POWERFUEL

Portland energy recovery facility

Environmental statement

9

Landscape, seascape and visual effects

9 Landscape, seascape and visual effects

Introduction

9.1 This chapter has been prepared by Terence O'Rourke Ltd on behalf of Powerfuel Portland Ltd and assesses the likely significant effects of the proposed ERF development with respect to landscape, seascape and visual impacts. A statement outlining the relevant expertise and qualifications of competent experts appointed to prepare this ES chapter is provided in technical appendix B.

9.2 This chapter describes the assessment methodology and the baseline conditions at the site and its surroundings. It then assesses the likely landscape, seascape and visual effects arising from the proposed development; additional practicable mitigation measures to prevent, reduce or offset and significant adverse effects; and the likely residual effects after these measures have been employed.

9.3 This chapter and its associated figures and appendices are to be read in conjunction with other supporting chapters that form part of this ES and information submitted in support of the planning application, including the design and access statement.

References and data sources

9.4 In preparing this chapter the published documents and plans set out in table 9.1 have been referred to.

Aecom, 2017, Isle of Portland Heritage and Character Assessment
Dorset AONB Partnership, 2019, Dorset Area of Outstanding Natural Beauty Management Plan 2019-2024
Dorset AONB landscape character assessment: https://www.dorsetaonb.org.uk/resources/landscape-character-assessment
Dorset Council and BCP Council, 2019, Bournemouth, Christchurch, Poole and Dorset Waste Plan
Dorset County Council, 2009, The Dorset Landscape Character Assessment
Jurassic Coast Partnership, 2020, Jurassic Coast Partnership Plan 2020-2025, Management Framework for the Dorset and East Devon Coast World Heritage Site
Landscape Institute and Institute of Environmental Management and Assessment, 2013, Guidelines for Landscape and Visual Impact Assessment (3rd edition)
Landscape Institute, 2019, Visual Representation of Development Proposals Landscape Institute Technical Guidance Note 06/19 17 September 2019
LDA Design, 2010, Dorset Coast Landscape & Seascape Character Assessment
Ministry of Housing, Communities and Local Government, 2019, National Planning Policy Framework
Ministry of Housing, Communities and Local Government, National Planning Practice Guidance (NPPG)
Natural England, 2012, Character Areas Profile 137 Isle of Portland, http://publications.naturalengland.org.uk/
Natural England, 2013, Character Areas Profile 138 Weymouth Lowlands, http://publications.naturalengland.org.uk/
Natural England, 2014, An Approach to Landscape Character Assessment
Portland Neighbourhood Plan Group, 2020, Neighbourhood Plan for Portland 2017-2031 Referendum Version January 2020
West Dorset District Council, 2009, West Dorset Landscape Character Assessment
West Dorset District Council and Weymouth & Portland Borough Council, 2015, West Dorset, Weymouth & Portland Local Plan
Weymouth & Portland Borough Council, 2013, Weymouth and Portland Landscape Character Assessment, http://www.dorsetaonb.org.uk/resources/landscape-character-assessment/
Table 9.1: References and data sources

Legislation and policy

Relevant planning policy documents

9.5 The site lies within Dorset Council. The key planning documents applicable to the study area are, on the national scale, the National Planning Policy Framework (NPPF) last revised in June 2019, and National Planning Practice Guidance (NPPG) and, on the local scale, the West Dorset, Weymouth and Portland Local Plan, adopted in October 2015, the Bournemouth, Christchurch, Poole and Dorset Waste Plan, adopted in December 2019, the Dorset AONB Management Plan, 2019-2024, the Dorset and East Devon Coast World Heritage Site Management Plan, 2014-2019 and the Neighbourhood Plan for Portland 2017-2031 Referendum Version January 2020.

9.6 A broad appraisal of these documents has been carried out, identifying the key landscape-related planning designations and policies, as well as relevant nature conservation and cultural heritage designations and policies that will also have an impact in terms of the landscape. These are illustrated on figure 9.8 and summarised below. A full list of policy criteria can be found in technical appendix J part 1.

National Planning Policy Framework (NPPF), June 2019

9.7 The NPPF sets out the government's planning policies for England, the following of which are relevant to the landscape and visual assessment:

Achieving sustainable development

- Paragraph 8 – achieving sustainable development

Making effective use of land

- Paragraph 117 – planning policies and decisions promoting effective use of land
- Paragraph 118 – list of considerations for planning policies and decisions

Achieving appropriate densities

- Paragraph 122 – list of considerations for supporting development

Achieving well-designed places

- Paragraph 124 – the requirement for good design
- Paragraph 127 – list of considerations for developments

Conserving and enhancing the natural environment

- Paragraph 170 – list of planning policies and decisions that contribute to and enhance the natural and local environment
- Paragraph 171 – allocating land with the least environmental or amenity value
- Paragraph 172 – consideration of applications in or near protected environments

Conserving and enhancing the historic environment

- Paragraph 184 – importance of the historic environment

- Paragraph 185 – consideration of a strategy for the conservation of the historic environment
- Paragraphs 189, 190 and 192 – proposals affecting heritage assets
- Paragraphs 193, 194, 195, 196 and 197 – considering potential impacts

National Planning Practice Guidance (NPPG)

9.8 The NPPG is a web-based resource that supports the NPPF and contains government guidance, the following of which are relevant to the landscape and visual assessment:

- Paragraph: 001 Ref ID: 26-001-20191001 – Design: Process and tools
- Paragraph 036 Ref ID: 8-036-20190721 – Landscape
- Paragraph 037 Ref ID: 8-037-20190721 – Landscape

Local planning policy

West Dorset, Weymouth & Portland Local Plan 2015

9.9 West Dorset District Council and Weymouth & Portland Borough Council joint Adopted Local Plan 2011-2031 of October 2015 predates the newly released revised NPPF, June 2019. This document remains the current planning policy document and the following policies are relevant to the landscape and visual assessment:

- ENV1 – Landscape, Seascape and Sites of Geological Interest
- ENV4 – Heritage Assets
- ENV10 – Landscape and Townscape Setting
- ENV12 – The Design and Positioning of Buildings
- COM11 – Renewable Energy Development
- ECON2 – Protection of Key Employment Sites

Bournemouth, Christchurch, Poole and Dorset Waste Plan 2019

9.10 The Bournemouth, Christchurch, Poole and Dorset Waste Plan was adopted by Dorset Council in December 2019. The following policies are relevant to the landscape and visual assessment:

- Policy 14 – Landscape and Design Quality
- Policy 19 – Historic Environment

Neighbourhood Plan for Portland 2017-2031 Referendum Version January 2020

9.11 This document contains the following policy that is relevant to the landscape and visual assessment:

- Port ENV7 – Design and Character

Dorset Area of Outstanding Natural Beauty Management Plan 2019-2024

9.12 The Dorset Area of Outstanding Natural Beauty Management Plan 2019-2024 sets out a number of special qualities that make the Dorset AONB particularly

special and underpin its natural beauty. The special qualities relevant to the landscape and visual assessment are:

