas.
- 18.7.14 Smaller settlements associated with creeks and harbours are located in the north and east of the study area, including Flushing (900 m north of the site), Mylor Bridge (3.7 km northwest of the site), St Mawes (2.8 km northeast of the site) and St Just in Roseland (3.5 km north-east of the site). Scattered farmhouses and dispersed, small settlements linked by a network of minor roads can be found across the agricultural area of the CNL (refer to Figure 18.3, Technical Appendix 18.1).

¹¹ Data taken from Railwaydata.co.uk (<https://www.railwaydata.co.uk/stations/overview/?TLC=FAL>) Accessed on 03 December 2024.

Transport Routes

- 18.7.15 Transport routes are shown in Figure 18.4, Technical Appendix 18.1. The A39 is the main vehicle route in Falmouth and the western area of the study area, linking to the A393 to the northwest. The B3292 links the A39 to Penryn. In the east of the study area, the A3078 and B3289 are the main routes, and their alignment follows higher land along ridgelines.
- 18.7.16 Within the estuary, many vessel types are used, including transport ferries crossing the water and recreational boats moored in the marinas and on the water. Ferry stops in Falmouth are located at the Prince of Wales Pier (400 m west of the site) and Custom House Quay (300 m southwest of the site) with routes to St. Mawes (all year with seasonal ferries crossing from St. Mawes to Place), Flushing (all year), Trelissick and Malpas (seasonal). Large commercial and military vessels are frequently moored at the docks and move within the Carrick Roads Area. Vessel activities at Falmouth Docks are summarised in Chapter 4: Proposed Development Description.
- 18.7.17 Falmouth and Penryn are linked to the national rail network. The track emerges from undergrounding at School Hill in the northwest of the study area, progressing to Penryn Station before traversing the Collegewood Viaduct to continue to Falmouth Station (located 700 m southwest of the site) where the track then continues to Falmouth Docks Rail Station (250 m south of the site).
- 18.7.18 As shown in Figure 18.4, Technical Appendix 18.1, multiple local and national Public Rights of Way (PRoW) and footpaths cross the study area. There are a mix of footpaths within the urban area of Falmouth and more rural footpaths within the Cornwall National Landscape, which are mostly along the coastlines.
- 18.7.19 The South West Coastal Path is a National Trail and is part of the England Coast Path (ECP) that crosses the study area along the seaward-facing coast. The path follows the coastline around St Antony's Head round to Place Ferry Jetty where the users of the path would continue the route by crossing the Fal estuary via Ferry from Place to St Mawes and then on to Falmouth at Prince of Wales Ferry Landing. The path then extends south of the site, 275 m away at the closest point, around the Pendennis headland, and then continues southwest along Falmouth Bay.

Landscape and Seascape Character

- 18.7.20 Figure 18.5, Technical Appendix 18.1 shows the location and extent of the regional Cornwall Character Areas (CCA) and Marine Character Areas (MCA) within the study area. Figure 18.6, Technical Appendix 18.1 shows the location and extent of Local Landscape Character Area (LLCA/LLCT) and Townscape Character Areas (TCA). The following regional and local landscape character assessments are found within the study area and are used to inform this assessment:
- Natural England National Character Area (NCA) Profile 152 Cornish Killas¹²;
 - Seascape Character Assessment for the South West Inshore and Offshore Marine Planning¹³ ;
 - Cornwall Council Landscape Character Assessment 2023 Review¹⁴;
 - Falmouth Neighbourhood Development Plan 2020 to 2030¹⁵ Townscape Character Type;
 - Local Landscape Character Assessment for the Roseland 2014¹⁶; and
 - Mylor Parish Neighbourhood Development Plan¹⁷.

The character areas within the study area that would have potential for theoretical visibility of the proposed development based on the findings of the ZTV include:

¹² Natural England. (2014). NCA Profile:152 Cornish Killas (NE547). [Online]. Natural England. Available at: <https://publications.naturalengland.org.uk/publication/6654414139949056#:~:text=NCA%20Profile%3A152%20Cornish%20Killas%2> [Accessed 8 August 2024].

¹³ Marine Management Organisation. (2018). Seascape Character Assessment for the South West Inshore and Offshore marine planning. [Online]. Gov.uk. Available at: https://assets.publishing.service.gov.uk/media/5bcdac89ed915d43285418d7/South_West_-_Seascape_character_assessment_repor [Accessed 7 August 2024].

¹⁴ LUC. (2023). Landscape Character Assessment 2023 Review. [Online]. Cornwall Council. Available at: https://map.cornwall.gov.uk/reports_CCA/LUC_Landscape%20Assessment%202023%20Review%20report.pdf [Accessed 7 August 2024].

¹⁵ Falmouth Neighbourhood Plan Stakeholder Group. (2020). Falmouth Neighbourhood Development Plan 2020 to 2030. [Online]. planforfalmouth.info. Available at: <https://planforfalmouth.info/wp-content/uploads/2020/05/falmouth-neighbourhood-development-plan-post-examination-version> [Accessed 8 August 2024].

- NCA 152 Cornish Killas (scoped out – refer to table 18-2 above);
- Marine Character Area (MCA) 49: South Cornwall Coastal Waters and Estuaries;
- Cornwall Character Area (CCA) 16 Falmouth to St Mawes¹⁸;
- CCA11 Helford Ria ¹⁹;
- Falmouth Townscape Character Area (TCA) 3 Waterfront;
- Falmouth TCA 4 The Cliff;
- Falmouth TCA 5 Terraced Suburbs (scoped out – refer to table 18-2 above);
- Falmouth TCA 6 Seaside resort and wooded suburbs
- Roseland Local Landscape Character Area (LLCA) Garrans;
- Roseland LLCA St Just in Roseland;

- Mylor Parish Local Landscape Character Type (LLCT) – Steep-sided river valley – Arable and Pasture.

- 18.7.21 The key landscape characteristics and features expressed within the study area, and sensitivity judgement to the type of development proposed, are provided in Table 18.3.1 and 18.3.2, Technical Appendix 18.3. Due to the local focus and varied quality of local landscape character assessment available, some landscape character descriptions are supplemented with field work findings during site reconnaissance to the Falmouth TCA, Roseland LLCA and Mylor Parish LLCA to improve accuracy.

Landscape Designations and Classifications

- 18.7.22 The locations and extent of landscape designations and classifications with theoretical visibility of the proposed development are shown in Figure 18.8, Technical Appendix 18.1. The key characteristics and sensitivity ratings for designations and classifications included within this assessment are set out in Table 18.3.3, Technical Appendix 18.3. For the purposes of the SLVIA, the identified designations have been assumed to have a **High** sensitivity (i.e., High Value and High susceptibility to the type of development proposed). The following landscape designations and classifications have theoretical visibility of the proposed development:
- Cornwall National Landscape (CNL), Section 9 South Coast Central²⁰:
 - Fal Ria;
 - The Roseland;
 - CNL Section 8 South Coast Western:
 - The Helford River;
 - Heritage Coast – The Roseland; and
 - Maylor Parish Areas of High Landscape Value (AHLV):
 - AHLV 4 Riverside fields and woodland²¹.
- 18.7.23 Although the Heritage Coast is not a statutory designation, the classification seeks to conserve, protect and enhance the natural beauty of the coastline. The NPPF requires local authorities to “maintain the character of the undeveloped coast, protecting and enhancing its distinctive landscape”. Of relevance to this assessment, within the Cornwall Local Plan proposals are required to protect the natural beauty of the coast, whilst complementing the natural beauty and heritage features. As the area falls within the CNL, Section 9, the Heritage Coast is not assessed separately, as any effects on the natural beauty and heritage elements are considered as part of the CNL designation.

