

Technical Appendix 18.6: Viewpoint Assessment

Appendix 18.6: Viewpoint Assessment

This Technical Appendix sets out the findings of the detailed viewpoint assessment, carried out as part of the Seascape, Landscape and Visual Impact Assessment (SLVIA) for the proposed development. The findings of the viewpoint assessment are used to inform the SLVIA.

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.

The viewpoints were agreed with both the Cornwall Council and the Cornwall National Landscape Unit during scoping.

Baseline Photography for viewpoints is provided in Figures 18.4.1-18, Appendix 18.4.

An assessment of the potential effects on both landscape and seascape character and visual amenity arising from the proposed development at each of the agreed viewpoints was undertaken and the findings are set out in the tables below. These tables describe the:

- viewpoint number and name;
- sensitivity of the landscape and seascape character and visual receptors at each viewpoint;
- existing view from each location; and
- predicted operational view of the proposed development.

Visualisations for viewpoints are provided in Appendix 18.5. These visualisations are provided to give an understanding of the proposed scale and massing. 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 production², 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. These visualisations include the following:

- Day time visualisations for Viewpoints (VP) 03, 07, 09 and 10 provided in Figures 18.5.1-8, Appendix 18.5;
- Wireframes from water-based locations along the Falmouth to St Mawes Ferry Route provided in Figures 18.5.10-16; and
- Nighttime visualisations for VP10, 12 and 14 provided in Figures 18.5.17-22.

The visualisations reflect the appearance of the proposed development upon the completion of demolition and construction works and include images showing different levels of activity that would occur in both Scenario One and Scenario Two (as described within Chapter 18: SLVIA). The proposed development is positioned within the baseline view of the photography for the SLVIA.

Table 18.6.1 below, summarises the findings of the Viewpoint Day Assessment, and Table 18.6.2 contains the detailed assessment of effects on landscape character and visual amenity at each viewpoint during the day.

Table 18.6.3 below, summarises the findings of the Viewpoint Nighttime Assessment and Table 18.6.4 contains the detailed assessment of effects on landscape character and visual amenity at viewpoints during the nighttime.

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 18.6.1: Viewpoint Day Assessment Summary			
Viewpoint No.	Viewpoint Name	Effect on Landscape Character at Viewpoint	Effect on Visual Receptor at Viewpoint
1	Pendennis Rise	Scenario One: - Moderate (CCA ³ 16); - Moderate/Minor (Falmouth TCA ⁴ 6) Scenario Two: - Major/Moderate significant (CCA16 albeit localised within the area of the viewpoint); - Moderate (Falmouth TCA 6)	Scenario One: Moderate Scenario Two: Major / Moderate significant
2	National Maritime Museum, Cornwall	Scenario One: Moderate Scenario Two: Major/Moderate significant (albeit localised to area around viewpoint)	Scenario One: Moderate Scenario Two: Major/Moderate significant
3	Wodehouse Terrace	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
4	Greenbank Open Space / Pier at the Greenbank Hotel	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
5	The Beacon Public Open Space	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
6	PRoW 311/16 near Trevisson House and Sailors Creek	Scenario One: Moderate/Minor Scenario Two: Moderate/Minor	Scenario One: Moderate/Minor Scenario Two: Moderate/Minor
7	Flushing Beach	Scenario One: Moderate Scenario Two: Major / Moderate significant (albeit localised to area around viewpoint)	Scenario One: Moderate Scenario Two: Major/Moderate
8	PRoW 311/22 between Penarrow Point and Trefusis Point	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
9	PRoW 322/12 between St Just in Roseland and St Mawes	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
10	St Mawes Castle	Scenario One: Moderate/Minor Scenario Two: Major/Moderate significant (albeit localised to area around viewpoint)	Scenario One: Moderate/Minor Scenario Two: Major/Moderate significant
11	South West Coast Path (near Carricknath Point)	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
12	St Antony Head	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
13	Custom House Quay	Scenario One: Moderate Scenario Two: Major/Moderate significant (albeit localised to area around viewpoint)	Scenario One: Moderate Scenario Two: Major/Moderate significant
14	St Just in Roseland	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate

³ Cornwall Character Area

⁴ Townscape Character Area

Table 18.6.1: Viewpoint Day Assessment Summary			
15	Pennance Point	Scenario One: Moderate/Minor Scenario Two: Moderate/Minor	Scenario One: Moderate/Minor Scenario Two: Moderate/Minor