- Contrast and diversity – a microcosm of England's finest landscapes
- Wildlife of national and international significance
- A living textbook and historical record of rural England
- A rich legacy of cultural associations

9.13 The following policies in the Dorset Area of Outstanding Natural Beauty Management Plan 2019-2024 are relevant to the landscape and visual assessment:

- Policy C1 – The AONB and its setting is conserved and enhanced by good planning and development
- Policy C2 – Landscape assessment and monitoring is effective and supports good decision-making
- Policy C3 – Necessary development is supported
- Policy C4 – Development which has negative effects on the natural beauty of the AONB, its special qualities, ecosystem flows and natural processes is avoided

Jurassic Coast Partnership Plan 2020-2025, Management Plan for the Dorset and East Devon Coast World Heritage Site

9.14 Five aims are set out in the document, as well as policies and actions. The aims are:

- To protect the site's Outstanding Universal Value and World Heritage Status
- To conserve and enhance the Site, its attributes, presentation and setting
- To inspire and engage people with the Site and deepen their understanding of its values
- To maintain and improve access to and experience of the Site
- To enable the Site's World Heritage Status to be of benefit to people and communities

9.15 The policies in the Dorset and East Devon WHS Management Plan that are relevant to the landscape and visual assessment are:

- Policy R4: Those elements of landscape character, seascape, seabedscape, natural beauty, biodiversity and cultural heritage that constitute the WHS's functional or experiential setting are protected from inappropriate development
- Policy CSS5: The conservation and enhancement of biodiversity, the historic environment and landscape character in the WHS and setting will be supported in ways that are complementary with its OUV

Methodology

Consultation

9.16 An EIA scoping report was issued to Dorset Council in January 2020 in support of

an EIA scoping opinion request. The scoping opinion was received in February 2020, which included responses on potential landscape and visual effects from the landscape officer, the Dorset AONB Partnership and the Jurassic Coast Trust.

9.17 Further consultation with Dorset Council included an introductory email on 23 February 2020 setting out the landscape methodology, the proposed study area of 10 km, a draft zone of theoretical visibility (ZTV) and the suggested character areas, visual receptors and viewpoints to be assessed. A meeting with the landscape and AONB officer was held on 27 February to discuss viewpoints and initial architectural concepts. Subsequent emails with the landscape officer clarified the viewpoint locations and confirmed that viewpoints 8 and 9 would require photomontages and viewpoints 11 and 12 would require wireframes. On 24 July 2020 a meeting was held with the landscape and AONB officer and planning officers to discuss the design evolution and final proposals. A similar meeting was held with the Jurassic Coast Trust on 11 August, where a request was made to also produce photomontages from viewpoints 11 and 12. Following the meeting a pre-application pack of design information was issued to Dorset Council on 31 July and a pre-application response was received on 20 August.

Study area

9.18 A 10 km study area was chosen based on the ZTVs of the proposed development, as the visibility beyond this distance will become limited and the development is unlikely to have any significant effects beyond this area. Following discussions with Dorset Council and Dorset AONB Partnership, three viewpoints were selected just beyond the 10 km study area from specific tourist destinations within the AONB at Osmington White Horse Hill, Ringstead Bay National Trust car park and Durdle Door; however, the overall study area remained at 10 km.

Baseline data collection

9.19 Published and adopted landscape character assessments prepared by relevant authorities at varying levels, from national through to local assessments, have been referred to in order to identify the baseline landscape character, resources and associated value. Detailed fieldwork carried out on the site and immediate surroundings was used to check how applicable the landscape character assessments are to the study area. Further information can be found in technical appendix J part 2.

9.20 Computer generated mapping has been used in combination with fieldwork to assess the potential visibility of the proposals. A ZTV was produced for the proposed building and a separate ZTV for the proposed stack, and these were analysed to assist with identifying visual receptors. Fieldwork was confined to the site, public rights of way, transport routes and other publicly accessible areas. Following analysis of the ZTVs and fieldwork, a series of viewpoints from which the proposals may be seen by the individual or groups of visual receptors were identified. Further information on identifying visual receptors and viewpoints can be found in technical appendix J part 2.

Assessment

9.21 The assessment judges the potential effects of the proposals on the landscape and visual receptors that have been identified. The significance of a landscape

and visual effect is determined by consideration of the sensitivity of the landscape and visual receptors and the magnitude of the landscape and visual effect as a result of the proposals. This assessment follows the *Guidelines for Landscape and Visual Impact Assessment*, (GLVIA) 3rd Edition, Landscape Institute (LI) and Institute for Environmental Management and Assessment (IEMA) (2013). Further details of the methodology used in the assessment are set out in full in technical appendix J part 2 and in figures 9.1 to 9.6. Details of the methodology used in the photographic survey and photomontages are set out in technical appendix J part 3. The assessment of night time effects has been informed by the findings of the lighting assessment submitted in support of the planning application as a stand-alone report by ARUP and the assessment of the plume visibility has been informed by a technical note from Fichtner Consulting Engineers Ltd appended to technical appendix J part 4.

9.22 Landscape effects arise either from direct changes as a result of development in the physical elements of the receiving landscape, or from indirect effects on the character and quality of the surrounding landscape. The significance of a landscape effect is determined by consideration of the sensitivity of the landscape and the magnitude of change that it will undergo. The guidance in figures 9.1 and 9.2 has been used to arrive at an evaluation of landscape sensitivity and the predicted magnitude of change. The degree of effects on the landscape resource has been considered from a combined evaluation of landscape sensitivity and magnitude of change, using the matrix in figure 9.3. Effects that are moderate or above (including slight to moderate) are considered to be significant for the EIA.

9.23 Visual effects arise from the changes in character and quality of people's views resulting from the proposed development. The significance of an effect on visual amenity is determined by the consideration of the sensitivity of the receptor (the occupation or activity of the people experiencing the view) and the magnitude of the change. The guidance in figure 9.4 has been used to arrive at an evaluation of the sensitivity of visual receptors, while figure 9.5 has been used in the assessment of the magnitude of change. The degree of visual effect has been determined from a consideration of receptor sensitivity and magnitude of change, using the matrix in figure 9.6. Effects that are moderate or above (including slight to moderate) are considered to be significant for the EIA.

