Technical Appendix 18.3: Assessment of Seascape and Landscape Effect

Appendix 18.3: Assessment of Seascape and Landscape Effect

This Technical Appendix sets out the receptors identified for analysis within ES Chapter 18: SLVIA and the assessment of their sensitivity. The following tables include an assessment of the magnitude of impact and an assessment of effects. The tables are set out below:

- Table 18.3.1: Effects on Seascape Character
- Table 18.3.2: Effects on Landscape Character
- Table 18.3.3: Effects on Designations and Classifications
- Table 18.3.4: Effects on Visual Amenity
- Table 18.3.5: Effects on Nighttime Landscape
- Table 18.3.6: Effects on Nighttime Visual Amenity

Receptors have been identified through baseline desktop research and field work that is summarised in Chapter 18: SLVIA.

The assessment of the magnitude of impact on receptors is informed by the representative viewpoints selected and agreed with Cornwall Council and the Cornwall National Landscape during scoping. The viewpoints were selected to reflect a range of receptor locations at different distances, directions, and elevations from the proposed development. The selected viewpoints are intended to represent the experience 'in the round' that receptors would have at recognised vantage points, within landscape character types and landscape designations, settlements, important transportation and recreational routes. The viewpoints have been utilised in the assessment of landscape and visual effects arising from the proposed development.

Baseline photography for viewpoints (day and nighttime for Viewpoints 10, 12 and 14) are provided in Figures 18.4.1-18, Appendix 18.4.

Visualisations for viewpoints are provided in:

- Figures 18.5.1-8, Appendix 18.5 for Viewpoints 3, 7, 9 and 10 (Day Scenario One and Scenario Two).
- Figures 18.5.10-16, Appendix 18.5 provide wireframes from water-based locations along the Falmouth to St Mawes Ferry Route to illustrate the potential views of the proposed scale and massing from this route. These images have been created in accordance with current and best practice guidance from the Landscape Institute1 and NatureScot windfarm guidance on wireframe and visualisation production[2], and contain details of the location, elevation, bearing and distance of the proposed development. Some limited enhancement of photography and photomontages was undertaken. Where this was undertaken, enhancements were limited to adjustments that would conventionally occur in a darkroom to improve the clarity of an image, not change its essential character.
- Figures 18.5.17-22 Appendix 18.5 for nighttime (Scenario One and Scenario Two) at Viewpoints 10, 12 and 14.

The visualisations reflect the appearance of the proposed development upon the completion of construction works and include images showing different levels of activity representative of the proposed development in Scenarios One and Two. The proposed development is positioned within the baseline view of the photography for the SLVIA.

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[1] 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].

[2] NatureScot: *Visual Representation of Windfarms: guidance* (version2.2, February 2017) Available at: https://www.nature.scot/doc/visual-representation-wind-farms-guidance (Accessed December 2024)

Table 18.3.1: Effects on Seascape Character

Character Area	Characteristics and Features (of Relevance to the Type of Development Proposed)	Value	Susceptibility to type of development proposed	Sensitivity to the type of development proposed	Expression of features	Magnitude of Impact during Operation	Effect
Marine Character Area 49: South Cornwall Coastal Waters and Estuaries[3]	The site's coastal water falls within the MCA. Key characteristics include: • *Naval and shipping use and heritage. Falmouth Docks include substantial ship repair facilities used for refitting civilian and naval vessels. Falmouth waterfront houses part of the National Maritime Museum, and is the site of numerous maritime festivals including tall ships regattas;* • *Commercial boats continue to work the harbours at Fowey and Falmouth, including large-scale china clay ships and cruise liners docking at Falmouth. Local ferries add to local character. Large ships on Carrick Roads, waiting to enter the harbour are a feature of the seascape;* • *Recreational activities including sailing (with a large marina at Falmouth and safe moorings in many smaller harbours); fishing, diving, water-skiing and surfing, and popular wildlife watching trips;* • *Marked contrast between the well-sheltered areas of the all-weather harbours at Helford River, Falmouth and Fowey and changeable and exposed conditions offshore and around rocky headlands;* • *Forms part of the wider seascape setting to the Cornwall National Landscape (previously the AONB) and sections of the Heritage Coast; and* • *Perceptual qualities vary significantly from the busy coastal ports and harbours to long sections of undeveloped coast and the quiet backwaters of the rias.*	**High** A seascape of scenic and coastal quality demonstrated by the area's National Landscape designation and Heritage Coast classification. Unique characteristics due to the deep harbour within an estuary of varied topography and features that are representative of the Cornish coastline. Valued for its recreational benefits including the English Coastal Path and a multitude of water-based activities including annual regattas. Diverse perceptual qualities that provide a varied seascape that encompasses busy, marine ports, an exposed coastline and sheltered bays. An area with high levels of cultural associations with time depth which is demonstrated by the presence of cultural features and designations.	**Medium** The existing and long history of dock related activity creates capacity for the type of development proposed. The diversity of vessel movements and forms within the seascape also reduces susceptibility.	**High**	The Falmouth Docks area exhibits the naval and shipping use and heritage associated with this MCA. Within the Carrick Road, recreational and commercial activities are represented with ships and cruise liners. Both the sheltered estuarine environment and exposed offshore areas are characteristic within the study area. The area has a mix of perceptual qualities with a busy port around Falmouth and in the Carrick Roads with more quiet areas to the north and west within the river estuaries that join the Carrick Road.	Scenario One: **Slight** Dock expansion would increase the dock's footprint within the MCA in a minor way and increase its urbanising influences. It would not alter the land use and character of the seascape. There would be an intensification of activities associated with the increased docking capacity. These activities are part of the character of the MCA, therefore the underlying character would remain unchanged. Scenario Two: **Medium** An increase in the number of larger cruise vessels and the introduction of the FLOW Device assembly activity would add to the baseline commercial and industrial influence within this MCA. However, docking of cruise vessels at Falmouth Docks rather than having tender calls in Falmouth Bay would concentrate commercial activities within the dock area and away from less urbanised open waters. This would have some benefits to the MCA. Although there are already industrial and construction activities within the MCA, the FLOW assembly would intensify the industrial character by introducing tall turbines and an additional crane during the device assembly period. The height of these elements increases the perceived scale of features within the area temporarily, the effect would be fully reversible once the assembly is complete. The increased industrial activities would temporarily reduce the MCA's potential recreational value within the Fal Ria, due to the impact on the MCA's visual amenity. There would be a **Medium** impact on character.	Scenario One: **Moderate** Scenario Two: **Major/ Moderate** (significant)

[3] 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].

Table 18.3.2: Effects on Landscape Character

Character Area	Characteristics and Features (of Relevance to the Type of Development proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect
Cornwall Character Area (CCA) 16 Falmouth to St Mawes [4]	The majority of the site falls within the CCA. Key characteristics include: • *An area of small creeks and lower river valleys that enter into the Fal ria and Fal Estuary;* • *Harbours and defence fortifications at the mouth of the estuary. St Anthony Head is an OS Viewpoint offering panoramic views across the Bay;* • *Former ports such as Penryn, Pill and Restronguet, now silted up, but with attractive relic quays.* • *Creeks that are dominated by former ports in small villages, with an industrial, water-related character of small quays, landing stages and tide mills;* • *Strong contrast between the more settled west and the urban centre and industrial docks at Falmouth and the eastern Roseland Peninsula which is more rural and tranquil;* • *A coastal zone of low rocky cliffs back-clothed by mixed farmland interspersed with discrete woodlands;* • *Transition between coastal and tidal river waterscapes, with many boats and ships emphasising the marine character;* • *A landscape enjoyed by residents and tourists for water-based recreation and for walking along the impressive coastline and countryside;* • *Moderately dark night skies although light pollution within Falmouth and Penryn negatively impacts on dark skies;* • *Open, dynamic landscape with diurnal tidal and weather changes;* • *Sense of tranquillity and intimacy within wooded valley and creeks*	**High** An area of high landscape and scenic quality demonstrated with 68% of area designated as CNL with additional areas of Great Landscape Value (11%) and Heritage Coast. A landscape that is representative of the Cornish coastline, with strong marine associations through the Port and marinas. The CCA also has tourism value with a range of attractions and activities including water-based activities and seascape views.	**Medium** The area has some capacity to accommodate development of the type of development proposed due to the: • Strong contrast between settled west and tranquil east; • Dynamic nature of the area with mix of vessels; Existing prominent feature of the industrial docks within the landscape;. However, there would be susceptibility to the following: • Tranquillity would be susceptible to any increase in commercial activity within the estuary; and the • Moderately dark skies would be susceptible to any increase in light from the type of development proposed.	**High**	Within the study area, there is a strong contrast between the more settled west, with the urban centre and industrial docks at Falmouth, and the Roseland Peninsula to the east that is more rural with wooded valleys and highly tranquil. The Fal, Penryn and Percuil River valleys and estuary systems join the Fal Ria where there are often expansive views across the estuary to the open sea and to Falmouth and the docks area. The smaller creeks of Mylor, Restronguet and St. Just are smaller and tend to be more enclosed, with open views from headland areas along shorelines close to the mouth of the creek. Residential areas are primarily located in settlements at Falmouth, St Just in Roseland, St Mawes, Mylor Bridge and Churchtown. The area has many tourist attractions including St Antony's Head, St Mawes Castle and Pendennis Castle and Falmouth town itself with the National Maritime Museum. Open coastal areas are generally wild, exposed and dramatic landscapes with expansive views and historic, heritage features with aspects that face away from Fal Ria and docks area.	Scenario One: **Slight** The Dock expansion would extend the urbanising influence of the dock into Carrick Road in a minor way, which does not alter the land use and character of the overall CCA. There would be an increase in the intensity of activities associated with the increase in docking capacity. These activities would be within the context of the existing character of the CCA, therefore the underlying character would remain unchanged. Scenario Two: **Medium** Excellence Class Cruise vessels would dock at Falmouth Docks. This would concentrate large vessel activity at Falmouth Docks, instead of having tender calls at Falmouth Bay, where views are more open. During the cruise call, the cruise ships would temporarily intensify the maritime and commercial character. The change would increase the contrast between the more urban west and rural east across Carrick Road. The FLOW Deck would intensify industrial character by introducing taller elements within the landscape. The fully assembled FLOW Device and associated crane would be visible from most coastal areas of the CCA during the FLOW assembly periods and have a temporary and fully	Scenario One: **Moderate** Scenario Two: **Major/Moderate** (significant, localised effect around the site and areas along coastline with view towards Falmouth)

[4] 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 [Accessed 7 August 2024].