Table 18.6.2: Viewpoint Assessment									
Vpt No	Name	Distance and Direction to the Proposed Development (X,Y Coordinates)	Landscape Character / Landscape Sensitivity at Viewpoint	Sensitivity of Visual Receptors at Viewpoint	Existing View	Predicted View	Magnitude of Impact	Effect on Landscape Character at Viewpoint	Effect on Visual Amenity
1	Pendennis Rise	275 m 330° Northwest (181991, 032372)	CCA16 Falmouth to St Mawes: High Falmouth TCA 6 Seaside resort and wooded suburbs: Medium	Recreational Route – South West Coast Path: High Residential Settlement - Falmouth: High	A panoramic view from an elevated position on the South West Coast Path adjacent to Pendennis Rise Road. The view extends to Penryn Estuary to the northwest and then pans around eastwards to the St Mawes headland to the southeast. The foreground is formed by the buildings and features of the Falmouth Docks. Two large crane structures extend into the skyline in the centre of the view. A range of industrial buildings of varying age and form occupy the docks area with a large dry dock area to the right of the view. The scene is highly industrial, with large-scale elements which whilst not attractive, are eye catching and iconic. The dock quays are seen extending into the water of Carrick Road in the midground of the view. Associated timber piling and stone revetments are visible supporting the dock. Commercial vessels are docked along the quays with a range of cargo containers and small buildings visible on the quay. The Carrick Road waters are filled with a variety of moored boats. In general, the location	<u>Scenario One:</u> The increase in hardstanding area and quay length would be visible from this viewpoint but would comprise a small addition within the context of the existing Dock view. The Dock would appear modernised with the aging infrastructure removed. The increased capacity would mean more vessels would be seen on a more frequent basis. <u>Scenario Two:</u> The proposed development would lead to an intensification of Port activities. Large cruise ship would temporarily block views towards the green fields in the distance during cruise call. Carrick Road would appear narrower. The fully assembled FLOW device and associated cranes would further increase the scale of the industrial elements contained within the view. Excellence Class cruise ships docking at	<u>Scenario One:</u> Slight <u>Scenario Two:</u> Medium	<u>Scenario One:</u> Moderate at CCA16; Moderate/Minor at Falmouth TCA 6 in proximity to viewpoint <u>Scenario Two:</u> Major/Moderate (significant) at CCA16 Effect localised to area along the coast. Moderate at Falmouth TCA 6 Seaside resort / wooded suburbs in proximity to viewpoint	<u>Scenario One:</u> Moderate <u>Scenario Two:</u> Major/Moderate (significant)

Table 18.6.2: Viewpoint Assessment

					exhibits a busy and active character. Beyond, the Mylor headland extends across the background of the view with wooded slopes and open pastoral fields crossed by hedgerows with small areas of woodland copse. Residential buildings, Flushing beach and small quays are visible along the shoreline. In the far distance, the Roseland Peninsular is visible to the right of the view and high ground north of Penryn with areas of woodland visible to the left. The rural background contrasts with the busy and industrial foreground and midground view.	Falmouth would increase the scale of vessels seen from this location. The structures present at the dock would be a prominent feature in the view and would comprise a notable change for a short duration. The effect would be fully reversible.			
2	National Maritime Museum, Cornwall	173 m 45° Northeast (181297, 032480)	CCA16 Falmouth to St Mawes: High Falmouth TCA 3 The Waterfront: High	Tourist Attraction – Marina/Waterfront: High	This viewpoint is directed from the public realm area on the waterfront west of the National Maritime Museum. The view extends to the Penryn River estuary to the northwest and across the marina to Falmouth Docks and the Maritime Museum to the east. The foreground view is comprised of a range of recreational yachts and sailing boats with numerous masts punctuating the skyline. Although Falmouth Docks is not far from this viewpoint, its view is almost completely blocked by the boats in the foreground, and only the top of the larger vessels and a crane are visible amongst the clutter of the masts. Trefusis forms the midground to the left of centre view, with wooded slopes and arable fields visible. In the far distance	<u>Scenario One:</u> The proposed development would be partially visible within the north / northeast area of the midground view. The increased capacity would mean more vessels would be seen on a more frequent basis. Views would be filtered by the intervening built form of the marina and the moored vessels.. <u>Scenario Two:</u> The fully assembled FLOW device with turbines and associated crane would increase the scale and number of the industrial elements seen from this viewpoint. Excellence Class cruise ships would introduce large structure close to the receptor and further	<u>Scenario One:</u> Slight <u>Scenario Two:</u> Medium	<u>Scenario One:</u> Moderate <u>Scenario Two:</u> Major/Moderate (significant, but effect localised to coastline)	<u>Scenario One:</u> Moderate <u>Scenario Two:</u> Major/Moderate (significant)

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					to the right of the horizon, the tops of hills and some vegetation of the St Just / St Mawes area are visible above the vessels in some places.	clutter the view during cruise call. However, due to the busy foreground, views to these elements would be filtered. The visual impact would increase when the marina is less busy. These would both be short-term and reversible changes. A Medium impact is expected.			
3	Wodehouse Terrace	537 m 45° Northeast (180882, 032544)	CCA16 Falmouth to St Mawes: High Falmouth TCA 4 The Cliff: High	Residential Settlement – Falmouth: High Recreational Route - PRoW 304/32 : High	An elevated view from a PRoW that descends from Wodehouse Terrace, Falmouth through an area of greenspace. The view from this location is panoramic and is directed across Carrick Road. The foreground slopes away quickly and the view is framed by rooftops and tree canopies that screen sections of the view. The view is directed above and across the waters of Carrick Road. Falmouth Docks can be seen extending towards the middle of the water, partially screened by vegetation in the foreground. The buildings and two cranes associated with Falmouth Docks, the National Maritime Museum and boats in the marina are seen to the right of the view. The densely vegetated Pendennis headland is visible with residential buildings and the Community Centre building located on its slope. To the left of the view, the wooded slopes and the open fields of Trefusis are visible. In the background, the horizon is formed by the undulating upland areas of the St Just, St Mawes and St Anthony headlands with	<u>Scenario One:</u> The dock expansion and increased capacity would be visible from this viewpoint. However, the nature and scale of the view would remain broadly similar to the baseline, and sections of the view would be screened by vegetation, particularly in summer. <u>Scenario Two:</u> The fully assembled FLOW device with turbines and associated crane would increase the scale and number of industrial elements seen from this viewpoint. These structures would feature on the skyline. The proposed development would intensify the industrial influences and increase the height of structures within the context of the Port. Excellence Class cruise ships docking at Falmouth Dock and the increase of vessel movement would intensify the maritime and commercial influence on this viewpoint. The large	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