Limitations and assumptions

9.24 In undertaking the assessment of landscape and visual effects of the proposals, the following assumptions have been made:

- Professional judgement is an important consideration in the determination of the overall landscape and visual effects and even with qualified and experienced professionals there can be differences in the judgements made
- The accuracy of the Digital Surface Model (DSM) used to prepare the ZTVs falls within acceptable limits; however, there are potential discrepancies between the DSM and the actual landform where there are minor topographic features that are too small to be picked up. The Lidar data can pick up the majority of the woodland and buildings, although areas can be missed between the 1 m grid (see technical appendix J part 2)
- Private views from residential properties have not been assessed within this LVIA, as the LI guidance states that if required by the local authority

this is to be assessed separately within a distinct Residential Visual Amenity Assessment. However, representative or specific viewpoints from adjacent publicly assessible streets or areas have been assessed to take into consideration views that may be afforded from receptors of a residential street / area

- To illustrate all potential viewpoints from which the proposals will be seen by the different visual receptors within the study area is not practical and is unnecessary for the purposes of the EIA

Baseline

Introduction

9.25 The purpose of the baseline study is to record the existing landscape conditions against which the effect of the proposed development will be assessed. It also helps to understand the landscape characteristics of the study area and how the site interacts with them. Landscape conditions such as topography, designations, public rights of way and character areas can be viewed on figures 9.7 to 9.15.

9.26 The baseline study concentrates on the site and the wider area within the surrounding landscape. A distance of approximately 10 km from the site boundary was identified as an appropriate distance within which to consider the wider landscape setting of the site. Though the site may be visible from beyond this distance in some seasonal and weather conditions, it was considered to be too distant to allow any clear identification of the site features and precise boundaries or unlikely to create any significant landscape and visual impact.

National Landscape Character Areas (refer to figure 9.9)

9.27 Natural England's online National Character Area (NCA) Profiles provide a description of the landscape character of the study area and the site at its broadest level. The site lies within Character Area 137 Isle of Portland.

9.28 The key characteristics are:

- *"The area features a wedge-shaped Limestone plateau sloping north to south to the sea at Portland Bill.*

- *Portland's coast is part of the Jurassic Coast (Dorset and East Devon Coast) World Heritage Site, which was inscribed in 2001 for its outstanding geology that showcases 185 million years of geological history, from the Permian to the Cretaceous, in fewer than 100 miles.*

- *There is a major area of landslip (mass movement) at the north of the island; the town of Fortuneswell is built on this.*

- *The underlying geology gives rise to calcareous grassland, a priority habitat, with a distinctive associated flora. The grassland also supports important populations of butterflies and moths, notably silver-studded blue, small blue, Adonis blue, chalkhill blue, Lulworth skipper, dingy skipper, grayling and the chalk carpet moth. Springs at the top of the Kimmeridge Clay release rainfall that soaks into the ground, supporting important flora.*

- *The Bill, a promontory at the very south of the island, has long been recognised as a nationally important landfall for migrating birds, with a bird observatory established in one of the old lighthouses. The coastal ledges near the Bill support one of only two seabird colonies in Dorset, with nesting guillemot, razorbill and kittiwake.*

- *Almost the whole coast of the Isle supports maritime cliffs and slopes – a priority habitat.*

- *Active and disused quarries are a major part of the scenery. Many of the quarries form part of the Portland Quarries Nature Park, which includes the Tout Quarry Sculpture Park, King Barrow Quarries Nature Reserve and Verne Yeates Local Nature Reserve.*

- *Northern areas of the more sheltered east coast are dominated by extensive native and non-native scrub, scrubby trees and small patches of secondary woodland.*

- *Buildings in the towns are largely constructed from local stone, giving the island a distinctive sense of place.*

- *There is a strong sense of history due to the harbour, the castle and prison, historic quarries and the High Angle Battery."*

9.29 The surrounding study area to the north lies within Character Area 138 Weymouth Lowlands. The key characteristics are:

- *"The Weymouth Lowlands are united by an underlying broad ridge-and-valley pattern of chalk, limestone and clay.*

- *Exposed, windswept coastal grassland with long, open seaward and coastal views enclosed by the Dorset chalk ridge in the north of the NCA.*

- *Open, largely treeless ridgetops and coastline with concentrations of valley woodlands and plantations in the Bride Valley and around Osmington.*

- *The shingle bar of Chesil Beach and enclosed saline lagoon of The Fleet are distinctive features linking the Isle of Portland to the mainland, a focus for sweeping views from along the coast, and a key biodiversity, geological/geomorphological and educational feature.*

- *The rivers Wey and Bride dissect the ridge-and-valley pattern of the Weymouth Lowlands, with the Wey in the east feeding Lodmoor, a wetland reserve in Weymouth, and Radipole Lake, a coastal lagoon in Weymouth, around which the harbour and town have developed.*

- *Predominantly rural and agricultural in character. A mosaic of arable on the higher ground with pasture on steeper slopes and in valley bottoms.*

- *Patches of limestone and chalk grassland on ridgetops and along the coast with characteristic calcicole species such as rockrose and quaking grass.*

Springline flushes, wetlands and coastal habitats such as reef complexes complement the mosaic of habitats present.

- *Rectilinear fields on the inland ridges are enclosed by sparse hedgerows with few hedgerow trees and post-and-wire fencing where hedgerows are not present, lending an uncluttered feel to ridgetops.*

- *Drystone walls are characteristic and are strongly associated with areas where suitable stone is locally and readily available, especially where the Purbeck Beds, Corallian Limestone and Forest Marble outcrop. Their changing colours reflect the changing geology. Notable in the Bride Valley.*

- *Settlements are mainly located on the lower valley slopes or close to streams. Farmsteads or hamlets lie on valley sides, commonly close together and linked by narrow lanes.*

- *The urban area and fringe of Weymouth is extensive, ringing the southern and northern sides of Portland Harbour and linked by the busy A354.*

- *A strong vernacular architecture using a mixture of materials which reflects the underlying geodiversity: Portland Stone at Portesham, Corallian Limestones at Abbotsbury and Osmington, and oolite also at Osmington. Flint and brick with thatch roofs are also seen, particularly near the coast, exemplified by Abbotsbury. In contrast, Weymouth has a mix of styles including grandiose Georgian sea front."*

County Character Areas (refer to figure 9.10)

9.30 The Dorset Landscape Character Assessment of 2009, which was prepared by Dorset County Council, includes both West Dorset district and Weymouth & Portland borough. All relevant information has been referenced in the following baseline for the landscape of the study area.

9.31 The following are the landscape character types from the Dorset Landscape Character Assessment situated within the study area:

- Limestone Peninsula
- Chalk Ridge / Escarpment
- Harbour / Wetland / Lagoon
- Open Chalk Downland
- Ridge & Vale
- Valley Pasture

9.32 ***Local Character Areas (refer to figure 9.12)***

9.33 In February 2009, West Dorset District Council produced a landscape character assessment (LCA). Following this, in February 2013, Weymouth & Portland Borough Council produced a LCA. These are illustrated on figure 9.12. These assessments take the Dorset County Council LCA and provide a finer grain of detail.