Table 18.3.2: Effects on Landscape Character

Character Area	Characteristics and Features (of Relevance to the Type of Development proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect
	eroded by settlement on the west area (Falmouth/Penryn) and the A3078 to the east; • *Spectacular views along the river, estuary and creeks from ferries, beaches and the headlands, and over Falmouth Docks from Castle Drive.*					reversible impact on the skyline. It would be potentially seen as a dominant feature up close but would mostly be visible as a skyline feature from the surrounding area.	
Cornwall Character Area (CCA)11 Helford Ria [5]	This CCA is located 1.1 km southeast of the site at its closest point. Key characteristics include: • *Sheltered deep-water ria with a busy and broad river system and narrow, secluded feeder creeks. These contrast with the rugged, exposed character of the coast;* • *Steep-sided valleys covered in dense, mature broadleaved woodland down to the water's edge;* • *Dramatic scenery of varying scale, with extensive river views from higher land;* • *Pastoral or mixed farmland with trees on the gently undulating plateau which surrounds the ria, with a medium scale, predominantly medieval field pattern;* • *Valued for wildlife, with a wealth of birdlife along the estuary and associated movement and sound;* • *Flatter coastal zone to the north of the river, with pasture and rough grazing, cliff habitats and mixed tree groups;* • *Bracken and scrub-covered east-facing coastline outside the river mouth;* • *Groups of trees and woodland in field corners on the plateau and mature trees in Cornish hedges;* • *Clustered settlement pattern with small often isolated farms and picturesque cottages and villages along the creeks linked by winding narrow lanes; lime wash on granite*	**High** An area of landscape and scenic quality due to the valley systems and upland areas that provide high quality views and amenity as demonstrated by part of the area's designation as an CNL and described dramatic scenery of varying scale that provides features of interest and amenity that are valued locally, regionally and nationally. The CCA is valued for its recreation features, tranquillity and dark skies.	**Medium** Capacity to accommodate type of development proposed due to topography and woodland cover screening views and Coastal outlook and expansive views.	**High**	Relatively small area of the CCA occurs within the southwest of the study area. The area is characterised by dramatic coastal scenery with steep cliffs and rocky outcrops. Open arable and pastoral fields occur in higher areas that are characterised by high levels of tranquillity. Areas of woodland occur along the coastline. The English Coastal Path follows the coastline through woodland that filters longer distance views and provides a sense of enclosure and shelter. As woodland recedes at cliff areas, there are open coast views that are panoramic and give a sense of exposure and isolation. From areas along the coast, there are views towards Falmouth seaside areas and Pendennis Point and Castle. Exposed areas of the coast are wild, and dramatic landscapes that provide a sense of isolation and expansiveness of the seascape.	<u>Scenario One:</u> **Negligible** The proposed development and activities at the dock would be screened by intervening topography and built structures. There would be some increase in vessels seen entering through the Carrick Roads, but it would not alter the existing character of the CCA. <u>Scenario Two:</u> **Negligible** The skyline in a small area of the northern view from the edges of the CCA would change during FLOW Device assembly. Excellence Class cruise ship would dock at Falmouth Dock instead of having tender calls at Falmouth Bay. This CCA would no longer have views of the cruise ships, with a slight improvement for this CCA. Landscape character and view composition at this location would otherwise be essentially unchanged.	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Moderate/Minor**

[5] 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 [Accessed 7 August 2024].

Table 18.3.2: Effects on Landscape Character

Character Area	Characteristics and Features (of Relevance to the Type of Development proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect
	buildings is locally characteristic, as is cob; • *Recreational use of the river by sailing boats with numerous moorings and small quays and significant recreation, tourism and amenity centred on the traditional villages;* • *The intimate and tranquil qualities of the landscape, with highly appreciated dark night skies; and* • *The sense of shelter and intimacy provided by the wooded valleys.*						
Local Landscape Character Areas							
Falmouth Townscape Character Area (TCA) 3 Water Front [6]	This TCA boarders the western boundary of the site. Key characteristics include: • *Historic topography and fabric form a striking and distinctive area of townscape, both from land and water;* • *Large-scale modern developments are visually prominent;* • *Area particularly notable for the fine grain, diversity and charm of its historic components;* • *Docks form a backdrop to views along the waterfront, with cranes and docked vessels visible providing industrial and commercial character elements in contrast to the more recreational and urban character of the townscape; and* • *A dynamic view composed of the diurnal tidal changes of the Fal Ria and diverse marine-related activity that includes recreational, commercial, industrial and military activity.*	**High** A historic settlement locally and regionally valued for its cultural and historic contribution to the character of the Fal Ria seen from land and sea. Regionally designated as part of a Conservation Area. Perceptual value includes the provision of contrast with the CNL to the east. A unique area of the settlement that provides the interface between the urban and marine areas. The waterfront provides a valuable location for tourism with restaurants promoting harbour views and hotels such as the Greenbank positioned in the TCA.	**Medium** Some capacity to accommodate change of the type proposed due to the existing industrial activity and features of the dock and associated vessels. Areas in closer proximity to the site are judged to have higher susceptibility to changes due to the close connection and influence of the dock on the area's character when seen from surrounding areas.	**High**	All features expressed within study area.	<u>Scenario One:</u> **Slight** The Dock expansion would be visible from within areas of this TCA. The nature of use and scale would remain similar to the baseline, except that there would be an increase in capacity, which would resemble a busier period at the existing dock. The underlying character would remain unchanged. <u>Scenario Two:</u> **Medium** Excellence Class Cruise vessels would dock at Falmouth Docks, bringing the large cruise ships close to the TCA. This would intensify the perceived maritime activities of the area. It would also restrict longer-distance views temporarily. The FLOW Device construction activities would be very visible from this TCA and would be seen as intensifying industrial activities during the	<u>Scenario One:</u> **Moderate** <u>Scenario Two:</u> **Major/Moderate** (significant)

[6] 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].

Table 18.3.2: Effects on Landscape Character

Character Area	Characteristics and Features (of Relevance to the Type of Development proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect
						assembly period of the FLOW Device. This effect would be fully reversible when the assembly is complete. The FLOW device and associated crane would create a contrast with the small grain and historic development at this TCA and impact on its visual amenity. At the eastern part of the TCA, the fully assembled FLOW Device would be seen as a dominating feature due to scale. The impact on the TCA would reduce to medium over 1 km away from the proposed development.	
Falmouth Townscape Character Area (TCA) 4 The Cliff [7]	This TCA is located 300 m southeast of the site at its closest point. Key characteristics include: • *Intriguing topography that allows the mix of housing types and streetscape to be seen from the surrounding area as a backdrop to estuarine shoreline and Falmouth Docks area;* • *The area has a mix of housing types and aspects, providing diverse and interesting character when viewed from areas around the Fal Ria, including from the water;* • *Narrow streets and areas with sense of enclosure directly contrasting with areas that have open vistas;* • *Historic fabric due to its early establishment but much of the area is described as having a degraded townscape character; and the* • *Docks area is visually connected to this area in views towards it, and from it.*	**High** An area of unique character that contributes to views of the settlement through its position, topography and historic buildings. The area is considered rare and representative of Cornish historic villages settlements. Area including in regional Conservation Area designation.	**Medium** Some capacity to accommodate change of the type proposed due to the existing industrial activity and feature of the dock and associated varied activity. Areas with narrow streets and enclosed views are less susceptible than areas with open, long distance views across the Fal Ria.	**High**	All features expressed within study area.	<u>Scenario One:</u> **Negligible** The proposed development would be partially screened by intervening vegetation, especially in summer. The expansion of the dock and intensification of activity would be expected to have some potential visibility however the underlying townscape character would be essentially unchanged. <u>Scenario Two:</u> **Slight** Excellence Class Cruise vessels when docked would temporarily restrict some longer distance views from this TCA and intensify the perceived extent of maritime activities. The FLOW Device construction activities would be visible from this TCA and would be seen as intensifying industrial activities during the assembly of the FLOW device. This effect would be	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Moderate**

[7] 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].

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						reversible once the assembly is complete. The assembly would be partially screened by vegetation. The FLOW device and associated crane would change the skyline and have an impact on the unique historical settlement character but would not be dominating.	
Falmouth TCA 6 Seaside resort and wooded suburbs[8]	This TCA borders the southern boundary of the site. Key characteristics include: • *Polite green suburban and seaside area covering much of Falmouth's southern extent;* • *Character originates from a scattering of large 18th and 19th century houses and their wooded grounds, sited to take advantage of the wide views;* • *Larger buildings and gardens continue to be dominant, despite greater density of visitor accommodation and housing from later expansions;* • *The main aspect of this TCA faces seaward and is influenced by the open coast and surrounding headlands of Pendennis and Pennance Points;* • *A mix of small-sheltered beaches and rocky outcrops that attract tourist activity;* • *English Coastal Path passes along the south of the area providing coastal views and views towards the south of the Falmouth settlement; and the* • *View to the north is highly influenced by Falmouth Docks and associated activities.*	**Medium** The majority of the TCA area is comprised of mixed suburban housing with some large historic hotels with ocean views that contribute to views of Falmouth from the south. Features are not considered rare but are representative of the area. The northeastern part of the TCA has less value due to its association with the more industrial part of Falmouth.	**Medium** Majority of the TCA has a southern aspect and looks away from the site. However, the northeastern section of the TCA has direct and elevated views of the site and the wider Falmouth Docks. This part of the TCA would be less susceptible to the proposed development as it is highly influenced by the dock activities.	**Medium**	All features expressed within Study Area.	<u>Scenario One:</u> **Negligible** Only the northeastern part of the TCA would be affected by the proposed development due to the aspect of the TCA. The change would be seen in the context of other activities and large-sale structures within Falmouth Docks. A slight intensification of activity in the view would be expected, however the underlying townscape character would be essentially unchanged. <u>Scenario Two:</u> **Medium** Only the northeastern part of the TCA would have the potential to be affected by the proposed development. Intervening topography and the predominantly seaward aspect would limit effects. Excellence Class Cruise ship docking at Falmouth Dock instead of having tender calls at Falmouth Bay would concentrate the urbanising impact to the north of the TCA, and would temporarily restrict views internal to Carrick Road during cruise calls. The FLOW Device assembly activities would be visible	<u>Scenario One:</u> **Minor** <u>Scenario Two:</u> **Moderate**

[8] 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].