Table 18.6.2: Viewpoint Assessment

					open agricultural areas and wooded slopes. Residential buildings along Castle Drive and St Mawes Castle are visible across the water.	vessels would restrict some longer distance view to the west of Falmouth during a cruise call. The effect would be temporary and fully reversible. These elements would emerge above the background landform and punctuate the skyline. This would be a short-term and reversible change.			
4	Greenbank Open Space / Pier at the Greenbank Hotel	173 m 110° East (180579, 033548)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA16 Falmouth to St Mawes: High Falmouth TCA 4 The Cliff: High	Residential Settlement – Falmouth: High Tourist Attraction – Marina/Waterfront: High	The view is part of a panoramic view that extends from the Penryn estuary in the northwest to the houses of Falmouth 'Cliffs' to the south. The southeast foreground is formed by Carrick Road water with boat moorings buoys and some recreational boats. The view has a sense of openness due to the large sea surface and lack of intervening vegetation and buildings. Falmouth Docks is situated in the midground with the cranes, industrial buildings and quays visible. The crane at Falmouth Dock is prominent and functions as a landmark. To the right of the view, the Waterfront / Marina area is visible behind multiple masts of moored vessels. To the rear of the Docks, Pendennis headland rises with the Glass-clad community centre visible within the headland's wooded cover. St Anthony's headland is visible to the left of Falmouth dock in the background.	<u>Scenario One:</u> The extension of the Dock would be barely discernible from this location due to the height against the water level. However, the increase in capacity would be expected to increase vessel movement and this would be noticeable. <u>Scenario two:</u> The fully assembled FLOW device and associated Cranes would appear taller than the current landmark crane at Falmouth Docks. Excellence Class Cruise Ships would dock at Falmouth Dock and intensify the maritime and commercial influence on this viewpoint during a cruise call. This would be a temporary and fully reversible effect. The vessels and FLOW device would dominate and reduce the openness of this view. The proposed development would intensify the industrial character of the dock and increase the scale	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

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						of features within it. These features would result in short-term changes to the skyline.			
5	The Beacon Public Open Space	1.2 km 100° Southeast (180230, 033193)	CCA16 Falmouth to St Mawes: High Falmouth TCA 5 Terraced Sub-urbs Medium	Residential Settlement – Falmouth: High	An elevated view from a greenspace looking southeast. An open grassed slope, lined with a row of tree planting and lighting columns is seen in the foreground. The green space is lined with residential housing which slopes away with the topography. Trees of varying heights filter the view, with a large tree to the right that mostly screens views towards the Pendennis headland and Castle. Carrick Road is seen in the midground of the view. A crane at Falmouth Dock is seen above the rooftops of houses. To the left of the view the quays of the Docks are visible within the waters of the Carrick Road with a moored commercial vessel alongside. In the far distance, St Mawes and St Anthony’s headlands are visible and form skyline features with open agricultural fields and wooded slopes descending to the shoreline. The open sea of the English Channel is visible beyond St Anthony’s head and Pendennis headland.	<u>Scenario One:</u> The expansion of the dock would be difficult to discern from this viewpoint, due to distance and the limited scale of the expansion. The increased capacity for vessels would be noticeable but would be partially screened by existing vegetation, particularly in summer. <u>Scenario Two:</u> The fully assembled FLOW device and associated cranes would be visible at this location and would be seen emerging above the houses. Although these elements would be tall, they would not detract from the existing visual amenity as the landscape character and context would remain largely unaltered. Any Excellence cruise ships moored at the dock would restrict some of the long-distance views towards St Anthony’s Headland during a cruise call due to their scale. This effect would be temporary and fully reversible when they leave. This would comprise a Slight impact within an otherwise unaltered landscape and visual context.	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