9.34 The following are the landscape character areas from the West Dorset LCA situated within the study area:

- South Dorset Escarpment
- South Dorset Ridge & Vale
- Osmington Ridge & Vale
- Chaldon Downs

9.35 The following are the landscape character areas from the Weymouth and Portland LCA situated within the study area:

- South Dorset Escarpment
- South Dorset Ridge & Vale
- Osmington Ridge & Vale
- Chesil Bank, the Fleet and the Causeway
- Lower Wey and Lorton Valley
- Portland Peninsula

9.36 The Dorset Area of Natural Beauty (AONB) Partnership has also produced a web-based LCA based on the previous LCAs (refer to figure 9.11). The landscape character areas situated within the study area are:

- South Dorset Downs
- South Dorset Escarpment
- South Dorset Ridge & Vale
- Osmington Ridge & Vale
- Chaldon Downs
- The Fleet
- Chesil Beach

9.37 The Dorset AONB web-based LCA also includes landscape character types from the Dorset Coast Landscape & Seascape Character Assessment September 2010 (refer to figure 9.13). The landscape and seascape character types situated within the study area are:

- Slumped cliffs
- Hardrock cliffs
- Sandy beaches
- Shingle beaches and spits
- Intertidal rock ledges
- Man-made harbour
- Active coastal waters
- Coastal waters
- Inshore waters

9.38 The Neighbourhood Plan for Portland 2017-2031 Referendum Version January 2020 (refer to figure 9.14) sub-divides Portland into character areas. The landscape character areas situated within Portland are:

- LCA 1: Fortuneswell, Chesil Beach and Osprey Quay
- LCA 2: The Grove and The Verne
- LCA 3: Easton and Weston
- LCA 4: Southwell
- LCA 5: Portland Bill and The Jurassic Coast

- LCA 6: Quarries and Open Space

9.39 Given the number of different landscape character assessments and the fact that some of the boundaries overlap with each other, a plan has been compiled to illustrate the character areas that will be assessed later in this chapter. Using the ZTVs and through site investigation, the baseline study has established that the following landscape character areas / types and associated landscape resources have some inter-visibility with the site and therefore may be affected by the proposed development:

- The site
- South Dorset Escarpment
- Harbour / Wetland / Lagoon
- Open Chalk Downland (South Dorset Downs and Chaldon Downs)
- Ridge & Vale (South Dorset Ridge & Vale and Osmington Ridge & Vale)
- Lower Wey and Lorton Valley
- Man-made harbour
- LCA 1: Fortuneswell, Chesil Beach and Osprey Quay
- LCA 2: The Grove and The Verne

9.40 ZTV analysis and field studies have been carried out to determine the potential effects of the development proposals on these character areas / types, which will be assessed within the landscape character data sheets in paragraphs 9.115 to 9.123. A description of the relevant baseline landscape character areas / types is provided in the following paragraphs.

The site

9.41 The 6.29 ha site lies on the north eastern coast of the Isle of Portland, situated within Portland Port. The site comprises two elements: the 2.14 ha site for the ERF buildings, which lies within a key employment site and the Portland Northern Arc and 4.15 ha of cable routes to the electricity substation off Lerret Road and to the berths at Queens Pier and Coaling Pier. The site is relatively flat and is approximately 5 m above Ordnance datum (AOD). For a more detailed description of the site, please refer to chapter 2.

9.42 The key characteristics and landscape elements identified for the site are:

- The site is bordered by steep cliffs to the south west designated as land of national and international ecological importance, which support various habitats. There are no ecological designations on site and the phase 1 habitats are identified as hardstanding, bare ground (demolition rubble) with patches of open mosaic developing on it, fringes of continuous scrub around the south and west boundaries and ephemeral / short perennials on a narrow strip along Incline Road. There are no trees on site
- The site does not lie within the AONB, the Heritage Coast or the Dorset and East Devon Coast World Heritage Site
- The site is inaccessible to the public unless invited and accompanied, with no public rights of way running through the site
- An allocated key employment site with an extant planning permission for an energy plant on an existing area of hardstanding

- A busy port with industrial activity and movement of shipping including cargo vessels, fishing vessels and cruise ships
- Located within the proposed 'Northern Arc' identified in the Neighbourhood Plan for Portland 2017-2031. The 'Northern Arc' covers Osprey Quay, Castletown and Portland Port and the intention is to 'cement' the location as a vital employment zone for the benefit of local people and the economic wellbeing of the Island whilst ensuring that other appropriate uses can flourish, and the several important heritage and natural environment sites are suitably respected and treated

South Dorset Escarpment

9.43 The South Dorset Escarpment landscape character area is a large-scale landscape that lies to the north of the study area. The area runs along the furthest marginal extents of the chalk landscapes, forming a distinct and steep backdrop that encloses the surrounding lowland landscape area, providing panoramic views from the prominent elevated position. The landscape character area only covers a very small part of the 10 km study area.

9.44 The topography consists of steep ridges with a varied character and patterns from erosion along the dramatic winding ridgetops and the valleys below. The soils are thin calcareous with an underlying geology of chalk. Within the study area, a few isolated farmsteads and the edges of settlement occur.

9.45 There is very little woodland or tree cover within the small parts of this landscape character area that lie within the study area. Land use consists of a small-scale pattern of fields up to the scarp slopes, with mainly chalk grasslands. Below this, the fields become larger and broader, with post and wire fencing retaining the openness of the downland landscape.

9.46 Access through the landscape character area includes a network of steep twisting narrow lanes. High hedge banks enclose the ancient sunken roads lower down the slopes before emerging along the ridgetops. There are several public rights of way that cross the landscape type, including S33/5 and S33/6 connecting Upton to the South West Coast Path, the S33/1 bridleway connecting Poxwell to Osmington, as well as S1/15 and S7/6 running between Combe Valley Road and Preston.

9.47 The landscape character area is situated within the Dorset AONB and includes some ancient landmarks and landscape designations, particularly Chalbury Hill and Quarry SSSI, which also contains a multi-period archaeological landscape with a hillfort, which is a scheduled monument, as well as the White Horse Hill SSSI, which contains a chalk-cut hillside figure of King George III that is also a scheduled monument. The character has significance for the dramatic and romantic landscape, which has been captured previously through paintings and writings by Lamorna Birch, Moffat Lindner and Wilson Steer.