¹⁶ Roseland Plan. (2014). Local Landscape Character Assessment for the Roseland. [Online]. roselandplan.org. Available at: https://www.roselandplan.org/uploads/2/1/4/5/21457108/llca_-_01.12.2014.pdf [Accessed 8 August 2024].

¹⁷ Mylor Parish. (2021). Mylor Parish Local Landscape Character Assessment. [Online]. Mylor Parish Council. Available at: <https://mylorflushingplan.uk/wp-content/uploads/2021/05/EB04-Landscape-Character-Assessment.pdf> [Accessed 8 August 2024].

¹⁸ https://map.cornwall.gov.uk/reports_CCA/Cornwall%20CCA16%20Falmouth%20to%20St%20Mawes.pdf

¹⁹ https://map.cornwall.gov.uk/reports_CCA/Cornwall%20CCA%2011%20Helford%20Ria.pdf

²⁰ Cornwall AONB Partnership. (2022). Cornwall Area of Outstanding Natural Beauty Management Plan 2022-2027. [Online]. Cornwall AONB Partnership. Available at: <https://cornwall-landscape.org/wp-content/uploads/2023/11/plan-fixed-and-wheel-XS.pdf> [Accessed 11 September 2024].

²¹ <https://mylorflushingplan.uk/wp-content/uploads/2021/05/EB04-Landscape-Character-Assessment.pdf>

Nighttime Landscape

- 18.7.24 Lighting would have a direct impact on the site landscape character and an indirect impact on the surrounding landscape character in the nighttime. The impact would likely be smaller than in daytime, as there are fewer visual receptors at night and most features of the site are less visible in the dark. Therefore, most of the daytime character will not be evident at night. The likely nighttime visual impact would be the lighting of the proposed development on landscape character and landscape designation with dark nighttime character.
- 18.7.25 Figure 18.7 shows the light intensity of the study area using the CPRE, The Countryside Charity, Light Pollution and Dark Skies data²². It demonstrates that the urban area around the site, Falmouth and Penryn have high baseline levels of artificial light at night. Therefore, lighting is unlikely to have an important impact on the urban LCA and TCA. Rural Landscape across Carrick Roads and Fal Ria are more sensitive to a change in levels of lighting.
- 18.7.26 Dark skies are one of the special qualities of the AONB and contribute to the sense of tranquillity and remoteness. However, it is important to note that there is no dark skies park within the study area. The part of the AONB with view of the site is already affected by the working dock facilities and vessels.
- 18.7.27 The following LCA nighttime landscape character baseline is described in Table 18.3.5, Technical Appendix 18.3:
- CCA 16 Falmouth to St Mawes.
- 18.7.28 Nighttime baseline description of the following landscape designation and classification are set out in Table 18.3.5, Technical Appendix 18.3:
- Cornwall CNL Section 9 South Coast Central

Existing Visual Baseline

- 18.7.29 Falmouth Docks is an established and prominent landscape and seascape feature within the Fal Ria. Its large dock structures, associated buildings and crane are visible along the estuary shorelines, from coastal and elevated areas.
- 18.7.30 The docks offer a range of services including ship repairs (a 'Centre of Excellence' for the Ministry of Defence and other vessels²³), cargo handling (handling over 100,000 tonnes of products annually) and cruise ship facilities. This extensive range of dock-related activity creates a dynamic baseline with a mix of vessel types visiting and docking (in the wet and dry docks areas) for varying timescales as summarised in Chapter 4: Proposed development Description. Cruise vessels typically dock for short periods with vessel sizes of up to approximately 236 m length x 34 m width x 36 m high. Currently Falmouth Docks does not have sufficient underkeel clearance to berth Excellence Class cruise vessels, and they anchor within Falmouth Bay and transport cruise passengers to Falmouth Docks via tender.
- 18.7.31 The busy nature of the docks and urban areas of Falmouth is seen against the contrasting rural backdrop of the coastal landscape with its undulating, rural fields, hedgerows, and wooded shorelines. This juxtaposition creates a visual contrast within views of the surrounding countryside that is characteristic of visual amenity across the study area. Tidal processes create a varied seascape with diurnal changes to the shoreline and areas of exposed vegetation and topography.
- 18.7.32 The mix of recreation and commerce, represented by boats, waterfront businesses, museums and active nightlife within the harbour area creates a vibrant and diverse location. Notably, the harbour accommodates an array of vessels, from military and commercial ships to seasonal cruise liners. Moreover, the area is animated by periodic festivals and regattas, which draw visitors to the seascape with special lighting, firework displays, and an assortment of ships, including large ships and vessels.

- 18.7.33 The range of different landscape, townscape, and seascape that converge within the study area create a visually complex scene. The perspective of visual receptors varies significantly based on their specific vantage point, purpose of visit, and means of transportation.

- 18.7.34 A summary of the visual receptors found within the study area and description of their visual amenity follows.

Visual Receptors

- 18.7.35 Visual receptors are individuals or defined groups of people whose visual amenity or viewing experience may be affected by the proposed development, including:
- Residential receptors;
 - Commuters (roads and ferry users);
 - Walkers on long-range recreational trails including Public Rights of Ways (PRoW) and National Trails; and
 - Tourists visiting coastline, heritage locations, and visitor attractions based on interpretation of landscape and vantage points.
- 18.7.36 Where distances to the proposed development are noted, these approximate distances are measured from the visual receptor to the EIA boundary. Analysis of visual receptors' sensitivity to the type of development proposed is provided in Table 18.3.4, Technical Appendix 18.3. A summary is provided in subsequent sections of this chapter.

Settlements

- 18.7.37 Settlements in the study area that would be subject to views of the proposed development include:
- Falmouth;
 - Flushing;
 - St Mawes; and
 - St Just in Roseland.
- 18.7.38 Settlements are the focus of a range of visual receptors as they participate in various activities associated with an urban setting, such as travel, work and recreation. Sensitivity to the type of development proposed will depend on the receptors' focus on the view while undertaking these activities and their location and surrounding visual amenity. Consequently, sensitivity in settlements will vary from Low to High. In this assessment, the focus is on residential receptors within the settlements as they are considered the most sensitive to change in visual amenity.

Falmouth

- 18.7.39 Falmouth is home to approximately 21,000 people and an estimated 80,000 visitors annually²⁴. Views from the settlement are varied due to the valley topography providing several aspects: north-eastward towards the Fal Ria estuary, which would have a view of the proposed development, and southwards towards Falmouth Bay, which has limited potential for visibility of the proposed development.
- 18.7.40 Views to the northeast of Falmouth extend from the Quay at Penryn River to Pendennis Point. The sloped and terraced landscape on this side of Falmouth provides residential area with open and expansive views of the estuarine seascape and the undulating fields of the CNL to the east and the Port area to the south. Views close to the site and the coast are strongly influenced by the marina, with the vertical masts of moored boats punctuating skylines. Houses and apartments at Pendennis Rise and Tinnars Walk are the closest to the site, and their view is influenced heavily by the dock activities. Residents with views that extend across the site have a baseline view that varies based on the dock activities.
- 18.7.41 There are views across the Fal Ria from the suburban areas to the north, west and northwest higher ground. Elevated views along the terrace northeast of the A39 look down at the residential streets of Falmouth, some with longer distance views across and beyond the site toward St Mawes. These views