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6	PRoW (311/16) near Trevisson House and Sailors Creek	1.6 km 135° Southeast (180169, 034258)	CCA16 Falmouth to St Mawes: High Mylor LLCT - Steep-sided river valley – arable: High CNL Section 9 South Coast Central - The Fal Ria): High	Recreational Route – PRoW 311/16: High	A slightly elevated view from a PRoW within an arable field. The view looks southeast across the Penryn River estuary towards the Pendennis headland. The foreground is formed by a grassed area enclosed by a hedgerow with a large tree in the centre of the view. In the midground, the water of the Penryn River estuary is visible with moored boats and sail masts scattered across the view. To the left, the Flushing quay and residential settlement are visible within a wooded setting. To the right, the quay at the Greenbank hotel extends out into the estuary. The industrial buildings of Falmouth Dock are visible but filtered by multiple vessel masts and intervening vegetation. The many docked vessels and masts associated with the marina filter views across to the National Maritime Museum. Falmouth is situated on and below the skyline to the right of the view with the vegetated Pendennis headland with its castle and Community Centre forming the background to the view.	<u>Scenario One:</u> Due to distance, intervening vegetation and the background context of existing dock activity, the elements of the proposed development are expected to be barely discernible from this location. <u>Scenario Two:</u> The majority of the FLOW activity and cruise vessels would be screened at this location by the foreground vegetation, particularly in summer. The viewer would have a filtered view of the Excellence Class cruise Ships and the FLOW device. Although the scale of maritime activities and industrial influences would appear to increase, it would be unlikely to change the intrinsic character of the view due to the baseline context of the busy dock. These changes would also be short-term and reversible.	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Negligible	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate/Minor	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate/Minor
7	Flushing Beach	406 m 150° Southeast (181559, 033604)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA16 Falmouth to St Mawes: High	Tourist Attraction – Flushing Beach: High Residential Settlement – Flushing: High	A panoramic view that extends from an elevated quay position at Flushing beach. The waters of Penryn Estuary and Carrick Road extend from the foreground to midground. To the left of the view rocky shores and sandy areas of the beach are visible with vegetation to the rear. From the centre	<u>Scenario One:</u> The extension of the Northern and Queen's wharf would be visible as the view looks at the dock directly, but the proposed development is unlikely to detract from the view's visual amenity as the dock would remain at the	<u>Scenario One:</u> Slight <u>Scenario Two:</u> Medium	<u>Scenario One:</u> Moderate <u>Scenario Two:</u> Major/Moderate (significant, effects are localised to the coast)	<u>Scenario One:</u> Moderate <u>Scenario Two:</u> Major/Moderate (significant)

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			Mylor LLCA Steep-sided river valley – arable: High CNL Section 9 South Coast Central - The Fal Ria: High Mylor AHLV 4 Riverside fields and woodland : High		to the right of the view, there are scattered sail boats with upright masts. Falmouth Docks extend across the centre of the view with quays extending out horizontally across the water with some sections of degraded wharf visible where isolated timber piling remains. Along the quays are moored commercial vessels, industrial buildings, and cranes. The crane is seen as one of the tallest features along the coast and is prominent. The Pendennis headland is seen behind the docks with the woodland and glass-clad community centre visible on the skyline. To the right the marina, National Marine Museum and Falmouth settlement are visible forming the backdrop to the view. In the far distance to the left, St Anthony's headland and mouth of the Fal Ria are visible. This wide estuary view has an open character.	same height. The increased capacity and potential increase in vessels docked would be noticeable from this view, but overall the character of the view would remain similar to the baseline. <u>Scenario Two:</u> The proposed fully assembled FLOW device and associated cranes would be taller than the existing landmark crane and this would alter the skyline during the assembly of the FLOW device. Excellence Class Vessels docking at Falmouth Docks would introduce larger vessels to the view and increase the scale of dock activities and maritime influences on the view. These features would result in short-term and reversible changes to the skyline.			
8	PRoW 311/22 between Penarrow Point and Trefusis Point	1.2 km 200° South (182359, 034106)	CCA16 Falmouth to St Mawes: High Mylor LLCA Steep-sided river valley – arable: High CNL Section 9 South Coast Central – The Fal Ria: High	Recreational Route – PRoW 311/22: High	A view from a PRoW that extends along the coast to the east of Mylor headland. The foreground includes the route of the PRoW within a grassed slope with taller scrub vegetation along the line of the coast and on higher slopes. The midground is formed by the Carrick Road water with numerous vessels of various forms. Pendennis Castle and the community centre protrude above the skyline above woodland	<u>Scenario One:</u> Due to distance and the baseline of existing dock activity, the extension of the quays is expected to be indiscernible from this location. The increased capacity of the dock would be noticeable, but unlikely to have an impact on the character of the view due to the various baseline boat activities in the foreground.	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

Table 18.6.2: Viewpoint Assessment

			Mylor AHLV 4 Riverside fields and woodland – High		vegetation. The industrial buildings of the Falmouth Docks are seen against the Pendennis headland and Falmouth settlement backdrop. Crane structures form a focal point against the sky and there are commercial vessels docked along the quay. The town of Falmouth is seen to the right of the dock, with houses on the terraced slopes. The left of the view allows long-distance views southeast to the open ocean with a large commercial type vessel visible on the distant horizon.	<u>Scenario Two:</u> FLOW activity and cruise vessels would be seen taller adjacent to the existing cranes, and would be visible above the skyline. This would change the perceived scale of the industrial activities at the dock for short term. Excellence Class Cruise vessels would introduce a view of larger vessels and an increase in vessel movements to this viewpoint and intensify the influence of maritime and commercial activities. Overall,, the changes are notable but would only occupy a small part of an intermittent view. The intensification of use and the increased height of new landscape features would have short-term impacts on an otherwise unaltered landscape and visual context.			
9	PRoW (322/12) between St Just in Roseland and St Mawes	2.7 km 220° Southwest (184236, 034813)	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Rose- land: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Recreational Route -PRoW 322/12: High	A view from a rural PRoW on the edge of the coastline with panoramic views of the surrounding area. The foreground view is of a grass field bound by an irregular low-growing hedgerow. Beyond the hedgerow, Carrick Road extends from the foreground to midground. Trefusis partially screens the view towards Falmouth to the right, but reveals the entire northeastern section of the coastline at Falmouth. The built settlement of Falmouth extends along and up the	<u>Scenario One:</u> Due to distance and existing dock activities, the extension of the quay area is unlikely to be prominent. However, the increased dock capacity and potential increase in vessel movements would be discernible from this location. Overall, it would resemble the busier period of the current dock baseline activities. <u>Scenario Two:</u>	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