9.48 The sensitive key characteristics and landscape elements identified for this landscape character area are:

- *"Steep, distinctive and bold ridge and scarp slope on the edges of the chalk landscapes.*

- *Dramatic visual edge enclosing and providing a backdrop to the surrounding countryside.*
- *Marked variation in character and landform along the scarp.*
- *Undeveloped and open character with panoramic views.*
- *Distinctive and bold pattern of land cover including hanging mixed woods and patches of chalk grassland.*
- *Woodlands are often visually prominent landmarks.*
- *Settlements concentrated along the foot of the scarp.*
- *Narrow twisting lanes often with high hedge banks.*
- *Many ancient and distinctive hillforts on escarpment highpoints such as Eggarden and Hod / Hambledon Hills."*

9.49 The detrimental features of the South Dorset Escarpment landscape character area identified in the Weymouth and Portland LCA and West Dorset LCA are:

- *"Pylons and communication masts are visually prominent creating visual clutter and interrupting the characteristic open views.*
- *The main road corridors can have a detrimental impact in some places.*
- *Some agricultural barns have a negative visual impact.*
- *Invasive scrub vegetation has encroached onto areas of grassland.*
- *Some fragmentation of grasslands through conifer plantations and arable encroachment from the surrounding uplands.*
- *Roadside banks are subject to erosion in the narrow, sunken and the open lanes."*

9.50 The key land management features of the landscape character area stated in the Dorset LCA include:

- *"Promote the use of visually permeable boundaries such as post and wire fencing on higher ground and enhance the sense of continuity and openness across the escarpment/ridge tops and associated monuments.*
- *Monitor continued encroachment of scrub on the steepest slopes. Manage scrub as a valued habitat component, and encourage grazing where appropriate and avoid cutting vegetation in straight lines to minimize visual impact. Retain occasional small patches of scrub for aesthetic and wildlife benefits.*
- *Seek opportunities to recreate, link and restore important grassland sites and buffer from intensive management.*
- *Further woodland planting is not a key objective for this area, with the aim being to maintain the balance of open land and woodland cover with enhanced woodland management.*
- *Ensure conservation and restoration of low impact grassland management around prehistoric features, particularly barrows and hill forts.*

- *Promote sustainable management and recreational access to Open Access areas and important viewpoints.*
- *Consider location of game cover crops in visible locations to minimize visual impact.*
- *Maintain the undeveloped character of the scarp and the sharp contrast with the scarp foot settlements e.g. by the careful control of settlement edges and boundaries.*
- *Any new development should be small scale and should respect the distinctive nucleated 'scarp foot' settlement pattern and should not extend onto the lower slopes.*
- *Conserve the rural character of the narrow sunken lanes and protect sensitive hedge banks from further erosion e.g. by identification of key sites through Parish Action Plans or similar and/or via Conservation Verge 'designation'.*
- *Identify, protect and enhance important views to and from the ridge/escarpment e.g. via Parish Action Plans, Village Design Statements and other Settlement Appraisals."*

Harbour / Wetland / Lagoon

9.51 The Harbour / Wetland / Lagoon landscape character type is situated to the west of Weymouth, north west of the site, bordering the internationally important shingle bank of Chesil Beach. It stretches from the Isle of Portland, following the inner coastline of West Dorset, encompassing the brackish East Fleet Lagoon.

9.52 The character type contains no settlements. The area consists of the calm and tranquil Fleet lagoon sheltered behind the shingle bank. Coastal edges of fields and hedges border the northern areas. The area has a mix of important habitats such as mudflats, marshland, shingle and open water of the lagoon, with vegetation consisting mostly of seasonal seagrass beds.

9.53 Access into the character type is limited, with a few small boats in the Lagoon entering from Portland Harbour to the south east. There are a number of landscape, cultural and natural heritage designations within the character type, such as the Chesil & the Fleet SSSI, Chesil & the Fleet SAC, Chesil Beach & the Fleet Ramsar site as well as Chesil Beach & the Fleet SPA. The area also lies within the Heritage Coast and the World Heritage Site.

9.54 There are open and extensive views towards the Osmington Coast and Portland to the south and east, with views more contained to the west by the shingle ridge. To the south, the Portland Peninsula is visually prominent in the skyline with the masts of Portland Harbour providing a strong link to the working harbour.

9.55 The sensitive key characteristics and landscape elements taken from the Dorset LCA and the Weymouth and Portland LCA identified for this landscape character type relevant within the study area are:

- *"A distinctive mix of tidal mudflats, marshland, reed bed, open water and shingle bank.*
- *Indented and shallow shorelines to the harbours and the Fleet, which resemble large lakes.*

- *A large scale, open, tranquil and generally unspoilt landscape.*
- *Provides an important range of habitats of significant conservation value.*
- *Important vistas and views of historic and cultural importance.*
- *Unique and sensitive interrelationship with urban edges and the natural environment.*
- *Provides important and popular open space and recreational value.*
- *Many key features of interest such as… Chesil Beach and Fleet shoreline, ….*
- *A wild and windswept character with extensive skylines, heavily influenced by the exposed coastal location.*
- *A low lying landscape, overlooked by the rising land of Portland and Wyke Regis.*
- *The shingle bank is unvegetated and subject to wave action. Some scrub and salt marsh vegetation is present where the bank is stabilized by silt from the lagoon, and on the causeway along the path of the disused railway.*
- *Open and extensive views are available towards the Osmington Coast and Portland, however views out to sea are restricted by the linear ridge of Chesil bank.*
- *Masts in Portland harbour provide a strong visual link to the working harbour."*

9.56 The detrimental features of the landscape character area Chesil Bank, the Fleet and the Causeway, as described in the Weymouth and Portland LCA, are:

- *"Large scale development at Osprey Quay has had an urbanizing influence over much of the area.*
- *Visual impact of coastal car parks and other visitor-based development.*
- *Intrusive presence of heavy traffic on the A354, and the visual impact of street lights, road signage and other visual clutter.*
- *Small boat yards and slipways towards the northern end of the area have an industrial and degraded character.*
- *Visually prominent development at Wyke Regis does not have a strong character or sense of place."*

9.57 The key land management features of the landscape character area stated in the Dorset LCA include:

- *"Reduce and control diffuse pollution, in particular along the Fleet margins.*
- *Promote/encourage appropriate rotational reed/marsh land management.*
- *Control tree/scrub growth in marshland/reedbeds/saltmarsh.*
- *Ensure any land drainage work is compatible with nature conservation objectives.*
- *Promote access management and appropriate interpretation initiatives at key entrance points.*

- *Support the Chesil & Fleet Marine SAC and Poole Harbour Steering Groups.*
- *Develop Urban Fringe Management Plans and/or partnerships to help control issues such as unauthorised uses/tipping.*
- *Maintain the open, uncluttered and dramatic coastal landscape character of the area.*
- *Identify and maintain tranquil areas, for example by promoting and contributing to Harbour Management/Zoning Plans in particular.*
- *Soften existing hard urban edges which erode character in places, e.g. through small scale broadleaved native planting and/or via natural regeneration.*
- *Conserve and enhance the undeveloped character along the coast.*
- *Control the impact of coastal car parks and associated signage, markings and other 'clutter'."*

Open Chalk Downland (South Dorset Downs and Chaldon Downs)

9.58 The Open Chalk Downland landscape type appears towards the northern edge of the 10 km study area. The landscape type runs along the chalk escarpment south and east of Dorchester and into the Purbecks. The topography of the landscape is broad, consisting of gently rolling open hills providing views to distant landmarks, with a few small chalk river valleys. The soils are thin calcareous with an underlying geology of chalk.