²² <https://www.cpre.org.uk/light-pollution-dark-skies-map/> Accessed December 2024

²³ <https://www.ap-group.co.uk/sectors/port-operations>

²⁴ https://www.falmouth.co.uk/download/intepretation_proposal_10f3cc7fee0b8420.pdf

- provide a mix of landscape, townscape and seascape elements that are varied and dynamic with high amenity potential.
- 18.7.42 Overall, residents are judged to have high levels of visual amenity and valued views, many towards CNL and of a unique estuarine seascape. Residents would have medium susceptibility to changes of the type proposed due to the existing dock activity within views. Residential receptors are judged to be of **High** sensitivity to the type of development proposed.
- Flushing*
- 18.7.43 Flushing is located 500 m north of the proposed development. It is a small linear settlement with a mix of two storey terraces, semi-detached and detached housing, orientated along the estuarine shoreline with views across the Penryn River to Falmouth. Sailing and fishing activities attract visitors to Flushing. Views at the quay and waterfront area at the eastern extent of the settlement are expansive and formed by the Falmouth settlement, wider Falmouth Docks site, estuarine waters and glimpses to the sea beyond. Views from the western extent of Flushing are enclosed by the Valley System topography, with Falmouth settlement and Port providing the backdrop to views focused on the Penryn River estuarine seascape. The view of the estuary is characterised by moored boats and quay walls with some woodland and hedgerows softening views of built form. The diverse and dynamic nature of the views provide high-levels of visual amenity that are recognised in the Mylor Landscape Character Assessment as 'iconic views'²⁵.
- 18.7.44 Overall, residents are judged to have high levels of visual amenity and valued views towards the CNL, Penryn and Falmouth across busy estuarine waters. Residents would have medium susceptibility to changes of the type proposed due to the existing dock activity within views. Residential receptors are judged to be of **High** sensitivity to the type of development proposed.
- St Mawes*
- 18.7.45 St Mawes is located 1.8 km east of the proposed development. It is a small coastal settlement with a mix of two storey cottages, terraces and detached houses. The settlement aspect faces towards the St Anthony Headland, but there is a small group of detached houses along Castle Drive facing west towards Falmouth and the site. St Mawes has views across the wide Fal Ria Estuary, including the movement of vessels and boats, and the built settlement edge of Falmouth seen in the background. Falmouth Docks and the wider docks site are located in the foreground of Falmouth, at the coastal edge, with large industrial buildings and infrastructure.
- 18.7.46 Overall, residents are judged to have high levels of visual amenity and valued views towards the CNL, and Falmouth across busy estuarine waters. Residents would have medium susceptibility to changes of the type proposed due to the existing dock activity within views. Residential receptors are judged to be of **High** sensitivity to the type of development proposed.
- St Just in Roseland*
- 18.7.47 St Just in Roseland is 3.5 km northeast of the proposed development. St Just in Roseland is a small coastal village located alongside the St Just Creek. The settlement consists of mainly cottages and detached houses. Views are mostly intimate and enclosed by valley topography, however, there are several longer-distance views of Falmouth and the site.
- 18.7.48 Overall, residential receptors are judged to have high levels of visual amenity and valued views towards the CNL, and Falmouth across busy estuarine waters. Residents would have medium susceptibility to changes of the type proposed due to the existing dock activity within views. Residential receptors are judged to be of **High** sensitivity to the type of development proposed.

Transport Routes

18.7.49 The location and alignment of key transportation routes and footpaths is shown on Figure 18.4, Technical Appendix 18.1.

Marine Transport / Ferry routes

18.7.50 Fal Ria is a key marine transport route connecting various coastal towns, villages, and tourist attractions. Ferry routes cross the Fal Ria with main stops at Falmouth Custom House Quay and Prince of Wales Pier. Ferry users and other marine transport users are likely to be a mix of local commuters and tourists with a primary focus on the view and high levels of visual amenity. The following ferry routes across the Fal Ria within the study area and would have potential for views of the proposed development:

- St Mawes (Falmouth – St Mawes);
- Enterprise (Falmouth -Malpas Via Trelissick – Seasonal: April – October);
- Place Ferry (St Mawes -Place – seasonal); and
- Flushing Ferry (Falmouth to Flushing).

18.7.51 The visual amenity experienced by users of these marine transport routes would vary depending on the dynamic elements within the estuary, and there are contrasts between urban and rural seascape characters within the estuary. Along the western coastline, Falmouth, Falmouth Docks and Penryn display urban characteristics, with bustling maritime activities and man-made shorelines with docks and piers. The northern and eastern coasts are more rural, displaying an array of coastal geological formations, such as beaches and cliffs, small settlements, woodlands, and fields. There are notable landmarks along the Fal Ria shore that are key to the visual amenity, for example, National Maritime Museum, St Mawes Castle, Pendennis Castle, and Falmouth Docks.

18.7.52 Overall marine transport receptor susceptibility to the type of development proposed is expected to be high and with high value attached to the views available. Marine transport users are considered to have **High** sensitivity to the type of development proposed.

Roads

18.7.53 Roads users within the study area include a mix of both commuters and tourists, due to the high level of tourists in the region. These receptors would either be driving and therefore focused on the road or passengers with more focus on the surrounding landscape and visual amenity.

- **A3078:** This road is located 1.8 km east of the site at its closest point (at St Mawes Castle). The route crosses elevated topography to the north of St Mawes, within the CNL and there are panoramic views across the estuary along Windmill Hill providing visual amenity to those using the route, although views would be fleeting along a section of the route and often glimpsed through gaps in high hedgerows.

18.7.54 Overall, transport receptors are judged to have high levels of visual amenity and valued views towards the CNL, and Falmouth across busy estuarine waters. Drivers would be expected to have medium susceptibility to changes of the type proposed due to less focus on views whereas passengers would be expected to have high sensitivity due to focus on the view. Transport receptors are judged to be between **Medium** and **High** sensitivity to the type of development proposed.

Recreational Routes

18.7.55 Recreational routes with the potential for a view of the proposed development include the following:

- **South West Coast Path** (National Trail) is the UK's longest and is described as its 'best-loved' National Trail²⁶. Within the study area, the route extends along the seaward coast from the east to St Anthony's Head and around to the seasonal ferry stop at Place, where users can take the ferry from St Mawes to Falmouth Ferry where the trail then continues around Pendennis Head and along the coast to the south. Users of the path experience diverse coastal views with high visual

²⁵ <https://mylorflushingplan.uk/wp-content/uploads/2021/05/EB04-Landscape-Character-Assessment.pdf>

²⁶ <https://www.southwestcoastpath.org.uk/>

amenity. Within the study area, views would include open exposed coastal views along the north section of the path, from the ferry route, and from points along the path to the south of the proposed development that would include views across the docks and views towards Falmouth and the south to the English Channel and the coastline towards the Helford Estuary.