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					landform ridge with the large commercial type buildings visible at the water's edge below. In the centre of the view, two crane structures extend into the skyline. To the left, the wooded slopes of Pendennis headland are visible and form a rounded skyline feature with the castle structure emerging above the vegetation.	Excellence Class cruise ships docking at Falmouth Dock and an increase in vessel movements would intensify the maritime and commercial influences on this viewpoint. The proposed fully assembled FLOW Device and associated cranes would introduce new and taller structures that would extend into the skyline during the assembly of the FLOW device. The influence of industrial activities and features would increase. These changes would be short-term and reversible.			
10	St Mawes Castle (On PRow route 322/17)	1.8 km 270° West (184040, 032824)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Rose-land: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Tourist Attraction – St Mawes Castle: High Recreational Route – PRow 322/17: High Residential Settlement – St Mawes: High Transport Route - A3078: Medium	A panoramic view from the access Road to the car park at St Mawes Castle. The foreground includes a section of the grassed car park area bound by wooden fence structures and a low-growing hedgerow. The Fal Ria water extends from the foreground to the midground with a sailing boat and buoys seen close to the coast edge. In the midground, Pendennis peninsular and its wooded slopes and castle are viewed as a skyline feature to the left of the view, slightly taller than the rest of Falmouth. The industrial development along the north of Pendennis Headland, including the wider Falmouth Docks and quay	<u>Scenario One:</u> Due to distance and surrounding Dock activities, the proposed quay extension would be barely discernible from this location. The increased Dock capacity and potential increase in vessels would be visible from this location. Overall, it would resemble the busier period of the current dock baseline activities. <u>Scenario Two:</u> Excellence Class Cruise vessels would be berthed directly opposite and would be prominent features in the view. This would increase the perceived	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Medium	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Major/Moderate (significant, effects are localised to the coast)	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Major/Moderate (significant)

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					features is viewed in the context of the surrounding built settlement at Falmouth. The large-scale industrial character of this part of the coast is prominent against the smaller-scale developments of Falmouth. To the right of the view, the more rural hillside above Falmouth, and two barely discernible turbine structures are visible on the skyline. Further right, the wooded slopes and agricultural fields of Trefusis form the midground of the view and skyline with areas of woodland and open fields, partially screening some sections of Falmouth town.	maritime influence on this receptor. An increase in the number of vessel movements would also be expected. The proposed FLOW device and associated cranes would be seen above the Falmouth skyline during construction and there would be an incremental increase in urbanising influences. This would change the perceptual scale of industrial development visible from this location. These changes would be short-term and reversible.			
11	South West Coast Path (near Carricknath Point)	2.5 km 290° Northwest (184611 , 032106)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA16 Falmouth to St Mawes: High Roseland LLCA ST Gerrand: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Recreational Route – South West Coast Path: High	A view northwest from a rural PRow on the slopes of St Anthony’s Headland provides an elevated view across Carrick Road. The Carrick Road waters extend from the fore to the midground. The industrial development north of Pendennis Headland is visible across the water and includes the wider Falmouth Docks and its quay that extend along the shoreline in the centre of the view. Falmouth town is seen in the background. The industrial area north of Pendennis Headland is prominent in the view. Its large-scale buildings and industrial character stand out against the finer grain Falmouth town. To the left of the view, Pendennis headland forms the midground with its woodland cover and castle structures on the skyline. The blades of two turbine structures are visible just	<u>Scenario One:</u> Due to distance, and screening by intervening structures and dock activities, the extension of the dock would be indiscernible at this location. The increased capacity of the dock and potential increase in vessels docking would be visible, but unlikely to alter the character in the context of surrounding industrial and maritime activities. <u>Scenario Two:</u> Excellence Class cruise ships docking at Falmouth Dock would introduce larger vessels in the view and an increase in the perceive maritime influence on the receptor during a cruise call. The effect	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

Table 18.6.2: Viewpoint Assessment

					above the woodland of Pendennis Headline. To the right, some residential housing at Flushing settlement and wooded slopes are visible along the shoreline. In the far distance the higher land to the northwest of Falmouth is visible and forms the skyline, with open fields, woodland and wind turbine structures visible.	would be temporary and fully reversible. The fully assembled FLOW Device would have an impact on the skyline. This would increase the perceptual scale of the industrial development during the FLOW device assembly period. Effects would be short term and reversible. Due to distance and backdrop of Falmouth, a Slight impact would be expected.			
12	St Antony's Head	2.9 km 320° Northwest (184728, 031204)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA16 Falmouth to St Mawes: High Roseland LLCA ST Garra: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Tourist Attraction – St Anthony's Head: High Recreational Route – South West Coast Path: High	An elevated view from the exposed headland at St Anthony's Head, located at the mouth of Carrick Road with panoramic views encompassing the open coast and Fal Ria. To the northwest, the foreground includes grass and scrub vegetation on the edge of the headland. In the midground the Pendennis headland is visible with its rocky shoreline, wooded slopes and castle peaking above the treeline. The town of Falmouth is seen covering the slopes behind Pendennis Headland. The industrial coast north of Pendennis Headland, includes the wider Falmouth Docks, its quays and buildings that extend into Carrick Road from Pendennis headland towards Trefusis to the right. These industrial features stand out due to their larger scale and taller height. Settlement in Penryn is visible to the centre with large residential properties along the shoreline at Flushing	<u>Scenario One:</u> Due to distance, screening by intervening structures, and the context of existing Port activity, the elements of the proposed development are expected to be barely indiscernible at this location. An increase in Dock capacity would be expected to lead to an increase in vessel movement that would be discernible within an otherwise unaltered context. <u>Scenario Two:</u> Excellence Class cruise ships docking at Falmouth Dock and an increase in vessel movements would introduce larger vessels into the view and increase the perceived maritime influence on the receptor during a cruise call. The effect would be temporary and fully reversible.	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