9.59 The landscape type is separated into the South Dorset Downs and Chaldon Downs landscape character areas in the local LCAs, situated within the study area. Settlements are sparse within the landscape character type, with a few farmsteads scattered between; however, no settlements fall within the study area.

9.60 The landscape has a textured appearance, with land use consisting of arable fields that form a large historic patchwork with fencing or low hazel hedgerows and stone walls along straight borders. There is no woodland within the study area.

9.61 There are a number of bridleways in this landscape character type; however, these are situated beyond the study area except for a small part of S7/2 crossing west-east at Green Hill (part of the South Dorset Ridgeway) and S33/1, which travels south west and connects Poxwell to Osmington. There are no roads within the landscape character type that lie within the study area.

9.62 The Dorset AONB lies within this landscape character type. The White Horse SSSI and Chalbury Hill and Quarry SSSI lie close to the borders.

9.63 The landscape character type was historically well settled, with the presence of several ancient settlement sites, including Maiden Castle, as well as long barrows and burial mounds from the Neolithic and Bronze ages, which are scattered across the landscape. Within the study area, the presence of ancient settlement is found with three bowl barrows. The area is well known for its landscape and history, captured in literary associations by Thomas Hardy.

9.64 The sensitive key characteristics and landscape elements identified for this

character type are:

- *"Elevated areas of open chalk upland with a broad rolling landform.*
- *Gentle curving convex profiles to the landform.*
- *An expansive open scale with panoramic views to distant landmarks.*
- *Uniform and homogenous landscape character.*
- *Patchwork of large-scale arable fields subdivided by low, straight and weak hedges.*
- *Isolated small blocks of geometrically shaped woods.*
- *Sparsely populated with few settlements and scattered isolated farmsteads.*
- *A network of widely spaced roads, footpaths and bridleways.*
- *Many important archaeological sites such as long barrows and burial mounds.*
- *Literary associations with Thomas Hardy."*

9.65 The detrimental features of the South Dorset Downs landscape character area identified in the Weymouth and Portland LCA and West Dorset LCA are:

- *"Pylons and masts are visually prominent creating visual clutter and detracting from the characteristic open views.*
- *The main road corridors and some urban fringe areas can have an urbanising and detrimental impact in some places.*
- *Some boundaries block important open views.*
- *Neglected traditional barns and farm buildings in a poor state of repair.*
- *Conifer tree plantations have a negative visual impact.*
- *Intensive farming has led to loss of some landscape features with fragmented hedges and stone walls often replaced with post and wire fencing.*
- *Loss of open field systems"*

9.66 The key land management features of the landscape character area stated in the Dorset LCA include:

- *"Restore and extend native habitats of chalk grassland, ancient broad-leaved oak woodland, and calcareous meadows. For grasslands, encourage opportunities for reversion from arable cropping back to chalk grassland on the valley sides, linking up areas in good condition and enhance management of existing chalk grasslands.*
- *Restore and conserve chalk streams and other watercourses along with associated habitats and features of cultural interest.*
- *Conserve and enhance the integrity and setting of archaeological features through low impact grassland management and promote wider understanding through selective and sensitive interpretation for visitors.*
- *Restore important boundary features of cultural interest where the open*

character of the downs will not be affected.

- *Promote the natural regeneration and planting of small oak, ash and hazel broadleaved woodlands on gentle slopes to increase landscape diversity. New coniferous planting and shelterbelts should not be encouraged.*
- *Restore and enhance old hazel coppice stands.*
- *Conserve the distinctive open character of the landscape e.g. by keeping built development off the ridge tops and exposed downland summits.*
- *Identify, protect and conserve the long ranging views especially from roads, rights of way and key viewpoints e.g. via Parish Action Plans, Village Design Statements and other Settlement Appraisals.*
- *Improve recreational links into the countryside to tie in with the provision of functional 'greenspace' where possible around settlements."*

Ridge & Vale (South Dorset Ridge & Vale and Osmington Ridge & Vale)

9.67 The Ridge and Vale landscape character type is situated north of the site. It is enclosed to the north by the Chalk Ridge / Escarpment that forms the setting and backdrop to the area.

9.68 The landscape character type is separated into the South Dorset Ridge & Vale and Osmington Ridge & Vale in the local LCAs.

9.69 The landscape consists of low-lying hog-backed limestone ridges, which run east to west, with clay vales of mixed farming undulating and forming a field patchwork with mixed borders of hedgerow and stone walls between. Towards the ridge tops and the flatter valleys, the fields are larger and more open in scale, with panoramic views of Portland and out to sea.

9.70 Settlements in this landscape character type are situated around the edges of Weymouth along valley floors, including Chickerell, Buckland Ripers, Nottington, Preston, Osmington and Osmington Mills.

9.71 Vegetation of the landscape consists of wooded areas of oak and ash and occasional hazel coppice that lie on the side of valley slopes. Occasional hedgerow trees are situated in the flatter valleys where there are larger scale fields.

9.72 The landscape character type has few major roads, which include the A354 Weymouth Relief Road running north-south connecting Dorchester and Weymouth, the A353 running east-west connecting Osmington and Weymouth, as well as the B3157 running parallel to the coast from Weymouth, west to Burton Bradstock. There are many public rights of way running through this area, particularly connecting into the South West Coast Path, including S1/25, S1/28, S20/8 and S33/14.

9.73 The southern parts of the landscape type form part of the Dorset and East Devon Coast WHS. Along the southern border also lie the South Dorset Coast SSSI and Isle of Portland to Studland Cliffs SAC. To the south west, the area borders the Harbour / Wetland / Lagoon landscape character type, which contains several important landscape designations. Much of the landscape character type lies

within the Dorset AONB. There are several conservation areas within the study area, which include, Broadwey, Chickerell, Osmington, Nottington, Radipole and Sutton Poyntz.

9.74 There are multiple grade I and II listed buildings scattered across the landscape character type, with clusters in the village settlements of Chickerell, Osmington and Preston.