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						from this TCA and would be seen as intensifying industrial activities within the view. However, this part of the TCA would see the development in the context of the other industrial activity adjacent to the TCA. Therefore the overall underlying character would remain unchanged.	
Roseland Local Landscape Character Area (LLCA) Gerrans [9]	This LLCA is located 2.4 km southeast of the site at its closest point. Key characteristics include: *Elevated plateaus are open landscapes with big sky views, with uncluttered skylines when seen from surrounding areas. Can be peaceful and calm but also windswept and exposed;* • *Well-managed farmlands with Cornish hedgerow and areas of National Trust Land including St Anthony's Head;* • *Considerable light volumes from Falmouth in upland plateau areas and at St Antony's Head;* • *Unimpeded landscape gives breadth of scale while retaining domestic, agricultural atmosphere with power lines, satellite dishes and wind turbines visible in skylines from upland areas;* • *Openness and tranquillity contrasted with large settlements in the distance;* • *Surrounded by sea on three sides to the south of the area;* • *Sloping land and valley bottoms have higher tree cover and well-used footpaths and experience less light pollution;* • *Calm, unspoilt areas at estuary and tidal creeks that are quiet in winter with an increase in boats and recreational activity in summer;* • *Long views across open water along footpaths and near creeks and along cliffs; and*	**High** An area of landscape and scenic quality that is recognised as part of the CNL and Heritage Coastline. An area of representative Cornish coastline features with steep cliffs, arable areas with Cornish hedgerow and gently sloping wooded valleys along the Percuil River. Recreational value with the South West Coast Path and other well-used PROW. Includes perceptual qualities of value due to the tranquil landscape, sense of isolation with extensive views that is rare in composition and features, including cultural features at St Anthony's Head.	**Medium** Perceptual and aesthetic qualities susceptible to the type of development proposed such as the nature of skylines, sense of scale and tranquillity experienced in the area. Some capacity to accommodate the type of development proposed due to the existing Falmouth urban area and Port that already a feature in the landscape setting.	**High**	The southern area of the Gerrans LLCA falls within the study area. The area is surrounded by sea on three sides and has a sense of openness and drama created by the relationship between the land and sea. Long-distance, panoramic views are afforded from upland and cliff locations where the rural, open landscape contrasts with the large urban settlement and docks to the west with powerlines and turbines visible on the skyline beyond Falmouth. The area experiences considerable light glow from Falmouth in higher plateau areas and along exposed cliffs. Valley slopes are wooded and more enclosed and less connected to the surrounding seascape.	<u>Scenario One:</u> **Negligible** The expansion of the dock would be unlikely to be discernible from this LLCA due to distance. A small intensification of activity is expected due to an increase in vessel numbers, which would resemble an existing busy period of the baseline port activities. Overall the underlying character would remain unchanged. <u>Scenario Two:</u> **Slight** Excellence Class Cruise vessels docking at Falmouth Docks would introduce a view of large vessels and large-scale commercial activity to this LLCA. This would temporarily have impacts on the perceived tranquillity and openness during a cruise call. The FLOW Device assembly activities would be visible from this LLCA. The skyline would be altered at a distance and would be seen as an intensification of industrial activities. However, this part of the LLCA would see the development in the context of the urban centre of Falmouth. Therefore the overall underlying character would remain unchanged.	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Moderate**

[9] 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].

Table 18.3.2: Effects on Landscape Character

Character Area	Characteristics and Features (of Relevance to the Type of Development proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect
	• *Cliffs provide scenery, a sense of isolation, inaccessibility and tranquillity and a sense of drama.*						
Roseland Local Landscape Character Area (LLCA) St Just in Roseland[10]	This LLCA is located 1.6 km northeast of the site at its closest point. Key characteristics include: • *Open and uncluttered landscape in upland areas that is predominantly arable farmland;* • *Wild and managed Cornish hedgerows with medium to large fields and few trees;* • *Isolated farms and rural dwellings, many of which are listed;* • *St Just in Roseland settlement along Creek valley;* • *Network of well-used PROW;* • *Monterey pines visible on upland areas against skylines;* • *Slight light pollution from the Falmouth Area in upland areas with no light pollution in valley areas;* • *Tranquil and peaceful in valley areas that are well-wooded with some areas of ancient woodland;* • *Open expansive skies in upland areas with spectacular and wide reaching views from the road and footpaths in the vicinity of the water tower at Halwartha over whole the Carrick Roads from Upland Plateau areas;* • *Vantage points around Roseland of estuary;* • *Quiet, undisturbed and secluded natural space in valley bottoms and along creeks and estuary areas; and* • *Lower reaches of creeks are more open with expansive views and busier with boats.*	**High** An area of landscape and scenic quality that is recognised as part of the CNL. Recreational value with PROW and estuary activities. Perceptual qualities of value due to the tranquil landscape with extensive views that are rare in composition and features.	**Medium** Perceptual and aesthetic qualities susceptible to the type of development proposed, including the nature of skylines, dark skies, sense of scale and tranquillity. Some capacity to accommodate the type of development proposed due to the existing Falmouth urban area and Port that already feature in the landscape setting	**High**	This area has large areas of upland plateau that are open with extensive views to surrounding areas across the Fal Ria and towards to Falmouth. Steep-sided valley areas descend to the tidal estuaries and creeks that are often wooded and enclosed and more tranquil. Well-used recreational PROW along estuary with views towards Falmouth that have a sense of openness and influenced by the diurnal tidal changes and seasonal nature of vessel activity. Mylor headland provides screening of Penryn and some areas of Falmouth making the urban areas feel more remote from this more inland area of the Fal Ria. St Just in Roseland relatively enclosed settlement with limited views to Falmouth. Falmouth settlement is experienced at a distance which contributes to a sense of remoteness. There is limited night pollution from Falmouth from this area.	<u>Scenario One:</u> **Negligible** The expansion of the dock would be unlikely to be discernible from this LLCA due to distance. A small intensification of urbanising influences due to the increase in vessels would be expected. This would resemble the busy period of the baseline. Overall the underlying character would remain unchanged. <u>Scenario Two:</u> **Slight** Excellence Class Cruise ships docking at Falmouth Docks would introduce a view of large vessels and large-scale commercial activity to this LLCA and would impact on its tranquil qualities during a cruise call. The FLOW Device assembly activities would be visible from this LLCA. The skyline would be altered at a distance and would be seen as intensifying industrial activities during the assembly period of the FLOW Device. This effect would be temporary and reversible. This part of the LLCA would see the development in the context of the existing view of urban Falmouth. Therefore the overall underlying character would remain unchanged.	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Moderate**

[10] 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].

Table 18.3.2: Effects on Landscape Character

Character Area	Characteristics and Features (of Relevance to the Type of Development proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect
Mylor Parish Local Landscape Character Type (LLCT) LLCT – Steep-sided River Valley – Arable and Pasture[11]	This LLCT is located 400 m north of the site at its closest point. Key characteristics include: • *Steep hillsides running down to the water's edge from hilltop plateaus;* • *Small to medium sized fields, mainly grassland with some arable;* • *Localised patches of gorse and fern, and scattered trees;* • *Fringed on creek sides by linear woodland and overgrown hedges (mainly upland oak), including Cornish hedges, with some occasional mature native trees;* • *Shallow coastal cliffs;* • *Hillsides interspersed with narrow, wooded, gorges;* • *Old port and quays, such as those found at Greatwood, Mylor and Flushing;* • *Trefusis and Carclew estates are partly within the area. Old houses have been built in sheltered locations and Trevissome House and Greatwood House are tucked into the hillside, surrounded by woodland;* • *Few accessible roads, well-marked footpaths along the coast with the area recognised for good walking;* • *This area forms much of the seascape of the parish. There are stunning views along the creeks, and out towards the Carrick Roads and beyond. Particular viewpoints include the quay and playing field at Mylor Bridge, the quays at Flushing, and Greatwood quay opposite Mylor harbour; and* • *Settlements include Flushing village, and hamlets along Restronguet Creek. Flushing lies at the head of the historically navigable portions of the Penryn rivers.*	**High** An area of landscape and scenic quality due to a mix of landscape, seascape and cultural features that are locally, regionally and nationally recognised, including as part of the CNL. Recreational value with popular PROW and estuary activities. Valued local views and features including rare features that are unique to the area and region such as the quays and Cornish hedgerows.	**Medium** Perceptual and aesthetic qualities susceptible to the type of development proposed, in particular views along Penryn River and out across the Fal Ria. Areas around Flushing with direct and uninterrupted views of Falmouth Docks would have some capacity to accommodate the type of development proposed due to the backdrop of the existing dock and the dynamic nature of existing views.	**High**	Due to the size of the LLCT, all the features are expressed in the area. However, those features relating to Mylor Harbour and Restronguet Creek are separated by topography from the site due to the creek valley form and are not considered in the assessment. The features of relevance to this assessment are those around Flushing, in particular the quay views and walking areas.	<u>Scenario One:</u> **Slight** The open nature of the coastal view within this LLCT means that the dock expansion and increased capacity of the dock would be highly visible. There would be an increase in the intensity of associated dock activity. However, it would be seen within the context of an existing operating dock, and therefore unlikely to alter the underlying landscape character. <u>Scenario Two:</u> **Medium** Excellence Class Cruise ship docking would introduce a view of large vessels and large scale commercial activities to this LLCT. This would temporarily affect the openness of the views from this LLCT during cruise call. The FLOW Device assembly activities would intensify urbanising influence on this LLCT. The skyline would be altered at a distance and would be seen as an increase in industrial activities. The change of skyline would be notable due to the high value placed on visual amenity and the rural setting of this LLCT.	<u>Scenario One:</u> **Moderate** <u>Scenario Two:</u> **Major/Moderate** (significant, localised effect from south facing coastline with views to Falmouth)

[11] 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].