Table 18.6.2: Viewpoint Assessment

					visible in the centre right of the view. In the far distance, higher land to the northwest forms the skyline with a mix of agricultural fields, woodland and moorland. Two turbine structures can be seen against the skyline in the centre of the view, and two additional turbines against the backdrop of slopes to the left of the view.	The FLOW crane and fully assembled turbines would change the skyline for a short duration within a small area of the view to the northwest. Landscape character and view composition at this location would be essentially unchanged.			
13	Custom House Quay	332 m 45° Northeast (181086, 032659)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA16 Falmouth to St Mawes: High Falmouth TCA Waterfront: High	Tourist Attraction – Marina / Waterfront: High Transport Routes – Marine Transport / Ferry Routes: High	A view from the Custom House Quay, located west of the proposed development which provides panoramic views. The foreground is formed by the waters of the Fal Ria with the quays of the docks forming the midground view from the right to mid left of the view. The marina and moored vessels are seen to the fore of the docks to the right of the view. Commercial vessels of varying size and form are shown docked along the quays. Small buildings of varying colour and massing are visible with various loading plant and facilities. To the right of the view, the quay structure with piling is visible above the waterline with white concrete blocks and piles of material visible on the quayside. To the rear, industrial buildings and a crane structure is visible. To the left of the view, the wooded slopes and rocky shoreline of Trefusis is visible. Beyond in the far distance, the undulating hills of the St Just and St Anthony's headlands with the agricultural fields and patches of woodland	<u>Scenario One:</u> Part of the proposed development would be visible within the northeast area of the midground view. A relatively small change to the existing landscape features within the context of the dock is expected with an increase in vessel movement and docking activity due to the increased capacity. This would be the most discernible change within an otherwise unaltered context. <u>Scenario Two:</u> FLOW activity and features would be a notable change at this location due to proximity with alteration to skyline and increase in scale across the northeast area of view. Excellence Class cruise ships docking and an increase in cruise vessel activity would limit longer distance views of St Anthony's headland and change the skyline during cruise calls. These effects would be	<u>Scenario One:</u> Slight <u>Scenario Two:</u> Medium	<u>Scenario One:</u> Moderate <u>Scenario Two:</u> Major/Moderate (significant, effects are localised to the coast)	<u>Scenario One:</u> Moderate <u>Scenario Two:</u> Major/Moderate (significant)

Table 18.6.2: Viewpoint Assessment

					forming the backdrop and skyline.	temporary and fully reversible. Overall, the proposed development would result in a considerable change experienced in proximity making the change highly prominent from this location. This change would be for a short duration and fully reversible.			
14	St Just in Roseland (PRoW 322/12)	3.4 km 220° Southwest (184611, 032106)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Roseland: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Recreational Route – PRoW 322/12: High Residential Settlement – St Just in Roseland: High	A view from a rural PRoW slightly elevated above water level with panoramic views of the surrounding area. The foreground view is of a low grass field bound by an undulating low-growing hedgerow. Beyond the Fal Ria water extends from the foreground to midground view. In the centre of the midground, the Falmouth settlement extends across the view before being screened by Trefusis to the right of the view; Trefusis is seen across the Carrick Roads waters, with its rocky shores and wooded slopes visible. To the left of the Falmouth settlement, the large commercial type buildings of the docks are visible along the shoreline with the crane structure at the docks punctuating the skyline, with long distance views to higher ground and vegetation beyond. To the left, the wooded slopes of Pendennis headland are visible and form the midground and skyline with castle structures protruding above the vegetation. The outline of individual trees can be seen against	<u>Scenario One:</u> Due to distance and the background context of existing Dock activity, the elements of the proposed development are expected to be barely indiscernible from this location. An increase in the number of vessels using the Dock would be expected. <u>Scenario Two:</u> Excellence Class cruise ships docking at Falmouth Dock and an increase in vessel movements would introduce larger vessels in the view would intensify the commercial maritime influence on the receptor during cruise calls. The effect would be temporary and fully reversible. The FLOW features would increase the urbanising influence at the location during FLOW assembly. The FLOW crane and fully assembled turbines would change the skyline for a short duration within a small	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Slight	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate

Table 18.6.2: Viewpoint Assessment

					the skyline above Falmouth.	area of the southwest of the view. Landscape character and view composition at this location would be essentially unchanged.			
15	Pennance Point, SW Coast Path	2.0 km 25° North/Northeast (180324, 030689)	MCA 49 South Cornwall Coastal Waters and Estuaries: High CCA11 Helford Ria: High CNL Section 8 South Coast Western – The Helford River: High	Recreational Route – South West Coast Path: High	A view from an elevated coastal path with panoramic views of Falmouth Harbour, Pendennis headland and the open waters of the English Channel and coast to the southwest. The foreground view northwards are directed over the waters of Falmouth Harbour extending to the midground where the southwest of Falmouth meets the sea with sandy beaches and coastal front properties that are a mix of forms and ages. Beyond the settlement, in the centre of the view, two crane structures can be seen against the skyline. To the left of the midground, pastoral fields, with hedgerows and areas of woodland form a backcloth to the view. To the right, the Pendennis headland and its wooded slopes form the skyline with the castle building visible against the skyline. Long-distance views towards Trefusis are possible in the centre of the view.	<u>Scenario One:</u> Most of the proposed development and activities would be largely screened by intervening topography and structures. There would be some increase to the vessels entering and leaving the Fal Ria which would be similar to the busier seasons of the baseline. <u>Scenario Two:</u> Excellence Class Cruise ships docked would not be visible from this location due to intervening landform and built form. However, the FLOW device blades, and associated cranes would be seen above the roofline of the coastal properties. Due to distance, the Landscape character and view composition at this location would be essentially unchanged.	<u>Scenario One:</u> Negligible <u>Scenario Two:</u> Negligible	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate/Minor	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate/Minor

Table 18.6.3: Viewpoint Nighttime Assessment Summary			
Viewpoint No.	Viewpoint Name	Effect on Landscape Character at Viewpoint	Effect on Visual Receptor at Viewpoint
4	Greenbank Open Space / Pier at the Greenbank Hotel	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Minor Scenario Two: Moderate/Minor
10	St Mawes Castle	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
12	St Antony Head	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate
14	St Just in Roseland	Scenario One: Moderate/Minor Scenario Two: Moderate	Scenario One: Moderate/Minor Scenario Two: Moderate

Table 18.6.4. Nighttime Viewpoint Assessment

Vpt No	Name	Distance and Direction to the Proposed Development	Landscape Character / Landscape Sensitivity at Viewpoint	Sensitivity of Visual Receptors at Viewpoint	Existing View	Predicted View	Magnitude of Impact	Effect on Landscape Character at Viewpoint	Effect on Visual Amenity
4	Greenbank Open Space / Pier at the Greenbank Hotel	173 m 110° East	CCA16 Falmouth to St Mawes: High Falmouth TCA 4 The Cliff: High	Residential Settlement – Falmouth: Medium	This view looks southeast from Pier at Greenbank Hotel. The view sees Falmouth Docks extends its arms to the centre of the view, façade of buildings at the dock and working areas are brightly lit with spotlights. The dry docks and crane are also seen illuminating behind the site. On the day of visit, two brightly lit vessels can be seen on the Queen's Wharf. There is also a barge in front of the dock only lit on the edges in the foreground, this shows that different vessels are lit to different levels. Lights from the dock is reflected by the water surface and the sky, a sky glow is seen over the dock. Dimmer lights can be seen to the right of the view from residential buildings and the Ferry landing.	<u>Scenario One:</u> The proposed development would accommodate larger vessels at the Northern Wharf and more vessels could be accommodated at the same time. The viewer would see brighter and larger vessels at a higher frequency due to increase capacity. The larger vessels would have more light sources, especially when cruise ships dock. <u>Scenario Two:</u> The Excellence Class vessel, cranes, and turbine would introduce new light sources from a higher location; therefore, the proposed development would appear larger in scenario two. The Excellence Class vessels in particular would introduce intrusive light source close to the receptor. The effect from the increased light would be limited to dusk and evenings for day cruise calls. It would occasionally have an effect during an overnight call. It should be noted that there were only seven overnight docks in 2023. Overall, the effect would be temporary and fully reversible. Light used on the turbines and	<u>Scenario One:</u> Overall, the nighttime character would be similar to a 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 . <u>Scenario Two:</u> This scenario would introduce taller and larger light sources closer to the receptors in occasions. This increases the apparent scale of the industrial influence and change the composition of the views in when this scenario occurs, but this effect would be short term and reversible. The Excellence Class cruise ships would introduce additional and intrusive light sources to the receptors, mostly during early morning and evening. This would increase the light from the already bright Falmouth Docks. These effects would be temporary and fully reversible. The site is located within an urban setting with industrial	<u>Scenario One:</u> Moderate/Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Minor <u>Scenario Two:</u> Moderate/Minor