9.75 The sensitive key characteristics and landscape elements identified in the Dorset LCA, the West Dorset LCA and the Weymouth and Portland LCA that are relevant to the study area include the following:

- *"Broad evenly spaced ridges and valleys which follow a west-east alignment.*
- *Enclosed and defined by the dramatic chalk escarpment to the north.*
- *Mixed farmed area with a patchwork of geometric fields divided by straight hedges.*
- *Larger fields in the valleys and on the open ridges.*
- *Open views along the coast from the smooth, broad and hog-back shaped ridges.*
- *Distinctive settlement pattern along the valley floor and at the foot of the escarpment.*
- *The edges of the Weymouth conurbation create a negative impact on the landscape character.*
- *Nucleated settlements with well defined edges are found along the vales. Common local building stones include Forest Marble sandstone plus Lower Purbeck, Portland and Forest Marble limestones… Other materials include some brick, flint and cob.*
- *Smooth ridge tops, where the character is open and there are stunning views towards the Fleet and coast. Small limestone ridges with rocky outcrops running east to west.*
- *Continuous patchwork of planned enclosures becoming larger and open at higher elevations. Remnant patches of acid grassland are found along the ridge tops. Mixed boundaries of stone walls and hedges and occasional hedgerow trees.*
- *Stunted and clipped hedgerows towards the coast due to exposure to the elements and intensive agricultural management regimes.*
- *Tall and bushy hedgerows towards the settlement edge of Weymouth and Chickerell due to less intensive management regimes associated with urban fringe uses such as hobby farming and horse/pony paddocks.*
- *Along the vale floor and ridge slopes, small broadleaved woodlands of oak and ash and occasional hazel coppice add texture and diversity to the landscape.*
- *The cultural value of the landscape becomes more apparent towards Abbotsbury with medieval field patterns, strip lynchets and gardens. Roads have an open, rural character with characteristic features such as fingerposts.*

- *Sweeping views towards smooth ridge tops, Portland and the coast, where the character is open.*
- *Occasional barrows.*
- *Smaller scale and secluded landscape around Osmington. Deep valleys of rough pasture, blocks of organic shaped woodland of oak and hazel and patches of scrub provide an intimate feel (particularly around Osmington).”*

9.76 The detrimental features of the South Dorset Ridge & Vale and Osmington Ridge & Vale landscape character area from the West Dorset LCA and the Weymouth and Portland LCA are:

- *“Pylons and masts are visually prominent creating visual clutter and detracting from the characteristic open views.*
- *Some traditional barns and farm buildings are in a poor state of repair.*
- *Historic loss of traditional orchards around settlements.*
- *Urban fringe land uses, including equine development, around the edges of Weymouth and Chickerell have an urbanising influence in this locality.*
- *Visual impact of caravan parks and other visitor-based development.*
- *Visual impact of excessive road signage.*
- *Deterioration of some lengths of dry stone walling.*
- *Hedgerows around the urban fringe are intensively managed with a lack of hedgerow trees in the clay vale.*
- *Towards the coast, rough grasslands are subject to scrub encroachment and a lack of management.”*

9.77 The key land management features of the landscape character area stated in the Dorset LCA include:

- *“Repair and maintain dry stonewalls along the coast and other important boundary features.*
- *Encourage grazing on the coast and inland limestone ridges to reduce further scrub encroachment.*
- *Manage permanent pastures including calcareous grassland and wet grasslands to protect wildlife and historic features.*
- *Prevent the loss of key landscape features and enhance archaeological features such as barrows through low impact grazing.*
- *An integrated approach to increased informal access, nature conservation and ‘greenspace’ provision is needed especially because of the proximity of an urban population to important habitats.*
- *Where appropriate, encourage the planting of small-scale copses/woodlands to reduce visual impact of urban areas especially around the urban fringes.*
- *Identify, protect and conserve the sweeping views of the coast e.g. via parish action plans, village design statements and other settlement appraisals.*

- *Conserve and enhance the open character of coastal roads e.g. by the careful consideration of new development design, positioning and height.*
- *Encourage planting, habitat enhancement and other measures to reduce visual impact of caravan parks, where the open character is not affected. Resist further expansion in open, sensitive locations.*
- *Conserve the pattern of tight knit nucleated villages."*

Lower Wey and Lorton Valley

9.78 The Lower Wey and Lorton Valley landscape character area identified in the Weymouth and Portland LCA has a relatively flat valley and wide floodplains, with the River Wey meandering into Radipole Lake towards Weymouth Harbour and Weymouth Bay.

9.79 The eastern part of the character area is Lorton Valley which includes land that is considered part of the Ridge & Vale in the county level LCA, and so meets the key characteristics of both the Ridge & Vale and Valley Pasture.

9.80 The landscape character area has a significant urban influence to the south and is mostly surrounded by Melcombe Regis, Radipole, Redland, Overcombe, Westham and Southill, following the meandering border of the River Wey on raised terraces.

9.81 Wetland habitats dominate the southern part of the area around Radipole Lake, with bordering hedgerow scrub and reedbeds. Further north the landscape differs, with a mosaic of small grazed pasture based on deep alluvial and gravel soils, some arable fields to the north, as well as wet woodlands running along the river.

9.82 The area is accessible, with public rights of way that run east-west across several parts of the area and footpaths that run north-south adjacent to the River Wey. These include S1/60, S1/64, S1/66, S1/137 and S1/138. The A354 Weymouth Way forms the western boundary of the character area to the south. As the character area narrows further north, a few smaller roads cross via old bridges, including Radipole Lane and Nottington Lane. The railway line runs just outside the eastern border of the character type, running north-south.

9.83 The area is predominantly managed in the interests of biodiversity conservation and contains Radipole Lake SSSI, managed by the RSPB as the Radipole Lake Nature Reserve. The landscape character area also covers parts of the conservation areas of Radipole and Nottington.

9.84 The sparse settlement patterns to the north of the area show the historic focus of the river for transport and infrastructure corridors, with historic river crossings remaining in places. There are a few grade II listed buildings of mostly riverside cottages to the north, near these crossing points.

9.85 The sensitive key characteristics and landscape elements identified for this character type within the Dorset LCA and the Weymouth and Portland LCA are:

- *"Flat and open valley floor landscape with distinctively meandering river channels, which often floods.*
- *Typically, a grazed pastoral landscape based on deep alluvial and gravel soils.*

- *Generally large fields with a mosaic of smaller fields abutting the river edges.*
- *Groups of riverside trees follow the watercourses creating key features along the valleys.*
- *Old water meadow systems and features are common.*
- *Settlements and transport corridors follow the valley floor.*
- *Historic river crossing points are often over old bridges.*
- *The valleys provide the historic and cultural setting to many county towns.*
- *To the south, Radipole Lake and Lodmoor are distinctive open areas with extensive reed beds, walkways and open water.*
- *Long open views are available along the South Dorset Escarpment."*

9.86 The detrimental features of the Lower Wey and Lorton Valley landscape character area from the local LCA are:

- *"Intrusive large-scale urban development around the edge of Weymouth. Wide roads with uncharacteristic wide verges, street lighting and conifer planting detract from the rural character of the area.*
- *Loss of riverside vegetation as a result of more intensive farming practices.*
- *Fragmentation and intensive management of characteristic hedgerows which have been replaced with post and wire fencing in places.*
- *Visually intrusive pylons cross the north of the area.*
- *Decline in hedgerow trees.*
- *Loss of wet woodland on the valley floor, now restricted to blocks of willow and alder along the immediate riverbanks.*
- *Traditional stone bridges and walls are in a poor state of repair and are often lost amongst other roadside paraphernalia."*