Table 18.3.3 Effects on Landscape Designations and Classifications

Designation	Special Qualities	Value	Susceptibility to type of development proposed	Sensitivity to the type of development proposed	Expression of Special Qualities	Magnitude of Impact on Special Qualities	Effect on Special Qualities
Cornwall National Landscape (CNL) Section 9: South Coast Central - The Fal Ria [12] and Heritage Coast: The Roseland	100 m northeast of the site at its closest point. Special qualities include the following: • *Broad and deep Carrick Roads estuary waters flanked and guarded by historic landmarks of St Mawes Castle and Pendennis Castle (outside CNL);* • *Original traditional villages on the banks of the Fal with recent suburban development occupying their setting;* • *Estuarine slopes with large fields of pasture and arable land extending down to the shoreline;* • *Tidal river and coastal wetland provide important habitats for flora and fauna;* • *Ridges between creeks are rounded with a medium-scale medieval field pattern with scattered farm holdings. 18th and 19th Century hedgerow boundary removal provides greater sense of openness nearer Falmouth and Truro;* • *Strong framework of Cornish hedges some of which display their construction in bare stone faces whilst many others are well vegetated and lined with mature trees strongly enclosing;* • *Sheltered microclimates in creeks support luxuriant plant life and fine gardens and parkland including Trelissick;* • *River Fal below Trelissick is crossed by the King Harry Ferry, with evidence the route has been used for centuries; and* • *Visually the dominant landcover is mature often dense estuarine Sessile Oak woodland cloaking the slopes along the water's edge. In other parts woodland has been partially or fully cleared where occasional large fields come right to the water's edge giving a more domesticated impression.*	**High** The unique landscape character defined by its topography and hydrology along with its historical and cultural context contribute to a valued landscape that has been nationally designated.	**High** The estuarine waters of the Fal Ria and surrounding coastal areas are perceived to be susceptible to the type of development proposed due to the potential for increasing or changing patterns of water-based access, leisure and commercial activity. The general setting of the CNL and its traditional villages and field pattern would be susceptible to the type of development proposed. On the southern edges of the CNL, in particular on the estuarine edges of the Roseland Peninsular and the setting of historical landmarks, it is judged that susceptibility to the type of development proposed would be High.	**High**	The special qualities are expressed in the northwest of the study area with more domesticated character near the edges of the designation around the Mylor area, in proximity to the Penryn and Falmouth settlement. Strong framework of hedgerows across the area with a mix of medieval and more recent enclosure patterns. Areas of woodland along the shoreline and creek valley areas are evident.	<u>Scenario One:</u> **Negligible** No direct impact on the special qualities of the designation has been identified. There would be an intensification of activity associated with the dock that would influence the setting of the Flushing settlement. The activities would be experienced within the context of the existing baseline activity and likely to be indiscernible from existing busier periods of dock activity. <u>Scenario Two:</u> **Slight to Medium** No direct impact on the special qualities of the designation. Flow Device assembly and crane would increase the vertical scale of elements within and activities at the dock and be a prominent feature for periods that would change the skyline. Excellence Class Cruise Vessels would introduce a view of large scale ships to the CNL temporarily during cruise call. There would be an increase in the commercial and maritime influence to a largely rural landscape, particularly at Flushing, where the view towards the site is open. However, the change would be proportionate and would not be considered dominant due to duration and location within the context of existing activities. The change would	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Moderate** to **Major/Moderate** Effects would be limited to the coastline with views towards the proposed development. Major/Moderate residual effect would be experienced at Flushing due to its open rural character and lack of screening.

[12]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].

Table 18.3.3 Effects on Landscape Designations and Classifications

Designation	Special Qualities	Value	Susceptibility to type of development proposed	Sensitivity to the type of development proposed	Expression of Special Qualities	Magnitude of Impact on Special Qualities	Effect on Special Qualities
						also be short term and reversible.	
Cornwall National Landscape Section 9: South Coast Central – The Roseland [13] and Heritage Coast: The Roseland	100 m northeast of the site at its closest point. Special qualities include the following: • *St Mawes is a key coastal settlement at the mouth of the Fal now largely established on tourism, with a busy and picturesque harbour;* • *Historic village of St Just-in-Roseland characteristically positioned at the head of a small creek and dominated by its exceptional 13th century church which is said to be of 6th century origin;* • *An extremely tranquil and well-managed farmed landscape with a globally renowned, stunning coastline that extends east across Mevagissey Bay and on to St Austell Bay to the north;* • *Woodland occurs on steep valley sides, alongside streams and in valley bottoms often in combination with other valuable wetland habitats such as fens and rush pasture strengthening these ribbons of semi-natural vegetation that weave through the agricultural land; and* • *Medium scale fields are medieval in origin with irregular boundaries ranging from bare stonewalls near the coast to broad and well-vegetated hedges in the sheltered wooded valleys.*	**High** The unique landscape character defined by its topography and hydrology along with its historical and cultural context contribute to a valued landscape that has been nationally designated.	**High** The estuarine waters of the Fal Ria and surrounding coastal areas are perceived to be susceptible to the type of development proposed due to potential for increasing or changing patterns of water-based access, leisure and commercial activity and related infrastructure recognising potential for cumulative impacts. The setting of landmarks including St Mawes Castle, St Anthony's Lighthouse is considered susceptible to the increase in lighting from the type of development proposed including Aviation lighting and night lighting of docked manned vessels. On the southern edges of the CNL, in particular on the estuarine edges of the Roseland Peninsular and the setting of historical landmarks and tranquillity aspects would be susceptible to the type of development proposed.	**High**	The special qualities expressed to the northeast of the study area where the settlements of St Mawes and St Just are located. Tranquillity associated with areas away from the estuary where can feel busy due to boat traffic. Woodland and agricultural fields associated with upland and valley areas.	<u>Scenario One:</u> **Negligible** No direct impact on the special qualities of the designation identified. The proposed development would give rise to a small proportional change to an existing landscape feature with a relatively small intensification of activity associated with the Dock area that would be similar to busy periods experienced in the baseline. <u>Scenario Two:</u> **Medium** Impact on perceived tranquillity along the coastline due to increase in vessels and FLOW construction activities. The introduction of the FLOW Device assembly activities would intensify the perceived level of industrial activities within the area that would be expected to have an impact on the rural landscape character and perceived tranquillity. Excellence Class cruise ships docking at Falmouth Docks would introduce a temporary view of large vessels and increased commercial maritime activities to this	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Major/Moderate** (significant) Significant effect would be localised to an area along the coastline with open views towards the site.

[13] 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].

Table 18.3.3 Effects on Landscape Designations and Classifications

Designation	Special Qualities	Value	Susceptibility to type of development proposed	Sensitivity to the type of development proposed	Expression of Special Qualities	Magnitude of Impact on Special Qualities	Effect on Special Qualities
						CNL during cruise call. This would have short term impact on the tranquil quality of this CNL. However, these effects would be short-term and fully reversible.	
Cornwall National Landscape Section 8: South Coast Western: The Helford River [14]	1.8 km southwest of the site at its closest point. Special qualities include the following: • *Area of great individual character and tranquil beauty;* • *Rounded landforms slope to deep, narrow valleys with dense woodland of predominantly sessile oak and it is one of the few places in England where ancient woodland meet the sea;* • *At high tide, the water reaches up to the very edges of the oak woodland whilst at low tide the exposed greyish mud completely transforms the scene as at Polwheveral and Port Navas creeks, providing a haven for wading birds and wildlife;* • *The seaward opening of the Helford River is marked by Nare Point to the south and Rosemullion Head to the north;* • *The shallow angled cliffs of the river mouth exposed to the open sea of Falmouth Bay continue to support areas of coastal heathland;* • *Steeper cliff face near Mawnan Church and higher, has a diversity of woodland species including mature Ilex oaks and Monterey pines;* • *Scattered smaller settlements with villages clustered around creek heads; with a traditional settlement pattern of scattered rural farming hamlets; and* • *St Anthony Church nestles in the shelter of Dennis Head, defended by prominent earthworks from*	**High** The unique landscape character is defined by its topography and hydrology along with its historical and cultural context.	**High** The tranquillity of the area would be susceptible to an increase in commercial activity within the area, particularly from lighting that may affect the setting of the designated area. It is anticipated that the special quality of the National Landscape (previously AONB) would be most sensitive to the type of development proposed at the coastal edges where an increase or change in the type of commercial activity that may be perceived.	**High**	Special qualities of this area have limited expression within the study area due to the small area that occurs within it and the distance from the Helford River feature.	<u>Scenario One:</u> **Negligible** No direct effects on special qualities as the proposed expansion of dock and dock activity would be screened by intervening landform. There would be some perceptual increase in vessels seen entering through Carrick Roads, but it would not alter the special quality of the CNL. <u>Scenario Two:</u> **Negligible** No direct effects on special qualities. There would be a perceptual impact on tranquillity due to an increase in vessel movement and scale of activity that for short periods would alter the skyline within a small area of the view on the fringes of the designation within an otherwise unaltered context.	<u>Scenario One:</u> **Moderate / Minor** (localised effects only) <u>Scenario Two:</u> **Moderate / Minor** (localised effects only)

[14] 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].