- **Local Public Right of Way (ProW)** form a network across the area predominantly along the estuarine coast with views across the Fal Ria towards the CNL and Falmouth. The local PRoW with potential for views of the proposed development include:
- **PRoW 304/32** (457 m at its closest point) on the north-facing aspect of Falmouth, within a small green space at Wodehouse Terrace. The route has a view across the water of Carrick Road towards Mylor Peninsula. There is a vista to the active marina and Falmouth Docks, framed by the green space and houses of Falmouth.
- **PRoW 311/16** (1.5 km at its closest point) extends north from Penryn Estuary, towards Sailors Creek. It is located within an open field enclosed by dense hedgerows and occasional trees. The view towards Greenbank at Falmouth opens up as the footpath crosses higher land, but it is partially filtered by intervening vegetation.
- **ProW 311/22** (2 km at its closest point) along the western coast of Mylor headland, has a rural character with the coastline on one side, and open grassland on the other. There is a view of the settlement edge of Falmouth when facing south.
- **PRoW 322/12** (2.5 km at its closest point) extends along the St Mawes/St Just in Roseland coastline. The footpath has an open view within a rural setting but has longer-distance views across Carrick Road, towards Mylor Peninsula and the settlement edge of Falmouth.
- **PRoW 322/17** (2.5km at its closest point) extends around St Mawes Castle, at a slightly elevated position from the coastline. The view is expansive and includes St Mawes Castle, Carrick Road, Pendennis Castle, and the built settlement edge and industrial area of Falmouth.

18.7.56 PRoW and National Trail users tend to focus on the landscape and visual amenity of their surroundings and are expected to have high susceptibility. The value attached to the views along routes within the study area tend to be high and therefore recreational route users considered as **High** sensitivity to the type of development proposed.

Tourist Attractions

18.7.57 The study area includes a range of features that attract visitors to the area that are set out below:

- **St Mawes Castle:** This English Heritage Site is located 1.8 km east of the site. It has wide panoramic views of a vast sky, open water, and the rural and urban landscape across Carrick Road, along the coastline and the English Channel. Falmouth, Falmouth Docks and Pendennis Head area seen directly across Carrick Road. The castle and view of other historical coastal fortifications (Pendennis Castle) form a striking contrast with the relatively modern Falmouth Docks nearby. This juxtaposition offers a sense of the passage of time, illustrating the changes from historical maritime operations to contemporary activities.
- **St Anthony Head:** A historical military battery, now a National Trust property, noted for its 'commanding views across the Fal estuary and beyond'²⁷. It is located 2.9 km southeast of the site. The views available are panoramic and directed across the Fal Ria and out to the broader seascape of the English Channel. The extensive outlook is recognised as an OS map viewpoint. The area is remote and exposed, providing a sense of isolation due to views of the open coast from steep-sided cliffs. Falmouth Docks is seen from the west against the backdrop of the wider Falmouth settlement.
- **Flushing Beach:** This popular beach is located 400 m north of the site. The beach has a vantage towards Falmouth Docks with the commercial activity of the port providing a prominent landscape feature within views from this location. The beach attracts visitors for recreation and waterside activities with relatively enclosed views along the Penryn River estuary and towards Falmouth.

There are some glimpses of longer distance views to the Southwest across the Fal Ria to the mouth of the estuary and St Anthony's Head.

- **Falmouth Waterfront:** The waterfront area is located approximately 150 m northwest of the site from its closest point. The area can be accessed up to the Greenbank Hotel. The waterfront contains the National Maritime Museum, and restaurants as well as the boat moorings facilities at Port Pendennis Marina and at the North Quay, Quay Street. Views are a mix of enclosed views between waterfront buildings and moored vessels, and open vistas across a section of the Fal Ria. The visual amenity available to visual receptors is enhanced by the area's diversity and dynamic nature with moving vessels and water. Falmouth Docks and associated vessels are often a prominent feature in views from the waterfront. The wooded Pendennis headland, the rural landscape at St Mawes and Flushing across the waters of the Carrick Road often form a backdrop to the busy estuary views.

18.7.58 Visitors to tourist destinations are generally expected to be focused on the location and surrounding area and high visual amenity and a high value is attached to the views available. They are expected to have high susceptibility to the type of development proposed. Therefore, recreational tourist receptors at the locations identified above are considered to have **High** sensitivity to the type of development proposed.

Nighttime Visual Receptors

18.7.59 Lighting would have an impact on visual receptors at nighttime. In general, nighttime visual receptors would be less sensitive than daytime visual receptors, as it is assumed that at night there would be fewer receptors in outdoor public space. Lighting would have an impact on residential receptors, but they would be focused on indoor activities during the hours of darkness and may draw their curtains.

18.7.60 The site is located in Carrick Roads, with Falmouth to its west, which has a bright and urban nighttime visual amenity. Main visual receptors from Falmouth are the residential receptors, who are less susceptible to increase in lighting due to the bright baseline.

18.7.61 Outside of Falmouth and Penryn, to the east of Carrick Roads, the landscape characters are rural and remote, there are very few light sources from that part of the study area, except for a few settlements. However, the settlements at St Just in Roseland, St Mawes and users of recreational routes have views towards Falmouth, Falmouth Docks and vessels within Carrick Roads, which are brighter and transitory. Whilst these have higher susceptibility to increase of lighting than the urban receptors, their susceptibility is considered to be medium. The following nighttime receptors are considered likely to be affected by the lighting of the proposed development:

- Residential Settlement: Falmouth;
- Residential Settlement: St Just in Roseland;
- Residential Settlement: St Mawes;
- Recreational Route: South West Coast Path;
- Recreational Route: PRoW 322/12; and
- Recreational Route: PRoW 322/4.

18.7.62 Nighttime visual receptor description and sensitivity of receptors are detailed in Table 18.3.6 in Technical Appendix 18.3. Representative nighttime photography and visualisations are shown in Technical Appendix 18.5.

Representative Viewpoints

18.7.63 To assess the potential effect of the proposed development on landscape and visual amenity generally, a series of representative viewpoints have been selected. The effects on specific landscape and visual receptors at these locations are assessed to provide an overview 'in the round' of a range of receptors at different orientations and distances to the site. A detailed description of each of these viewpoints and the detailed residual effects assessment are presented in Technical Appendix 18.6: Viewpoint Assessment. A summary of the viewpoint locations and receptors the viewpoints represent are detailed in Table 18.4

²⁷National Trust, St Anthony Head 'About' Available at: <https://www.nationaltrust.org.uk/visit/cornwall/st-anthony-head> (Accessed 03/09/2024)

below. The viewpoint locations are shown in Figure 18.1, Technical Appendix 18.1. Baseline images for Viewpoints are provided in Technical Appendix 18.4.

18.7.64 Nighttime Viewpoint Assessment has been carried out for Viewpoints 4, 10, 12 and 14. The nighttime viewpoint baseline description and detailed residual effects assessment are presented in Table 18.6.3, Technical Appendix 18.6.

View point	Location (Easting, Northing) and Direction of View (Degrees)	Description and Distance from Site	Landscape Receptor Type and Sensitivity	Visual Receptor Type and Sensitivity
1	181991, 032372 330°	Pendennis Rise 275 m	CCA16 Falmouth to St Mawes: High Falmouth TCA 6 Seaside resort and wooded suburbs: Medium	Recreational Route – South West Coastal Path: High
2	181314, 32443 45 °	National Maritime Museum, Cornwall 173 m	CCA16 Falmouth to St Mawes: High Falmouth TCA 3 The Waterfront: High	Tourist Attraction – Marina/Waterfront: High
3	180884, 32546 45 °	Wodehouse Terrace 537 m	CCA16 Falmouth to St Mawes: High Falmouth TCA 4 The Cliff: High	Residential Settlement – Falmouth: High Recreational Route - PRoW 304/32 : High
4	180579, 33548 110 °	Greenbank Open Space / Pier at the Greenbank Hotel 173 m	CCA16 Falmouth to St Mawes: High Falmouth TCA 4 The Cliff: High	Tourist Attraction – Marina/Waterfront: High
5	180230, 33193 100 °	The Beacon Public Open Space 1.2 km	CCA16 Falmouth to St Mawes: High Falmouth TCA: Terraced Suburbs Medium	Residential Settlement and People Undertaking Passive Recreation – Falmouth: High
6	180169, 34258 135 °	PRoW 311/16 near Trevisson House and Sailors Creek 1.6 km	CCA16 Falmouth to St Mawes: High Mylor LLCA Steep-sided river valley – arable: High CNL Section 9 South Coast Central – The Fal Ria: High	Recreational Route – PRoW 311/16: High
7	181531, 33622 160 °	Flushing Beach 406 m	CCA16 Falmouth to St Mawes: High Mylor LLCA Steep-sided river valley – arable: High CNL Section 9 South Coast Central – The Fal Ria: High Mylor AHLV 4 Riverside fields and woodland – High	Tourist Attraction – Flushing Beach: High Residential Settlement – Flushing: High
8	182543, 34345 200 °	PRoW 311/22 between Penarrow Point and Trefusis Point	CCA16 Falmouth to St Mawes: High Mylor LLCA Steep-sided river valley – arable: High	Recreational Route – PRoW 311/22: High