						cranes would be less intrusive than the lights at ground level at the dock, therefore it would be noticeable, but unlikely to disrupt the overall night-time ambiance of the area.	influences and bright baseline condition, therefore it would be consistent with the existing character. The magnitude of impact would be Slight .		
10	St Mawes Castle (PRoW 322/17)	1.8 km 270° West	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Roseland: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Tourist Attraction – St Mawes Castle: High Recreational Route – PRoW 322/17: High Residential Settlement – St Mawes: High Transport Route - A3078: Medium	This view looks west from St Mawes Castle towards Falmouth. The foreground shows the completely dark skies between St Mawes and Falmouth. Scattered and gentle illumination from residential housing and roads outline the landform of Falmouth, with the wider Falmouth Dock site and its buildings brightly lit by spotlights. Most notably, a vessel docked at the Northern Wharf is visible and is brightly lit. The dock and the vessels are seen as several bright cluster of lights. These stand out from the surroundings of Falmouth. The lights are reflected by the sea and sky, and the resulting sky glow is observed over Falmouth. The industrial nighttime character at the harbour front contrasts with the darkness of St Mawes. Several guidance lights are seen on the edge of water, but these are dim and not intrusive.	<u>Scenario One</u> The proposed development would accommodate larger and more vessels, for longer durations. The viewer would see more vessels docking at the same time. Some of the larger vessels such as cruise ships would have brighter illumination and therefore have greater and more extensive visual effects. This would be a temporary impact and fully reversible. <u>Scenario Two:</u> This scenario would include an Excellence Class cruise ship side on to the viewer. These cruise ships would introduce large and intrusive light sources to this receptor at dusk and evenings for a day cruise call, and an overnight effect for overnight calls. It should be noted that an overnight call occurred on seven nights in 2023. The effect would be temporary and fully reversible. The lights of the cranes and turbines would be seen illuminated above the nighttime skyline of Falmouth. These aviation lights would not be intrusive and	<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> The Excellence Class cruise ship would introduce the lights of an Excellence Class cruise ship to this receptor. This would have a temporary effect on the 'Dark Skies' special quality of the AONB, during a cruise call. The cranes would introduce a more industrial element to the view and introduce a light source above the typical nighttime skyline during the FLOW assembly period, 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 and the effect	<u>Scenario One:</u> Moderate / Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate / Minor <u>Scenario Two:</u> Moderate

						would only be used during FLOW Device assembly, therefore it would be temporary and fully reversible.	would be fully reversible. The magnitude of impact would be Slight .		
12	St Anthony Head	2.9 km 320° Northwest	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Garran: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Tourist Attraction – St Anthony’s Head: High Recreational Route – South West Coast Path: High	This view looks northwest from St Anthony Head towards Falmouth Docks. The foreground of the view is completely dark across the water of Carrick Road. The view of Falmouth is eclipsed by Pendennis Point headland. Some scattered lights can be seen to the west of the headland, but the majority of the lights are seen to the north of Pendennis Point, from the northeastern coast of Falmouth and the wider Falmouth Docks site. Several bright clusters of light are seen emitting from the wider Falmouth Docks site, the brightest lights are from the vessels docked on the evening of the visit and the spotlights used on the dock arms. The industrial site adjacent to Falmouth Docks also appears notably bright. These lights are reflected by the sea and clouds resulting in a sky glow above Falmouth.	<u>Scenario One:</u> The proposed development would accommodate larger and more vessels at the same time. However, the increased size and number of vessels visible from this distant viewpoint at St Anthony’s Head would be hard to discern as they would be viewed against the surrounding and brightly lit context. <u>Scenario Two:</u> This scenario would include two Excellence Class cruise ships docked at the Northern Wharf. This would introduce large and intrusive light sources to the receptors at dusk and evening during a day cruise call, and occasionally lights overnight during an overnight call. The effect would be temporary and fully reversible. The lights of the cranes and turbines would be seen above the nighttime skyline of Falmouth, but these aviation lights would not be intrusive.	<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 light source from Excellence Class cruise ships would temporarily affect the ‘Dark Skies’ quality of the AONB at this location during a cruise calls. The cranes would introduce a more industrial element and a new light source above the nighttime skyline of Falmouth. The overall character and visual composition of the view would remain broadly consistent with the baseline when the dock is used for repair works and the impact would be temporary and fully reversible. The magnitude of impact would be Slight .	<u>Scenario One:</u> Moderate / Minor <u>Scenario Two:</u> Moderate	<u>Scenario One:</u> Moderate / Minor <u>Scenario Two:</u> Moderate

14	St Just in Roseland (PRoW 322/12)	3.4 km 225° Southwest	CCA16 Falmouth to St Mawes: High Roseland LLCA ST Just in Roseland: High CNL Section 9 South Coast Central – The Roseland: High Heritage Coast – The Roseland: High	Recreational Route – PRoW 322/12: High Residential Settlement – St Just in Roseland: High	This view looks southwest towards Falmouth. From St Just in Roseland. The foreground and surrounding area are clothed in darkness as it is located within a valley and looks out across Carrick Road. Part of Falmouth is visible in the centre of the view, slightly screened by the intervening Trefusis Point Headland. Falmouth Docks is seen in the centre of the view, notably the brightest area across Carrick Road. There are several clusters of spotlights from the façade of the buildings of the dock and vessel berthed at the dock. The industrial area adjacent to Falmouth Docks is also a bright spot in the view. The lights appear quite linear in this view along the sea level due to distance. The lights are reflected by the water's surface and clouds, and a skyglow is visible over Falmouth.	<u>Scenario One:</u> The proposed development would accommodate larger and more vessels at the same time. In the Scenario one would see a denser cluster of light at the Dock more frequent than the baseline. <u>Scenario Two:</u> This scenario would see Excellence Class cruise ships docked at the Northern Wharf. These cruise ships would introduce an intrusive light source to this viewpoint during a cruise call, mostly at dusk and evening for day cruise calls, but also occasionally during overnight calls. The lights of the cranes and turbines would be seen above the nighttime skyline of Falmouth, but these lights would not be intrusive.	<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 intrusive light sources to the receptor. The Excellence Class cruise ship would be seen as part of the linear light cluster from Falmouth. The cranes and turbine would introduce a light source above the nighttime skyline of Falmouth, which has a slight, temporary and fully reversible impact 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	<u>Scenario one:</u> Moderate / Minor <u>Scenario two:</u> Moderate
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