Table 18.3.3 Effects on Landscape Designations and Classifications

Designation	Special Qualities	Value	Susceptibility to type of development proposed	Sensitivity to the type of development proposed	Expression of Special Qualities	Magnitude of Impact on Special Qualities	Effect on Special Qualities
	both the Iron Age and English Civil War.						
Mylor Area of High Landscape Value (AHLV) 4 Riverside Fields and Woodland[15]	400 m north of the site at its closest point. Special qualities include the following: • *Formed by the steep-sided river valleys, arable and pasture;* • *Fields bordering the water form part of the iconic views visible from Penryn, Falmouth and the Roseland Peninsula, and are noted as playing an important part in the Cornish National Landscape designation;* • *Few houses visible outside of the settlement of Flushing, giving a rural feel; and* • *Valued views along the creek, and out toward the Carrick Roads and beyond.*	**High** Locally valued landscape with cultural associations. The area has recreational and tourist value due to its water based activities and focus.	**Medium** Perceptual and aesthetic qualities are susceptible to the type of development proposed due to the focus of views towards the Port and Falmouth. There is some capacity to accommodate the type of development proposed due to the existing Falmouth urban area and Port context that already feature in the wider landscape setting	**High**	Due to the scale of the AHLV the features are all expressed within the study area.	Scenario One: **Slight** The proposed development would be visible in the AHLV from areas along the shoreline and valley slopes. There would be a discernible light increase in commercial and maritime activities which would have an effect on the views toward Carrick Roads, albeit within the context of the existing dock with similar scale and type of activity within an otherwise unaltered context. Scenario Two: **Medium** FLOW Device assembly activity and features would be a notable change to the influence of the docks and industrial activities from the AHLV. There would be a change in the scale of vertical features and of the skyline in the valued view towards Carrick Roads. The effect would be short-term and fully reversible. Excellence Class cruise ships docking at Falmouth Docks would introduce a short term view of large vessels and increased commercial maritime activities to this CNL during a cruise call. This would have a temporary impact on the view of Carrick Roads due to their scale. Overall, this would result in a notable alteration of existing features and composition of	Scenario One: **Moderate** Scenario Two: **Major/Moderate** (significant) Significant effects would be localised to areas with views towards the site.

[15] 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].

Table 18.3.3 Effects on Landscape Designations and Classifications							
Designation	**Special Qualities**	**Value**	**Susceptibility to type of development proposed**	**Sensitivity to the type of development proposed**	**Expression of Special Qualities**	**Magnitude of Impact on Special Qualities**	**Effect on Special Qualities**
						views, but the change would be short term and reversible.	

Assessment of Visual Amenity Effects

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.						
Receptor	**Description / Location**	**Visual Amenity/Value of View**	**Susceptibility to Type of Development Proposed**	**Sensitivity to the Type of Development Proposed**	**Magnitude of Impact**	**Effect**
Residential Settlement						
Falmouth	Adjoins the southern boundary of the site at its closest point. Views from the settlement are varied due to the valley topography providing different aspects: north-eastward towards the Fal Ria estuary, which would have a view of the proposed development, and southwards towards Falmouth Bay, which does not have a view of the proposed development. Houses and apartments at Pendennis Rise and Tinners Walk are the closest to the site, and their view is influenced heavily by the dock activities, with Flushing in the background. Residents that currently overlook the site would experience a transient view that varies based on the dock activities.	**High** Valued view towards CNL and across one of the world's largest natural harbours.	**Medium** Considering those in the area would be focused on the view, particularly within the vicinity of residential properties. Receptor susceptibility would be reduced to the type of development proposed by baseline exposure to a range and diversity of dock activities.	**High**	<u>Scenario One:</u> **Slight to Negligible** Receptors in proximity would see a partial change to an existing feature and experience an intensification of dock activity. The effect would be localised reducing to Negligible with distance. <u>Scenario Two:</u> **Medium to Slight** Receptors in proximity would experience an increase in scale and an intensification of dock activity with turbines and Excellence Class vessels changing the skyline for short durations during cruise calls. The activity would be prominent but not dominant. Effects would be localised, and the impact would reduce to slight with distance.	<u>Scenario One:</u> **Moderate** in proximity dissipating with distance to **Moderate/Minor** <u>Scenario Two:</u> **Major/Moderate** (significant) Within 1 km radius of the proposed development, this effect would dissipate with distance to **Moderate**
Flushing	400 m north of the site at its closest point. A small linear settlement with a mix of two-storey terraces, semi-detached and detached housing, orientated along the	**High** There are high levels of visual amenity provided by the diverse seascape, landscape and townscape in views from the settlement. The settlement is located in a CNL area and Mylor AHLV,	**Medium** Considering those in the area would be focused on the view, particularly within the vicinity of residential properties. Receptor susceptibility would be reduced to type of	**High**	<u>Scenario One:</u> **Slight** Receptors in proximity and with an aspect towards the site would experience a partial change to an existing landscape feature within the context of the dock area.	<u>Scenario One:</u> **Moderate** <u>Scenario Two:</u> **Major/Moderate** (significant)

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.

Receptor	Description / Location	Visual Amenity/Value of View	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Magnitude of Impact	Effect
	estuarine shoreline with views across the Penryn River to Falmouth.	with stunning views along river and Fal Ria recognised locally.	development proposed by baseline exposure to a range and diversity of dock activities .		Scenario Two: **Medium** Receptors in proximity would experience an increase in scale and intensification of dock activity with assemblage of the FLOW device and Excellence Class vessels docking at Falmouth Dock. These features and activities would change the skyline and restrict views within Carrick Road temporarily, these effects are fully reversible. The activities and change would be prominent but not dominant. Localised effects would be expected in proximity to Flushing Beach.	
St Mawes	1.8 km from the site at its closest point. A small coastal settlement of a mix of two-storey cottages, terraces and detached houses. The aspect predominantly faces St Anthony Headland, but there is a small group of detached houses facing west towards Falmouth and the site along Castle Drive.	**High** High levels of visual amenity are provided by the diverse seascape, landscape and townscape in views from the settlement. Settlement is located in a CNL area.	**Medium** Considering those in the area would be focused on the view, particularly within the vicinity of residential properties. Receptor susceptibility would be reduced to type of development proposed by baseline exposure to a range and diversity of dock activities.	**High**	Scenario One: **Negligible** Receptors along Castle Drive would experience the change most. Much of the proposed development would be indiscernible from the baseline activity at the Port. An increase in vessel movement would be expected. The change would not be expected to vary the overall view composition. Effects would be localised to receptors on Castle Drive. Scenario Two: **Medium** Receptors along Castle Drive would have a view of Excellence Class cruise ships docking at Falmouth. This would restrict the openness of the view due to their scale, but the impact would be temporary and fully reversible. The vertical scale of FLOW Device construction and assembled turbines and crane would be expected to change the skyline at this location for a short duration. Effects would be localised to receptors located on Castle Drive.	Scenario One: **Moderate/Minor** Scenario Two: **Major/Moderate** (significant)
St Just in Roseland	3.5 km from the site at its closest point. A small coastal village at the St Just Creek. The settlement consists of mainly cottages and detached houses. The location of the settlement alongside a creek means its views are more introspective within the vegetated creek and have an isolated character. However, there are several intermittent and long-	**High** High levels of visual amenity are provided by the diverse seascape, landscape and townscape in views from the settlement. The settlement is located in a CNL area.	**Medium** Considering those in the area would be focused on the view, particularly within the vicinity of residential properties. susceptibility could be reduced to type of development proposed by diversity in dock activity.	**High**	Scenario One: **Negligible** Receptors with views towards Falmouth would experience the change at long-distance. Much of the proposed development would be indiscernible from the baseline activity at the dock. An increase in vessel movement would be expected. The change would not be expected to vary the view composition. Scenario Two: **Slight** Receptors with views orientated towards Falmouth would have a view of Excellence Class cruise ships docking at Falmouth during cruise	Scenario One: **Moderate/Minor** Scenario Two: **Moderate**

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.

Receptor	Description / Location	Visual Amenity/Value of View	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Magnitude of Impact	Effect
	distance views of Falmouth and the site.				calls. The large scale vessel would reduce the openness of the view towards Falmouth. This effect would be temporary and fully reversible. The vertical scale of assembled turbines and crane would be expected to change the skyline from this location for a short duration. Effects would be localised to small area of settlement with views towards the dock.	
Transport Routes						
Marine Transport and Ferry Routes	Marine transport and Ferry Route crossings in proximity or through the site at the closest point. Ferry routes include: • St Mawes (Falmouth – St Mawes) – passes through site; • Enterprise (Falmouth - Malpas Via Trelissick – Seasonal: April - October) passes through Site; and • Flushing Ferry (Falmouth to Flushing) 300 m from the site at closest point (Custom House Quay).	**High** Dynamic and diverse seascape with a mix of features surrounding including National Landscape (AONB). The presence of seasonal routes demonstrates the amenity value to tourists.	**High** Users of the ferry would be a mix of local commuters and tourists. Their attention is likely to be focussed on the visual amenity of the routes.	**High**	Scenario One: **Slight** Receptors on Ferry routes would pass in proximity to the proposed development and would experience a change in the dock features when viewed from the water. The views would be transient, and effects would decrease with distance. The effect would be localised within an otherwise unaltered visual context. Scenario Two: **Medium** Receptors in proximity would experience an increase in scale and would notice an intensification of dock activity with the FLOW Device assembly, turbines and Excellence Class vessels changing the scale and height of features within the dock and the skyline for a short duration. The Excellence Class cruise ships would also form a visual barrier towards Falmouth Bay due to their scale, but the effect would be short term and reversible. The activity would be dominant in the foreground of the view but experienced as a transient view. Effects would be localised, and the impact would reduce with distance when travel away from Falmouth Dock.	Scenario One: **Moderate** in proximity Scenario Two: **Major/Moderate** (significant)
A3078	1.8 km at closest point (St Mawes Castle) This road route crosses elevated upland areas to the north of St Mawes, within the CNL. Thes majority of the view along the route is across fields and through gaps in hedgerows, except when	**Medium** Medium level of visual amenity along routes within the National Landscape (AONB) from elevated areas. Most of the views from this route is filtered or screened by Cornish hedges most of the time.	**Medium** Drivers are expected to be of medium susceptibility as they are primarily focussed on the road conditions and in the direction they are driving, with cyclists and passengers expected to be more focused on the view with higher susceptibility.	**Medium**	Scenario One: **Negligible** Most of the proposed development would be indiscernible from the baseline activity at the dock. An increase in vessel movement would be expected to be discernible. The change would not change the view composition. Scenario Two: **Medium**	Scenario One: **Minor** Scenario Two: **Moderate**

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.