		1.2 km	CNL Section 9: South Coast Central – The Fal Ria: High Mylor AHLV 4: Riverside fields and woodland – High	
9	1842260, 34812 225 °	PRoW 322/12 between St Just in Roseland and St Mawes 2.7 km	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Roseland: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Recreational Route -PRoW 322/12: High
10	184091, 32725 270 °	St Mawes Castle 1.8 km	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Roseland: High CNL Section 9: South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Tourist Attraction – St Mawes Castle: High Recreational Route – PRoW 322/17: High Residential Settlement – St Mawes: High Transport Route - A3078: Medium
11	184611, 32106 290 °	South West Coast Path (near Carricknath Point) 2.5 km	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Garran: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Recreational Route – South West Coast Path: High
12	184725 , 031203 315 °	St Antony Head 2.9 km	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Garran: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Tourist Attraction – St Anthony's Head: High Recreational Route – South West Coast Path: High
13	181159 , 032593 80 °	Custom House Quay 332 m	CCA16 Falmouth to St Mawes: High Falmouth TCA Waterfront: High	Tourist Attraction – Marina / Waterfront: High Transport Routes – Marine Transport / Ferry Routes: High
14	184549 , 035520 235 °	St Just in Roseland 3.4 km	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Roseland: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Recreational Route – PRoW 322/12: High Residential Settlement – St Just in Roseland: High
15	180427 , 030567 17 °	Pennance Point 2 km	CCA11 Helford Ria: High	Recreational Route – South West Coast Path: High

Table 18.6: Viewpoints				
			CNL Section 8 South Coast Western – The Helford River: High	

Summary of Sensitive Receptors

18.7.65 The receptors identified as sensitive to the proposed development, and which have been ‘scoped-in’ to the assessment are summarised in Table 18.7.

Table 18.7: Summary of Receptor Sensitivity	
Receptor	Sensitivity
Landscape Character	
CCA 16 Falmouth to St Mawes	High
CCA 11 Helford Ria	High
Falmouth TCA 3 Waterfront	High
Falmouth TCA 4 The Cliff	High
Falmouth TCA 6 Seaside resort and wooded suburbs	Medium
Roseland LLCA St Just in Roseland	High
Roseland LLCA Garran	High
Mylor LLCT Steep-sided river valley – arable and pasture	High
Designations and Classified Landscapes	
CNL Section 9 South Coast Western – Fal Ria	High
CNL Section 9 South Coast Western – The Roseland	High
CNL Section 8 South Coast Central – The Helford River	High
Mylor AHLV 4 Riverside fields and woodland	High
Heritage Coast – The Roseland and The Lizard	High
Seascape	
MCA 49 South Cornwall Coastal Waters and Estuaries	High
Visual	
Settlements	
Falmouth	High
Flushing	High
St Just in Roseland	High
St Mawes	High
Transport Routes	
Marine Transport / Ferry routes	High
A3078	Medium - High
Recreational Routes	
South West Coast Path	High
PRoW 304/32	High
PRoW 311/16	High
PRoW 311/22	High
PRoW 322/12	High
PRoW 322/17	High

Table 18.7: Summary of Receptor Sensitivity	
Tourist Attractions	
Flushing Beach	High
St Mawes Castle	High
St Anthony’s Head	High
Marina / waterfront	High

18.8 Assessment of Effects

- 18.8.1 From the perspective of the SLVIA there are two aspects with the potential to result in significant landscape and visual effects, comprising:
- Activities and elements that would affect the fabric of the landscape; and
 - Elements that would affect the character of the surrounding landscape and the visual amenity of people within it.

Demolition and Construction Effects

- 18.8.2 Most of the resulting landscape and visual effects during the demolition and construction stage of the proposed development would relate to the temporary change in views due to demolition and construction activities, material transportation and the movement of plant machinery around the proposed development. Some of the construction effects would be managed through the adoption of good practice and careful construction management and monitoring regimes, which would be implemented via the CEMP. Due to the industrial and maritime nature of the site, construction activities, movement of materials and movement of plant are not uncharacteristic within the site and its surrounding context. Therefore, receptors within the study area are expected to have reduced susceptibility to construction and demolition activities of the type proposed.

Effects on Landscape Fabric during Demolition and Construction

- 18.8.3 Demolition and construction activities would be expected to have temporary, short-term, reversible and direct effects on the landscape and seascape fabric during the demolition and construction period. The effect would be associated with the disturbance of existing dock infrastructure, such as demolition of old structures, construction of new wharfs, temporary construction plant and compound. There would be no significant long-term change to topography or land use, as these activities would be carried out on the docks and the land use of the site would remain as an operational dock during construction. The construction and demolition activities would increase the level of traffic on transport routes temporarily for the movements of plant and materials; this includes the use of vessels and HGV. These temporary increases in transport and temporary structures would not be uncharacteristic in an operating dock, and would be difficult to distinguish from typical day-to-day activities.
- 18.8.4 Overall, there would be no permanent change to the landscape fabric during the demolition and construction stage. Effects on the landscape fabric would be temporary, short-term and localised within the area of the docks, and within an otherwise unaltered landscape and visual context.
- 18.8.5 Consequently, the overall magnitude of impact would be **Slight** and the effect on the landscape fabric would be **Moderate Adverse** and **not significant**.

Effects on Landscape Character during Demolition and Construction

- 18.8.6 The construction, demolition, and associated increased transport activities would have short-term, reversible, direct effects on the host seascape and landscape character due to the intensification of activities within the existing dock area and surrounds. The demolition and construction effects would be temporary and experienced within the context of the existing dock area and activity. The construction impact would constitute an intensification of urbanising and industrial character of the host landscape and a slight indirect impact on the tranquillity on the rural part of the landscape character. The effects would be localised and temporary within an otherwise unaltered landscape and seascape context. The impact would be **Slight** on the **High** sensitivity character areas below:

- CCA 16 Falmouth to St Mawes would experience a **Moderate Adverse** effect that would be **not significant**; and
 - MCA 49 South Cornwall Coastal Waters and Estuaries would experience a **Moderate Adverse** effect that would be **not significant**.
- 18.8.7 The construction, demolition, and associated increased transport activities would have a short-term indirect effect on the surrounding landscape by intensifying the industrial activities. CCA 11 Helford Ria would not be expected to have views of any construction activity and would experience limited effects. The following are landscape character areas that would have potential for views of the construction activities in the short term:
- Falmouth TCA 6 Seaside resort and wooded suburbs;
 - Falmouth TCA 3 Waterfront;
 - Falmouth TCA 4 The Cliff;
 - Roseland LLCA St Just in Roseland;
 - Roseland LLCA Garran; and
 - Mylor LLCT Steep-sided River Valley – Arable and Pasture.
- 18.8.8 Due to the ever-changing nature of the site, the effect would be small, and some activities could be perceived as usual dock activities. The landscape and visual disturbance associated with the construction activities will be ameliorated once the construction is complete. Consequently, the magnitude of impact would be **Negligible**, and the effect would be **Moderate/ Minor Adverse** and **not significant**. The exceptions would be for Falmouth TCA 6 that would have a **Minor Adverse** effect (**not significant**) due to lower sensitivity to the development proposed.. No significant effect from construction activities on the seascape and landscape character in adjacent landscape character types would result from the construction, demolition, and associated transport activities.