Receptor	Description / Location	Visual Amenity/Value of View	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Magnitude of Impact	Effect
	the road ends at St Mawes, where the road has an elevated and panoramic view towards Carrick Road and Falmouth.				Receptors would have a view of Excellence Class Cruise vessels, which would temporarily restrict the openness of the view during a cruise call. The vertical scale of assembled turbines and crane would be expected to change the skyline from this location for a short duration. Effects would be localised and transient in nature.	
Recreational Routes						
South West Coast Path	275 m at its closest point (Pendennis Rise). A National Trial that runs 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 St Mawes to Falmouth Ferry (see above for a description of the route) where the trail then continues around Pendennis Head and along the coast to the south.	**High** High level of visual amenity along national trial in rural area with open coast and estuary views, including panoramic viewpoints at historic locations within the CNL along the Heritage Coastline.	**High** Considering the receptor is undertaking recreational activity along a trail and primarily focused on the view. Receptors on PROW and Coast Paths are expected to have a high susceptibility to the type of development proposed.	**High**	Scenario One: **Slight - Negligible** Receptors in proximity where the trial runs along Pendennis Rise would see a partial change to an existing landmark feature and experience an intensification of Dock activity. The effect would be localised reducing to Negligible with increased distance from the site. Scenario Two: **Medium – Slight** Receptors in proximity would experience an increase in the perceived scale and intensification of Dock activity with turbines and Excellence Class vessels changing the skyline for a short duration. The massing of the Excellence Class cruise ships would restrict the openness of the view during a cruise calls. These activities would be prominent but not dominant. Effects would be localised and fully reversible, and the impact would reduce to slight with distance.	Scenario One: **Moderate** From the ferry and Falmouth Section of the Path reducing to **Moderate/Minor** when on the eastern coastline of Carrick Road Scenario Two: **Major/Moderate** (significant) From the ferry and Falmouth Section of the Path **Moderate** when on the eastern coastline of Carrick Road
PROW 304/32	457 m at closest point Small PROW on a steep slope that extends through public green space in The Cliff area of Falmouth Settlement.	**High** Local PRoW within open green space in Falmouth setting with views across Fal Ria and to CNL	**High** Considering the visual receptor would be travelling slowly they would be focused on the view.	**High**	Scenario One: **Negligible** Receptors in proximity would have partial and intermittent views of the site above and through gaps between buildings and intervening vegetation. An increase in the number of vessels using the dock area would be discernible. The composition of the view would be essentially unchanged. Scenario Two: **Slight** Receptors would experience a change and increase in the height of vertical features and scale of vessels within the context of the existing dock areas. This would result in changes to the skyline for a short duration, within an otherwise unaltered visual context.	Scenario One: **Moderate/Minor** Scenario Two: **Moderate**
PROW 311/16	1.5 km at its closest point	**High**	**High**	**High**	Scenario One:	Scenario One:

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.						
Receptor	**Description / Location**	**Visual Amenity/Value of View**	**Susceptibility to Type of Development Proposed**	**Sensitivity to the Type of Development Proposed**	**Magnitude of Impact**	**Effect**
	PROW that traverses the northern slopes of the Penryn River Estuary.	High level of visual amenity along rural route within the CNL along the shorelines of the Penryn estuary.	Considering the visual receptor would be travelling slowly they would be focused on the view. Receptors undertaking recreation on rural PROW are expected to have high susceptibility to the type of development proposed.		**Negligible** Receptors would have potential views screened or filtered by intervening vegetation, particularly in summer. Marine activity including moored vessels and masts would punctuate the skyline and filter views towards the site. An increase in vessel movement associated with the dock's increased capacity may be perceived at this location however the overall amenity of the view would be unchanged from the baseline. Scenario Two: **Negligible** Receptors would experience some change in the size and vertical scale of vessels within the context of the existing dock areas that would result in changes to the skyline for a short duration. The visual context would otherwise be unaltered. Screening by topography and vegetation should limit visibility and reduce effects along this route.	**Moderate/Minor** Scenario Two: **Moderate/Minor**
PROW 311/22	2.0 km at its closest point PROW connects Penarrow Point and Trefusis Point within the Mylor Parish	**High** High level of visual amenity along a route within the CNL and shorelines of the Fal Ria with open views to the Sea.	**High** Considering the visual receptor would be travelling slowly they would be focused on the view. Receptors undertaking recreation on rural PROW are expected to have high susceptibility to the type of development proposed.	**High**	Scenario One: **Negligible** Receptors would have the potential for partial views. An increase in the number of vessels using the dock area would be noticeable however the composition of the view would be unchanged. Scenario Two: **Slight** Receptors would discern an increase in the vertical scale of vessels and features within the context of the existing dock areas that would result in changes to the skyline for a short duration within an otherwise unaltered visual context.	Scenario One: **Moderate/Minor** Scenario Two: **Moderate**
PROW 322/12	2.5 km at closest point. PROW that connects St Just in Roseland and St Mawes along the estuary slopes.	**High** High level of visual amenity along a route within the CNL along shorelines of the Fal Ria with open views to the Sea.	**High** Considering the visual receptor would be travelling slowly they would be focused on the view. Receptors undertaking recreation on rural PROW are expected to have high susceptibility to the type of development proposed.	**High**	Scenario One: **Negligible** Receptors would have distant views. An increase in the number of vessels using the dock area would be experienced however the composition of the view would be unchanged. Scenario Two: **Slight**	Scenario One: **Moderate/Minor** Scenario Two: **Moderate**

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.						
Receptor	**Description / Location**	**Visual Amenity/Value of View**	**Susceptibility to Type of Development Proposed**	**Sensitivity to the Type of Development Proposed**	**Magnitude of Impact**	**Effect**
					Receptors would experience a change in the vertical scale of vessels and features within the context of the existing dock areas that would result in changes to the skyline for a short duration within an otherwise unaltered visual context.	
PROW 322/17	2.5 km at closest point. PROW that connects carpark and St Mawes Castle area.	**High** High level of visual amenity along rural route within the CNL along shorelines of the Fal Ria with open views to the Sea.	**High** Consider receptor on the route focused on the view. Receptors on rural PROW expected to have high susceptibility to type of development proposed.	**High**	Scenario One: **Negligible** Receptors would have distant views. Much of the proposed development would be indiscernible from the baseline activity at the Port. An increase in vessel movement would be expected. The change would not be expected to change the view composition. Any effects would be localised and intermittent along sections of the route. Scenario Two: **Medium** Receptors would have view of Excellence Class cruise ships docking at Falmouth during a cruise calls. The large scale vessels would be notable in views towards Falmouth. This effect would be temporary and fully reversible. The assembled turbines and crane would intensify the height of the commercial aspects of the view, detracting from the visual amenity and resulting in changes to the skyline for a short duration.	Scenario One: **Moderate/Minor** Scenario Two: **Major/Moderate** (significant)
Tourist Attraction						
Flushing Beach	400 m at the closest point. North of the site with the beach aspect towards Falmouth Docks with commercial activity of the port providing a prominent landmark 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.	**High** Receptors are expected to have travelled to experience the landscape and scenic qualities of the tourist location.	**High** Receptors at the beach are expected to be focused on the view and highly susceptible to the type of development proposed.	**High**	Scenario One: **Slight** Receptors would experience a partial change to an existing landscape feature within the surrounding context of the dock area. An increase in the number of vessels would be discernible, however the overall composition of the view would remain unchanged. Scenario Two: **Medium** Receptors in proximity would experience an increase in scale and intensification of dock activity with turbines and Excellence Class vessels increasing the height of industrial elements in the view and changing the skyline for a short duration. The activity would be prominent but not dominant.	Scenario One: **Moderate** Scenario Two: **Major/Moderate** (significant)
St Mawes Castle	1.8 km east of the site.	**High**	**High**	**High**	Scenario One: **Negligible**	Scenario One: **Moderate/Minor**

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.

Receptor	Description / Location	Visual Amenity/Value of View	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Magnitude of Impact	Effect
	English Heritage site with open panoramic views of vast sky, the open water and the rural and urban landscape across Carrick Road, up the open coast and the English Channel. Falmouth, Falmouth Docks and Pendennis Head are viewed directly across Carrick Road.	Receptors come to English Heritage sites for the amenity of the historic seascape/landscape setting.	Receptors at historic tourist attractions such as St Mawes castle and surrounds are expected to be focused on the view and highly susceptible to the type of development proposed.		Receptors would experience a distant view. Much of the proposed development would be indiscernible from the baseline activity at the dock. An increase in vessel movement would be expected. The change would not be expected to change the view composition. Scenario Two: **Medium** Receptors would have a view of the Excellence Class cruise ships docking at Falmouth during cruise calls. The large scale vessel would be notable in views towards Falmouth. This effect would be temporary and fully reversible. The increase in height of vertical features and scale of assembled turbines and crane features would intensify the commercial aspects of the view, detracting from the visual amenity and resulting in changes to the skyline for a short duration.	Scenario Two: **Major/Moderate** (significant)
St Anthony's Head	2.9 km southeast from the site. It is a historical military battery, now a National Trust property, noted for its 'commanding views across the Fal estuary and beyond'.	**High** The view is expansive and panoramic across the Fal Ria and out to the broader seascape of the English Channel. Its extensive outlook is recognised as an OS map viewpoint.	**High** Receptors at historic tourist attractions such as this are expected to be focused on the view and highly susceptible to the type of development proposed.	**High**	Scenario One: **Negligible** Receptors would have a distant view experience the change at distance. Much of the proposed development would be indiscernible from the baseline activity at the dock. An increase in vessel movement would be expected. The change would not be expected to change the view composition. Refer to VP 14. Scenario Two: **Slight** Receptors would have a view of Excellence Class cruise ships docking at Falmouth during cruise calls. The large scale vessel would be notable in views towards Falmouth. This effect would be temporary and fully reversible. The increase in height of vertical features and scale of assembled turbines and crane features would intensify the commercial aspects of the view, detracting from the visual amenity and resulting in changes to the skyline for a short duration. The vertical scale of assembled turbines and crane would intensify the commercial aspects of the view, reducing amenity and resulting in changes to the skyline for short duration.	Scenario One: **Moderate/Minor** Scenario Two: **Moderate**
Marina/Waterfront	150 m northwest of the site from its closest point. The waterfront can be accessed up to the Greenbank Hotel. The waterfront contains the National Maritime Museum,	**High** The visual amenity is derived from the area's diversity of activity and dynamic nature with moving vessels and water.	**Medium – High** Visitors to the waterfront go for a range of reasons including the setting and views. Depending on activity levels and type (e.g. visiting museum; or active recreation etc) attention	**High**	Scenario One: **Slight** A relatively small proportion of the view would reveal changes to an existing landscape feature within the context of the dock with an increase in the number of vessels using the dock. Refer to VP2, 4 and 13.	Scenario One: **Moderate** Scenario Two: **Major/Moderate** (significant)

Table 18.3.4 Effects on Visual Amenity– Refer to Appendix 18.4 for Baseline Images for Viewpoints. Refer to Appendix 18.6 for Viewpoint Assessment.						
Receptor	**Description / Location**	**Visual Amenity/Value of View**	**Susceptibility to Type of Development Proposed**	**Sensitivity to the Type of Development Proposed**	**Magnitude of Impact**	**Effect**
	restaurants and marina, many offering views across the harbour.		may be focused on views to various degrees. It is expected that most visitors would spend some time focused solely on the views across the Fal Ria		Scenario Two: **Medium** Receptors in this location would discern an increase in scale and intensification of dock activity with turbines and Excellence Class vessels changing the skyline for a short duration. These features would be dominant in the view available. Effects would be localised and would decrease with distance.	

Assessment of Nighttime Landscape and Visual Effect

Table 18.3.5: Effects on Nighttime Landscape Character							
Character Area	**Nighttime Characteristics and Features (of Relevance to the Type of Development Proposed)**	**Value**	**Susceptibility to Type of Development Proposed**	**Sensitivity to the Type of Development Proposed**	**Expression of Features**	**Magnitude of Impact**	**Effect on Special Qualities**
Cornwall Character Area (CCA) 16 Falmouth to St Mawes	The site falls within the CCA. Nighttime characteristics and features include the following: • Distinct and contrasting nighttime character between urban areas including Falmouth and Penryn and rural areas, such as Flushing, Mylor Bridge and Roseland. The urban areas are bright and could be visible from a distance, while the rural areas are dark with few light sources. Rural areas that are west facing within Fal Ria often have views of the lights from Falmouth and Penryn; • Artificial light sources within the town of Falmouth and Penryn are dense, largely associated with dwellings, main roads (A39), coastal transport and dock activities; • Lights at Falmouth and Penryn are reflected by the sky and create a glow over the urban areas; • Lights from dwellings and roads follow the contour of the estuary and valley landscape in urban areas, making the landform pronounced even at nighttime; • Falmouth Docks is a nighttime landmark. It is brightly lit, with large cranes, buildings and vessels often visible from a long-distance along the west-facing coast of Fal Ria. Large	**High** Most of this CCA falls within the Cornwall National Landscape (AONB). The unique deep harbour, valley landscape and nighttime landscape play a significant role in tourism. Therefore, the value of the night-time character of this CCA is considered high.	**Medium** This CCA displayed a contrasting urban and rural nighttime character. The dock is a unique and active nighttime feature. Although the light at Falmouth Docks could be seen as intrusive, it is also valued and celebrated as a nighttime landmark. Consequently, this CCA is assessed to have medium susceptibility to the proposed type of development.	**High** The sensitivity of this area to the type of development proposed is High due to its medium susceptibility and High value.	• Bright urban area with nightlife and lights along the Falmouth Waterfront and Penryn; • Falmouth Docks being lit by spotlights and vessels, appears brighter than its surroundings; and • Darkness over Carrick Road and the coastline to the east of Carrick Road	Scenario One: The nighttime character would remain similar to the busy period of the baseline condition. The underlying character of the landscape and visual composition of the view would remain broadly consistent with the baseline. The magnitude of impact would be **Negligible**. Scenario Two: Scenario Two would introduce taller and larger light sources closer to the receptors. This increases the apparent scale of the industrial influence and changes the composition of the views particularly during Scenario Two. However, the site is	Scenario One: **Moderate/Minor** Scenario Two: **Moderate**

Table 18.3.5: Effects on Nighttime Landscape Character

Character Area	Nighttime Characteristics and Features (of Relevance to the Type of Development Proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect on Special Qualities
	white floodlights are seen from within Falmouth Docks and the dry docks, and this makes Falmouth Docks the brightest area in this CCA and these lights could be seen as intrusive. These lights are also reflected by the surface of the sea; • Vessels docking at Falmouth Docks could often have bright and intrusive lighting, but they are not a fixed feature. The changeable quality of the dock's nighttime view is unique to this area; • The illumination of historical sites such as Pendennis Castle, highlighted by spotlights, and the distinct presence of St Anthony Head Lighthouse are prominent nighttime features; • Lights from the town are reflected along the coast, but there are very few light sources in the sea within Carrick Road, unless there is a vessel; • Clusters of artificial lights are seen from small settlements, such as Flushing, Mylor, St Just and St Mawes, primarily from residential buildings and streetlights; • Majority of the rural roads are not lit with streetlights therefore some inland areas could be completely dark; • Occasional movement of lights from vehicles moving along rural roads, which mostly follows the ridges of the landform, are seen in contrasts with the largely dark landscape. Most roads are lined with Cornish hedge; therefore, the light is contained along the road corridor; and • There are lighthouses and lit buoys guiding vessels into the harbours, including on St Anthony's Head.					located within an urban setting with industrial influences, therefore it would be consistence with the existing character. These changes would be short term and overnight docking of Excellence Class cruise ships would be rare even after proposed development. The magnitude of impact would be **Slight**.	
Cornish National Landscape (CNL) – Section 9 South Coast Central	100 m northeast of the site at its closest point. Nighttime characteristics and features include the following: • Majority of Section 9 South Coast Central is dark at night due to the vast areas of farmlands and pasture; • Majority of the light sources are from the dwellings and villages, such as Flushing, Mylor, Churchtown, Mylor, Restronguet Passage and Feock; • Occasionally movement of vehicles is seen along the main road, which mostly follow the ridgelines and the valleys of the landscape. However, the lighting impact of vehicles are limited, as the headlight spill are usually contained by Cornish hedges that line the roads;	**High** The Cornwall National Landscape (AONB) is a national landscape designation, valued for its dark sky, remoteness and tranquillity. Although this part of the AONB is not within the dark sky park, the tranquillity and sometimes apparent remoteness is valued by holiday makers and long-distance footpath	**High** The AONB displayed rural nighttime character. The predominantly dark nighttime landscape has a quality of tranquillity which is susceptible to the type of development proposed. However, the proximity to the town of Falmouth reduces the tranquil and remote quality of the part of the AONB along the western coast of Roseland Peninsula.	**High** The sensitivity of this area to the type of development proposed is High due to its high susceptibility and High value.	• Very few light sources from within the CNL, and Carrick Road appears completely dark.	<u>Scenario One:</u> The nighttime character would be similar to a busy period of the baseline condition from this viewpoint. The underlying character of the landscape and visual composition of the view would remain broadly consistent with the baseline. The magnitude of impact would be **Negligible**. <u>Scenario Two:</u>	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Moderate**

Table 18.3.5: Effects on Nighttime Landscape Character

Character Area	Nighttime Characteristics and Features (of Relevance to the Type of Development Proposed)	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Expression of Features	Magnitude of Impact	Effect on Special Qualities
	• Lights from settlements in the creeks and estuaries are often hidden from views until the viewer approaches the town due to the undulating valley landscape; • On the south-facing and west-facing coastline of Fal Ria, the light from Falmouth and Penryn are the most notable, as it is the few bright location in the bay; • There is sky glow over Falmouth and Penryn at night, contrasting with generally dark landscape across from Carrick Road; • Vessels dock at Falmouth and Carrick Roads are usually notably brighter than its surroundings, therefore they sometimes appear to be closer, especially to the viewer on the coast of St Mawes and St Anthony's Head; and • The historical St Anthony's Head Light House is a notable lighting feature, but due to its location and design, it is not very visible from ground level.	users across the AONB.				Excellence Class Cruise ship docking at Falmouth Dock would introduce a view of a new and increased light source to this CNL, which would have an impact on the dark sky quality of the CNL. There would be a potential increase of bright and large cruise ships compared to the baseline at dawn and evening, but overnight docking would be rare and only during April to October. The cranes associated with FLOW assembly would introduce a taller industrial element into the view and a light source above the typical nighttime skyline, but the overall character and visual composition of the view would remain broadly consistent with the baseline when the dock is used for repair works. The magnitude of impact would be **Slight**.	

Table 18.3.6: Effects on Nighttime Visual Amenity

Receptor	Description / Location	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Magnitude of Impact	Effect
<u>Settlement</u> Falmouth	Adjoins southern boundary of site at its closest point. Due to the settlement topography, a proportion of residential properties have open views across the Fal Ria. Illumination in the settlement primarily comes from streetlights and residential housing, which usually has a warm character	**Medium** The artificial lights from roads, commercial land use and harbour activities are not a desirable quality at night.	**Medium** Although residential receptors would be sensitive to change, their attention would be more likely to be focussed on indoor activities at home during nighttime. They are	**Medium** Residential receptors are sensitive to this type of development.	<u>Scenario One:</u> Overall, the nighttime character would be similar to a busy period of the baseline. The underlying character of the landscape and visual composition of the view would remain broadly consistent with the baseline.	<u>Scenario One:</u> **Minor**