Effects on Designated Landscapes During Demolition and Construction

- 18.8.9 The construction, demolition, and associated increased transport activities would intensify industrial activities on the site and have a short-term visual effect on the surrounding landscape designations. The following are landscape designations that have visibility of the construction activities:
- CNL Section 9 South Coast Western – Fal Ria
 - CNL Section 9 South Coast Western – The Roseland
 - Mylor AHLV 4 Riverside fields and woodland
 - Heritage Coast – The Roseland and The Lizard
- 18.8.10 Due to the ever-changing nature of the site, the effect would be small, and some activities align with the baseline dock activities. Much of the disturbance associated with the construction activities would be ameliorated once the construction is complete, therefore the magnitude of impact is **Slight**. The construction effects on landscape designation are therefore considered to be **Moderate Adverse** given their temporary nature. Consequently, **no significant** effect from construction activities on the landscape designation would result.

Effects on Visual Amenity During Demolition and Construction

- 18.8.11 Due to the estuary setting and scale of the site, construction activities, temporary structures, use of plant and vessels associated with the construction phase would be visible from many external receptor locations, including settlements, transport routes, and recreational routes. Most aspects of the construction activities would be relatively short-term and, in most cases, fully reversible. However, as the site is currently a working dock, the visual receptors would have lower susceptibility towards construction, demolition and transport activities, especially as distances increase.
- 18.8.12 Visual receptors within 1 km radius of the site would be most affected. These include the following:
- Residential Settlement: Falmouth;
 - Residential Settlement: Flushing;
 - Transport Routes: Marine Transport / Ferry routes;
 - Recreational Route: PRoW 304/32;

- Tourist Attractions: Marina / waterfront; and
 - Tourist Attractions: Flushing Beach.
- 18.8.13 The magnitude of impact within 1 km of the site boundary would be considered to be **Slight** and the effect would be considered to be **Moderate Adverse** and **not significant**.
- 18.8.14 Visual receptors over 1 km away from the site boundary would have some view of the movement of materials and plant, especially those that use vessels and large machinery, but these are likely to be similar to the day-to-day dock activities. Ground construction within the docks would be difficult to discern from over 1 km away, especially with the docks continuing to operate, therefore the magnitude of impact is smaller and considered to be **Negligible** for the following visual receptors:
- Residential Settlement: St Just in Roseland
 - Residential Settlement: St Mawes
 - Transport Route: A3078
 - Recreational Route: 311/16, 311/22, 322/12 & 322/17
 - Tourist Attractions: St Mawes Castle
 - Tourist Attractions: St Anthony's Head
- 18.8.15 The magnitude of impact over 1 km away from the site boundary would be considered **Negligible** and the effect would be considered **Moderate/Minor Adverse** and **not significant**.

Operational Development Effects

- 18.8.16 As set out in Chapter 4: Proposed Development Description, the day-to-day existing operations of the docks are diverse, including a variety of vessels using the facilities for a range of durations.
- 18.8.17 The main changes to activities from the proposed development would include the following:
- The operational development would accommodate approximately 24 freight vessels a year, an increase of 12 freight vessels from the existing operations;
 - Docking of Excellence Class vessels (maximum of two simultaneously) at the Docks. Currently these vessels are anchored in Falmouth Bay and passengers arrive by tender calls to the Docks. An estimate of an additional 11 Excellence Class vessels could be accommodated at the dock per year (during April to October) following the proposed development;
 - The presence of FLOW activities to support the Wave Hub site off the coast of Hayle, Cornwall. The indicative programme for FLOW devices would occur over a period of 10 months. The following assumptions are made:
 - At any one time, there would only be one fully integrated FLOW device (two turbines), with a second FLOW device base alongside the FLOW Deck awaiting integration on the Duchy Wharf;
 - It is anticipated that once a FLOW device is fully assembled it would be towed out to sea;
 - A fully assembled FLOW Device would remain in port for up to two weeks before being towed away; and
 - Once a fully assembled FLOW device is deployed at sea, it would only return to Falmouth docks if significant repairs were needed that were unable to be conducted at sea, the FLOW device would only occupy a berth whilst it is being repaired.
 - Lighting:
 - All vessels berthed at Falmouth Docks have to meet specific lighting requirements in accordance with the International Regulations for Preventing Collisions at Sea (COLREGs) and Port Marine Safety Code (PMSC). This includes provision for navigation lighting and deck lighting. Marine navigational lights comprise white, red and green external light fixtures. Boat navigation lights would be placed above the uppermost continuous deck and on the mast (Masthead light). Individual vessels berthing at Falmouth Port are responsible for according with COLREGs and PMSC; and
 - The existing Queens Wharf, County Wharf, Duchy Wharf and western edge of the Western Wharf are lit at night. As part of the proposed development external lighting would be installed along the Northern Wharf and the eastern side of the Western Wharf. The proposed development lighting would be consistent with the existing baseline lighting.

18.8.18 A detailed assessment of effects on seascape, landscape and visual amenity and nighttime effects are provided in Technical Appendix 18.3, with supporting visualisations in Technical Appendix 18.5 and Viewpoint Assessment in Technical Appendix 18.6. A summary of the significant effects is summarised below.

Effects on Landscape Fabric During Operational Stage

18.8.19 There would be no additional effects on the landscape fabric that would occur during the operational life of the proposed development.

Effects on Seascape and Landscape Character During Operational Stage

18.8.20 A full review of effects is provided in Tables 18.3.1, 18.3.2 and 18.3.5, Technical Appendix 18.3. A concise summary is provided below. Baseline Photography is provided in Technical Appendix 18.4 and Visualisations for Scenario One and Two are provided in Technical Appendix 18.5.

Scenario One (considered to be a reasonable worst-case scenario)

18.8.21 The dock extension would increase the urbanising influences on the seascape and landscape character. The increase in docking capacity would be visible but would not alter the intrinsic landscape character or visual context, as the baseline character of the site is itself transient and ever-changing. The magnitude of impact would be **Negligible** to **Slight**. The effect of this scenario on the landscape and seascape characters would be **Moderate/Minor** to **Moderate**, and **no significant effect** on landscape and seascape character is identified.

18.8.22 The effect of lighting in Scenario One would also not alter the landscape or visual context, as the baseline character of the site is transient and has variable light levels. The magnitude of impact would be considered to be **Slight**. The effect of Scenario One lighting on the nighttime landscape characters would be **Moderate**, with **no significant effect** on nighttime landscape character identified.