Table 18.3.6: Effects on Nighttime Visual Amenity

Receptor	Description / Location	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Magnitude of Impact	Effect
	that preserves the night-time atmosphere. The dock and commercial activities along the inner harbour of Falmouth at night are brighter than the residential area. The wharf arms of Falmouth Docks extend north towards Flushing, with occasional large vessels, creating a bright area on the harbour, which is sometimes viewed as a nighttime landmark. The light from Falmouth is reflected by the surface of the surrounding sea and the sky, which creates a sky glow over the town. There are areas with darker and more tranquil character in Falmouth, but the nighttime visual amenity of Falmouth is valued also for its dynamic harbour and bustling nighttime economy compared to its surrounding.		also likely to draw their curtains at night. Residents at Falmouth would have the context of an urban nighttime landscape and would already experience the changeable nighttime landscape of Falmouth Docks. The susceptibility of the resident is therefore considered to be medium.		The magnitude of impact would be **Negligible**. <u>Scenario Two:</u> Scenario Two would introduce taller and larger light sources closer to the receptors. This increases the apparent scale of the industrial influence and change the composition of the views when certain activities in Scenario Two occur. Particularly, the Excellence Class cruise ship would be bright at dawn and early evening However, the site is located within an urban setting with industrial influences, therefore it would be consistence with the existing character. The effect would also be temporary and reversible. The magnitude of impact would be **Slight**.	<u>Scenario Two:</u> **Moderate / Minor**
St Just in Roseland	3.5 km from the site at closest point. St Just in Roseland is a small settlement cluster spread between St Just Creek and the A3078. Most of the settlement is located at the junction of the B3289 and A3078 Mill Hill. The settlements here are largely inward facing and surrounded by farmlands and St Just Creek to its west, therefore it is set within a dark nighttime landscape. Most of the lights comes from the houses and streetlamps. The fringes of St Just in Roseland have longer distance view towards Falmouth and Falmouth Docks, but these views are partially eclipsed by Messack Point. The lights from Falmouth Docks, especially the bright spots associated with vessels and the dry docks, and sky glow over Falmouth create a contrast with the dark landscape around St Just in Roseland.	**High** St Just in Roseland within the Cornwall AONB nighttime character is dark and rural. Although it has some view of lights from Falmouth Dock, overall, it feels remote and distant from major development, which is desirable in the rural nighttime landscape.	**Medium** Although residential receptors would be sensitive to change their attention would be more likely to be focussed on indoor activities at home during nighttime.	**High** Residential receptors are typically sensitive to this type of development.	<u>Scenario One:</u> The nighttime character would resemble the busy period of the baseline from this viewpoint due to distance. The underlying character of the landscape and visual composition of the view would remain consistent with the baseline. The magnitude of impact would be **Negligible**. <u>Scenario Two:</u> The Excellence Class Cruise ship would introduces a new and increased light source to an area sensitive to light, however, the Excellence Class Cruise ship would still be seen as part of the linear light cluster as Falmouth. This would only occur at dawn and early evening during cruise calls. The cranes and turbine would introduce a light source above the nighttime skyline of Falmouth, which would have a slight effect on the overall character and visual composition of the view. The magnitude of impact would be **Slight**.	<u>Scenario One:</u> **Moderate / Minor** <u>Scenario Two:</u> **Moderate**
St Mawes	1.8 km from the site at its closest point.	**High**	**Medium**	**High**	<u>Scenario One:</u>	<u>Scenario One:</u> **Moderate/Minor**

Table 18.3.6: Effects on Nighttime Visual Amenity

Receptor	Description / Location	Value	Susceptibility to Type of Development Proposed	Sensitivity to the Type of Development Proposed	Magnitude of Impact	Effect
	St Mawes is a medium sized village located between the A3078 and Polvarth Road. The majority of the houses are situated along the south-facing coast of the Roseland Peninsula, with a few properties located along Castle Drive, facing the southwest. St Mawes has a mix of dwellings and holiday rental properties. At night, St Mawes is mainly illuminated by the lights from houses and streetlamps along its main road. As there are only farmlands to the north of St Mawes, and most of the properties face towards Percuil Creek and St Anthony's Head, the residents experience very few artificial lights outside the village. With the exception of properties along Castle Drive, which face towards Falmouth and Falmouth Dock. These properties have a view of Falmouth town, Falmouth Dock and the occasional guidelights along the coast of Falmouth. The vessels dock at Falmouth and the dry dock appear as bright spots within the night landscape. The sky glow over Falmouth creates a contrast with the dark sky over St Mawes and its surrounding.	St Mawes has a tranquil and remote character that is valued by locals and tourists. Some areas within St Mawes are influenced by lights from Falmouth, but this influence is reduced as it is separated by Carrick Road. St Mawes' distance from major development is desirable in the rural nighttime landscape.	Although residential receptors are sensitive to change their attention would be more likely to be focussed on indoor activities at home during nighttime.	Residential receptors are typically sensitive to this type of development.	The nighttime character would be similar to a busy period of the baseline from this viewpoint. The underlying character of the landscape and visual composition of the view would remain broadly consistent with the baseline. The magnitude of impact would be **Negligible**. <u>Scenario Two:</u> The Excellence Class Cruise ship would introduces a new and increased light source to an area sensitive to light. This would affect the dark sky quality at dawn and early evening during a cruise call. The impact would be temporary and fully reversible. The cranes would introduce taller industrial elements within the view and a light source above the typical nighttime skyline. The overall character and visual composition of the view would remain broadly consistent with the baseline when the Dock is used for repair works. The magnitude of impact would be **Slight**.	<u>Scenario Two:</u> **Moderate**
Recreational – South West Coast Path	275 m at its closest point (Pendennis Rise). South West Coastal Path is a National Trail that starts From Bournemouth and ends in Minehead, and extends along the coastlines of Dorset, Cornwall and Exmoor. The route has a wide range of views of coastal features including natural features such as bays, cliffs, estuary, creeks and beach, and manmade features such as harbours, piers and docks. The path shifts between coastal towns and rural and remote landscape, therefore the nighttime character the viewer experiences on the path varies greatly. The section of South West Coast Path along Bohortha would experience stretches of darkness and has a sense of remoteness due to the lack of light. However, the view would change dramatically as the path turns towards Fal Ria passed St Anthony's Head, as the bright urban area of Falmouth and Falmouth Dock would come into view. The viewer would experience a rural nighttime landscape, but with a distant view of dock and commercial activities. There are also sections of the South West Coastal Path within the urban area of Falmouth, where the viewer would have closer views of Falmouth Dock and	**High** The user experience of visual amenity along the south west coastline and the diverse landform and coastal activities are valued.	**High** The focus of recreational path users would likely to be focussed on visual amenity. However, it should be noted that recreational path users after dusk would typically be fewer than during the day.	**High** Recreational receptors such as walkers are considered to have high sensitivity, as they are likely to focus on the visual amenity of their surroundings.	<u>Scenario One:</u> The nighttime character would resemble the busy period of the baseline from this viewpoint due to distance. The underlying character of the landscape and visual composition of the view would remain consistent with the baseline. The magnitude of impact would be **Negligible**. <u>Scenario Two:</u> The Excellence Class Cruise ship would introduce a new and increased light source to an area sensitive to light. This would affect the darkness of the AONB at this location. The impact on the dark sky quality would occur at dawn and early evening during a cruise call. The effect would be temporary and fully reversible. The cranes would introduce a taller industrial element to the view and a light source above the nighttime skyline of Falmouth. The overall character and visual composition of	<u>Scenario One:</u> **Moderate / Minor** <u>Scenario Two:</u> **Moderate**

Table 18.3.6: Effects on Nighttime Visual Amenity						
Receptor	**Description / Location**	**Value**	**Susceptibility to Type of Development Proposed**	**Sensitivity to the Type of Development Proposed**	**Magnitude of Impact**	**Effect**
	the viewer would experience an urban nighttime landscape.				the view would remain broadly consistent with the baseline when the Dock is used for repair works. The magnitude of impact would be **Slight**.	
PRoW 322/17	2.5 km at closest point. PRoW 322/17 is a footpath along Castle Drive, running north to south, connecting St Mawes to the west facing coastline. This footpath has a view of lights from the properties along Castle Drive on one side, and the view of Falmouth to its other side. The footpath enters a darker area as it travels further north. However, the PRoW user would experience a medium distance view of the lights from Falmouth and Falmouth Dock along a section of the route.	**High** Visual amenity of the footpath partly derives from the panoramic view of Falmouth at night, whilst not reflecting the tranquil and remote character of the AONB, the view would likely be valued by visitors and tourists.	**High** The focus of recreational path users would likely to focus on visual amenity. However, it should be noted that recreational path users after dusk would typically be fewer than during the day.	**High** Recreational receptors are considered to have high sensitivity, as they are likely to focus on the visual amenity.	<u>Scenario One:</u> The nighttime character would be similar to a busy period of the baseline from this viewpoint. The underlying character of the landscape and visual composition of the view would remain broadly consistent with the baseline. The magnitude of impact would be **Negligible**. <u>Scenario Two:</u> The Excellence Class Cruise ship would introduce a new and increased light source to an area sensitive to light. This would affect the darkness of the AONB at this location. The impact on the dark sky quality would occur at dawn and early evening during cruise call. The effect would be temporary and fully reversible. The cranes would introduce a taller, industrial element to the view and a light source above the typical nighttime skyline, but the overall character and visual composition of the view would remain broadly consistent with the baseline when the Dock is used for repair works. The magnitude of impact would be **Slight**.	<u>Scenario One:</u> **Moderate/Minor** <u>Scenario Two:</u> **Moderate**
PRoW 322/12	2.5 km at closest point. PRoW 322/12 is a footpath that runs north to south, connecting St Just in Roseland to the west facing coast of Roseland Peninsula. The rural location means the footpath is surrounded by darkness at night, with very little light from the settlement at St Just in Roseland. Falmouth and Falmouth Docks are visible across Carrick Road at a distance as the path approaches the western coast.	**High** The footpath feels remote and isolated, but is also valued for its panoramic view towards Falmouth.	**High** The focus of recreational path users would likely to focus on visual amenity. However, it should be noted that recreational path users after dusk would typically be fewer than during the day.	**High** Recreational receptors are considered to have high sensitivity, as they are likely to focus on the visual amenity of their surroundings.	<u>Scenario One:</u> The nighttime character would resemble the busy period of the baseline condition from this viewpoint due to distance. The underlying character of the landscape and visual composition of the view would remain consistent with the baseline. The magnitude of impact would be **Negligible**. <u>Scenario Two:</u> The Excellence Class Cruise ship would introduce a new and increased light source to	<u>Scenario One:</u> **Moderate / Minor** <u>Scenario Two:</u> **Moderate**

Table 18.3.6: Effects on Nighttime Visual Amenity						
Receptor	**Description / Location**	**Value**	**Susceptibility to Type of Development Proposed**	**Sensitivity to the Type of Develop-ment Proposed**	**Magnitude of Impact**	**Effect**
					an area sensitive to light. This would affect the darkness of the CNL at this location. The impact on the dark sky quality would occur at dawn and early evening during a cruise call. The effect would be temporary and fully reversible. The cranes and turbines would introduce a light source above the nighttime skyline of Falmouth, which has a slight impact on overall character and visual composition of the view. The magnitude of impact would be **Slight**.	