Scenario Two (considered to be the maximum worst-case scenario)

18.8.23 Excellence Class Cruise Ships docking at Falmouth would introduce a view of larger vessels to receptors with visibility of Falmouth Docks. Increased frequency of cruise vessels and large vessels at Falmouth Docks would heighten the maritime and commercial influence on the surrounding landscape character. The Excellence Class Cruise Ships would also have the potential to block some of the long-distance views available from Falmouth across Carrick Road due to their scale (refer to Figure 18.5.2; 18.5.6). The proposed full assembled FLOW device and associated crane would also appear large and out of context with the existing skyline. Although the fully assembled FLOW Device would not be permanent, during this time (up to two weeks) it would be very visible along the coastline, and increase the scale of industrial elements at Falmouth. Therefore, the magnitude of impact in Scenario Two would range from **Slight** to **Medium**, with the impacts reducing further away from the sites. The effect of Scenario Two on the seascape and landscape character areas would vary from **Moderate/Minor** to **Major/ Moderate**. Short-term, temporary and reversible **Significant effect** would be experienced in localised areas around the site and along the coastline with direct views towards Falmouth in the following regional character areas:

- CCA 16 Falmouth to St Mawes; and
- MCA 49 South Cornwall Coastal Waters and Estuaries.

18.8.24 Temporary and reversible Significant effects would be expected within the following local landscape and townscape character areas with visibility towards the proposed development:

- Falmouth TCA 3 Waterfront;
- Falmouth TCA 4 The Cliff; and
- Mylor LLCT Steep-sided River Valley – Arable and Pasture.

18.8.25 The effect of lighting in Scenario Two would have a smaller scale of effect than when the features are visible in the daytime, as the scale of the FLOW Device and associated crane would be less prominent. The aviation lights would signify the change in skyline, but as aviation lights tend to be not overly intrusive, the effect would be limited. The Excellence Class Cruise Ships would introduce new intrusive light sources to Falmouth Docks during dusk and evening during day cruise calls. There would be rare occasions when the

cruise ships would dock overnight, and the effect would be during the hours of darkness. However, as the Dock's baseline condition is already bright and the effect would be temporary and fully reversible, the magnitude of impact is considered to be **Slight**. The effect of the Scenario Two lighting on the nighttime landscape characters would be **Moderate**, with **no significant effect** on the nighttime landscape character identified.

Effects on Landscape Designation During Operational Stage

18.8.26 A full review of effects is provided in Tables 18.3.3 and 18.3.5, Technical Appendix 18.3. A concise summary is provided below.

Scenario One (considered to be a reasonable worst-case scenario)

18.8.27 There are no direct effects on the special qualities of Landscape Designation identified. The proposed dock extension and the increase in dock capacity and commercial activities would not alter the baseline landscape or visual context, as the existing character of the sites is transient and fluid in nature, and therefore less susceptible to change. The magnitude of impact would be **Negligible** to **Slight**. The residual effect of the scenario on the landscape and seascape characters would be **Moderate/Minor** to **Moderate**, with **no significant effects** on landscape designation identified.

18.8.28 The effect of lighting in Scenario One would also not alter the landscape or visual context, as the baseline character of the site is transient and has variable light levels. The magnitude is considered **Negligible**. The effect of Scenario One lighting on the nighttime landscape characters would be **Moderate/Minor**, with **no significant effect** on the landscape designation identified.

Scenario Two (considered to be the maximum worst-case scenario)

18.8.29 The capacity to allow for two Excellence Class Cruise Ships to dock at Falmouth dock would introduce a view of larger vessels within the landscape designation and increase the perceived maritime and commercial influence on the landscape during cruise calls. This would have a temporary and reversible effect, particularly on the perceived tranquillity and rural character of the landscape designations.

18.8.30 The proposed fully assembled FLOW device and associated crane would increase the perceived scale of the industrial influence in the region and these elements would have an urbanising influence and impact on the perceived tranquillity and rural character of the setting of the landscape designations.

18.8.31 Therefore, the magnitude of impact change in Scenario Two ranges from **Slight** to **Substantial**, with the impacts reducing further away from the site. The effect of Scenario Two on landscape designation ranges from **Moderate** to **Major/Moderate**. Short-term, temporary and reversible **Significant effects** were concluded on the following landscape designation:

- Cornwall National Landscape Section 9: South Coast Central – The Roseland
- Cornwall National Landscape Section 9: South Coast Central - The Fal Ria
- Heritage Coast: The Roseland
- Mylor AHLV 4 Riverside fields and woodland

18.8.32 At night, there would be a potential increase of bright and large cruise ships compared to the baseline. It would be a slight improvement to concentrate the potential light sources close to Falmouth Docks. The cranes would introduce a taller industrial element into the view and a potential light source above the typical nighttime skyline, but the overall character and visual composition of the view would remain broadly consistent with baseline and the magnitude of impact is considered **Slight**. The effect of the Scenario Two lighting on the nighttime landscape character of the Cornwall National Landscape would be **Moderate**, with **no significant effect** on the special qualities of the designation identified.

Effects on Visual Amenity During Operational Stage

18.8.33 A full review of effects is provided in Tables 18.3.4 and 18.3.6, Technical Appendix 18.3. A concise summary is provided below.

Scenario One (considered to be a reasonable worst-case scenario)

18.8.34 The dock extension, improvement to the dock facilities and demolition of buildings would be visible to visual receptors in closer proximity, such as receptors in Falmouth and marine transport and ferry users. However, these changes would be small in scale and would be difficult to discern due to the existing busy dock activities and industrial and commercial context of the baseline. The increase in docking capacity would be visible from viewpoints further afield but would not alter the landscape or visual context, as the baseline character of the site is transient and changeable. The magnitude of impact on visual receptors in this scenario would be **Negligible to Slight**, with receptors closer to the site more affected. The effect on visual receptors would be **Minor to Moderate**, with **no significant effects** identified.

18.8.35 The nighttime visual amenity would be largely dependent on the vessels that would be docking at the site at night, as different vessels would be lit up to varying levels. There would be a slight increase in lighting due to the dock extension, but the change would be difficult to discern. Due to the ever-changing activities at the dock, the increase in docking capacity would not alter the landscape or visual context. The magnitude of impact would be considered to be **Negligible to Slight**. The effect of Scenario One lighting on the nighttime visual receptors would be **Moderate/Minor to Moderate**, with **no significant effect** on nighttime visual receptors identified.

Scenario Two (considered to be the maximum worst-case scenario)

18.8.36 The visual impact of elements in Scenario Two would be notable from most areas along the coastline due to their scale. The Excellence Class cruise ship, when docked, would block some of the longer-distance views from Falmouth across Carrick Roads, which would temporarily impact the openness of some of the views.

18.8.37 The proposed fully assembled FLOW device and associated crane would change the perceived scale of the landscape due to its height and would have an impact on the skyline from most viewpoints. Although the fully assembled FLOW Device would not be permanent, during this time (up to two weeks) it would be very visible along the coastline, and temporarily increase the height of industrial elements at Falmouth. The magnitude of impact in this scenario would range from **Slight to Medium**, with the impact reducing further away from the site. The effect of Scenario Two on visual receptors would range from **Moderate/Minor to Major/Moderate** with visibility and effects increasing on the edge of the settlement adjoining the site and from higher vantage points. Short-term, temporary and reversible **Significant effects** were concluded for the following visual receptors:

- Residential Settlement: Falmouth;
- Residential Settlement: Flushing;
- Residential Settlement: St Mawes;
- Transport Routes: Marine transport and Ferry Routes;
- Recreational Routes: South West Coast Path;
- Tourist Attraction: Flushing Beach;
- Tourist Attraction: St Mawes Castle; and
- Tourist Attraction: Marina / Waterfront.

18.8.38 The aviation lighting would signify a change in the skyline, but as aviation lights tend to be unobtrusive, the effect would be limited. The Excellence Class cruise ships would introduce large light sources to the area at dawn and evening during cruise calls, but these effects would be intermittent, temporary, and fully reversible. The magnitude of impact is considered to be **Slight**. The effect of Scenario Two lighting on the nighttime visual receptors would be **Moderate**, with **no significant effects** on nighttime visual receptors identified.

18.9 Additional Mitigation

Demolition and Construction Stage

18.9.1 No significant adverse effects are predicted and consequently no additional mitigation is required.

Operational Stage

18.9.2 Due to the nature of the proposed development and exposed landscape, there are limited additional mitigation measures available at the operational stage. However, the approach to design evolution has

sought to minimise the landscape and visual effects through the careful siting and design of the main components of the proposed development. In addition, significant effects are only predicted in Scenario Two, and effects are considered temporary and reversible.

18.10 Enhancement Measures

18.10.1 Vessels docking at the sites shall be encouraged to extinguish unnecessary external lighting to reduce impacts on the nighttime landscape and dark sky at the CNL.

18.11 Demolition and Construction Residual Effects

18.11.1 As no additional mitigation would be required, the residual demolition and construction effects remain as reported in the Assessment of Effects section.

18.12 Operational Residual Effects

18.12.1 As no additional mitigation measures are proposed, the residual operational effects remain as reported in the Assessment of Effects section.

18.13 Summary of Significant Effects

18.13.1 Table 18.8 provides a tabulated summary of the outcomes of the SLVIA assessment of the proposed development in terms of those effects that are considered likely significant. Technical Appendices 18.3 and 18.6 provide the assessment of all scoped in effects (significant and not significant)

Table 18.8: Summary of Significant Seascape, Landscape and Visual Amenity Effects

Receptor	Description of Effect	Pre-Mitigation Effect: Scale/ Nature/ Significance*	Additional Mitigation	Post-Mitigation Effect: Scale/ Nature/ Significance*	Details of Residual Effect			
					Direct/ Indirect	Permanent/ Temporary	Reversible/ Irreversible	Short-term/ Medium-term/ Long-term
Operational Stage								
Seascape and Landscape Character								
CCA 16 Falmouth to St Mawes (Daytime, Scenario Two only)	Notable change to the intensity and scale of operations at an existing landscape feature with perceptual effects on landscape character in proximity to the site. Effects would dissipate with distance from the proposed development.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Direct and Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
MCA 49 South Cornwall Coastal Waters and Estuaries. (Daytime, Scenario Two only)	Notable change to the intensity and scale of operations at an existing landscape feature with perceptual effects on landscape character in proximity to the site. Effects would dissipate with distance from the proposed development.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Direct and Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Falmouth TCA 3 Waterfront (Daytime, Scenario Two only)	Notable change to the intensity and scale of operations at an existing landscape feature with perceptual effects on character in proximity to the site. Effects would dissipate with distance from the proposed development.	Major/Moderate (major effect within 1 km of the Site)/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate (major effect within 1 km of the Site)/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Falmouth TCA 4 The Cliff (Daytime, Scenario Two only)	Notable change to the intensity and scale of operations at an existing landscape feature with perceptual effects on landscape character in proximity to the site. Effects would dissipate with distance from the proposed development.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Mylor LLCT Steep-sided river valley – arable and pasture (Daytime Scenario Two only)	Notable change to the intensity and scale of operations at an existing landscape feature with perceptual effects on landscape character.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Landscape Designation								
Cornwall National Landscape Section 9: South Coast Central - The Fal Ria (Daytime, Scenario Two only)	Damage to the perceived rural character and tranquillity which is part of the CNL Special Quality.	Major/Moderate to Moderate (Major/ Moderate effect at south-facing coast with open view towards the Site)/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Cornwall National Landscape Section 9:	Damage to the perceived rural character and tranquillity which is part of the CNL Special Quality.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term

Receptor	Description of Effect	Pre-Mitigation Effect: Scale/ Nature/ Significance*	Additional Mitigation	Post-Mitigation Effect: Scale/ Nature/ Significance*	Details of Residual Effect			
					Direct/ Indirect	Permanent/ Temporary	Reversible/ Irreversible	Short-term/ Medium-term/ Long-term
South Coast Central – The Roseland (Daytime, Scenario Two only)								
Heritage Coast: The Roseland (Daytime, Scenario Two only)	Increase in FLOW assembly and commercial activities would result in changes to the setting and visual amenity of the coastline.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Mylor AHLV 4 Riverside fields and woodland (Daytime, Scenario Two only)	Notable change to the intensity and scale of operations at an existing landscape feature with perceptual effects on landscape character.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Visual Amenity								
Residential Settlement: Falmouth (Daytime, Scenario Two only)	Impact on visual permeability across Carrick Road with a notable change to the skyline.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Residential Settlement: Flushing (Daytime, Scenario Two only)	Notable change to the skyline.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Residential Settlement: St Mawes (Daytime, Scenario Two only)	Notable change to skyline.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Transport Routes: Marine transport and Ferry Routes (Daytime, Scenario Two only)	Up-close change to scale of maritime and industrial elements visible on the site, dominating views of vessels and FLOW Device construction activities. The effect reduces when the visual receptor travels northward of Carrick Roads.	Major/Moderate (effect reduces when over 1 km away from the Site)/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate (effect reduces when over 1 km away from the Site)/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Recreational Routes: South West Coast Path (Daytime, Scenario Two only)	Impact on visual permeability across Carrick Roads with a notable change to the skyline.	Major/Moderate to moderate (effect reduces when over 1 km away from the Site)/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate to moderate (effect reduces when over 1 km away from the Site)/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Tourist Attraction: Flushing Beach (Daytime, Scenario Two only)	Notable change to skyline.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse; Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term

Receptor	Description of Effect	Pre-Mitigation Effect: Scale/ Nature/ Significance*	Additional Mitigation	Post-Mitigation Effect: Scale/ Nature/ Significance*	Details of Residual Effect			
					Direct/ Indirect	Permanent/ Temporary	Reversible/ Irreversible	Short-term/ Medium-term/ Long-term
Tourist Attraction: St Mawes Castle (Daytime, Scenario Two only)	Notable change to skyline.	Major/Moderate/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate/ Adverse; Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Tourist Attraction: Marina/ Waterfront (Daytime, Scenario Two only)	Up-close change to scale of maritime and industrial elements visible on site, dominating views of vessels and FLOW Device construction activities. The effect reduces further west of the coastline.	Major/Moderate (effect reduces when over 1 km away from the Site)/ Adverse/ Significant	No additional mitigation is proposed due to the nature of the activity.	Major/Moderate (effect reduces when over 1 km away from the Site)/ Adverse/ Significant	Indirect	Temporary (during cruise season and construction period of FLOW Device)	Reversible	Long term
Notes (refer to Chapter 2, section 2.8 for definitions): * Negligible/Minor/Moderate/Major, Adverse/Beneficial, Significant/Not Significant								

18.14 Cumulative Effects

Intra-Project Effects

18.14.1 As explained in Chapter 2: EIA Process and Methodology, intra-project cumulative effects are discussed in Chapter 20: Cumulative Effects.

Inter-Project Effects

18.14.2 No development projects have been identified as likely to have inter-project cumulative effects.