9.87 The key land management features of the landscape character area stated in the Dorset LCA include:

- *"Encourage opportunities for reversion from arable cropping back to pasture on the valley edges, linking up areas in good condition and enhancing the management of existing wet pastures and river edge fields.*
- *Encourage maintenance of boundaries, particularly parkland railings and walls along the valley floors.*
- *Identify, conserve and restore remnant water meadow systems that are important historic landscape features.*
- *Consider planting a new generation of native floodplain trees to replace those that are becoming over-mature and to replace elms that were lost during the twentieth century.*
- *Consider extending wet woodland on the valley floor, particularly around existing settlements.*
- *Restore water meadows for additional flood storage in the valleys.*

- *Promote grazing and hay meadow management initiatives and projects.*
- *Create, maintain and manage low intensity 'open space edges' to the immediate river corridor (e.g. fencing sections of waterbodies, to allow natural regeneration of trees and associated scrub/carr).*
- *Encourage and promote tree, woodland, hedgerow/bank management and in particular veteran trees such as old pollards and boundaries, particularly along the valley floors.*
- *Promote and contribute to River Corridor Management projects.*
- *Improve and maintain access/path network to the river corridor, for example via land management initiatives.*
- *Seek to provide multi-functional 'Green Open Space' opportunities which can serve as a recreational links from main urban centres into the surrounding countryside along the valleys.*
- *Seek to restore traditional mills, bridges, causeways and farmsteads of local stone and other traditional materials.*
- *Use a landscape character-based approach to consider the most appropriate location for future sand/gravel quarrying, e.g. trying to avoid open, exposed and visually sensitive locations.*
- *Consider how restored quarry sites can contribute to a coordinated approach to open space provision within the valleys.*
- *Strengthen the character of the landscape where it has been eroded by urban developments, e.g. by linking existing ribbons of trees with complimentary new native planting."*

Man-made harbour

9.88 The man-made harbour seascape character type comprises the deep water of Portland Harbour enclosed by a listed harbour wall built in the 1840s, which provides a setting for Portland and Weymouth. It is also enclosed on the west side by the stabilised shingle spit at the western end of Chesil Beach that forms a causeway linking Weymouth to the Isle of Portland. The harbour is a busy area of water with commercial shipping, naval vessels, cruise ships, sailing vessels, small power boats, fishing boats and water sports. The 2012 Olympics was hosted at the Weymouth and Portland National Sailing Academy, located on its southern side. The dockyard has a long association with the navy and provides a bunkering facility and shipyard.

9.89 The sensitive key characteristics identified for this character type within the Dorset Coast Landscape & Seascape Character Assessment are:

- *"Large areas of deep water enclosed by man-made sea wall.*
- *Important habitats and biodiversity.*
- *High intensity of port activities including commercial shipping, naval vessels, cruise ships.*
- *High intensity of water-based recreational activities including watersports, sailing and diving.*

- *Important shellfish fisheries.*
- *Very large protected and sheltered expanse of water.*
- *Associated extensive land based activities and industries and*
- *Important setting for Portland and Weymouth."*

9.90 The seascape force for change and management for energy provision are described as:

"Siting of land based development within the Harbour associated with energy projects and how this comes onshore must be planned and managed to take account of the prominent location of the Harbour, and its visual relationship with Portland and Weymouth Bay."

LCA 1: Fortuneswell, Chesil Beach and Osprey Quay

9.91 The area has a mix of land uses, including residential, commercial and large industrial facilities. Osprey Quay to the north forms a gateway into the Isle of Portland and is a marina and commercial complex that includes large industrial facilities and the HM Coastguard Search and Rescue Station. West of Osprey Quay there are a number of large car parks and development sites, including a derelict multi-storey building designated for development. Portland Port is a commercial port including warehouses, operational and storage areas, berths, jetties and piers. The deep water enables the handling of large vessels in excess of 300 m long, 50 m wide and 50 m high. The residential areas tend to be high density development, including holiday cottages, with pockets of small commercial units such as cafes, hair salons and takeaways.

9.92 The topography climbs from sea level to 130 m AOD and the settlement of Fortuneswell is influenced by the steeply sloping topography. Much of Fortuneswell and Castletown are part of the Underhill Conservation Area and there are numerous listed buildings. Portland Castle is also a scheduled monument. Vegetation is minimal, with little tree cover due to the exposed maritime position.

9.93 The landscape character area includes land of local landscape importance and the Chesil and the Fleet SSSI designated for its nature conservation value. Part of the SSSI is a SPA and Ramsar site. This area has a number of heritage designations. It is part of the Dorset and East Devon Coast WHS and heritage coast.

9.94 National cycle route 26 enters the area along Portland Beach Road and terminates at Victory Road roundabout. The South West Coast Path runs adjacent to Chesil Beach and splits at Osprey Quay before circumnavigating the built up area and continuing around the island.

9.95 There are views towards Chesil Beach, Portland Port and across to the Dorset mainland. Many properties are terraced on the sloping topography to maximise these views. Views of the island at Ferry Bridge set the scene of the coastal and industrial urban setting adjacent to a large-scale port.

9.96 The key characteristics identified for this character type within the Portland Heritage and Character Assessment are:

- *"The A354 Portland Beach Road, the only land access to Portland, connects Portland to the mainland*

- *The complimentary mix of maritime land use including Osprey Marina, Portland Port and Chesil Beach and residential areas create a diverse and functional urban settlement*

- *Various waterfront promenades and a network of designated PRoW provide access to the waterfront and permeability across the area*

- *Areas of high ground within the area provide sweeping views of Chesil Beach, Portland Port and the Dorset coastline*

- *There is a high provision of community facilities including leisure centre, religious buildings, educational facilities and community hospital*

- *Historic buildings such as Portland Castle, have been sensitively restored and enhance the quality of the waterfront."*

LCA 2: The Grove and The Verne

9.97 This character area is part of the high plateau at the northern end of the island. The highest point is at The Verne at approximately 130 m AOD and it dips gently towards The Grove at approximately 96 m AOD. Road access to this area is extremely limited. Verne Common Road, a steep winding road, leads up to The Verne. The Grove is accessed via Grove Road from the west and Incline Road to the north; however, Incline Road is located within Port land and is therefore a private road with currently no public vehicle access.

9.98 There is an area of local landscape importance, a heritage designation in the form of a conservation area at The Grove with a number of listed buildings. There are a number of nature conservation designations, including the Isle of Portland to Studland Cliffs SAC and SSSI and Nicodemus Heights SSSI.

9.99 There are sea views from the edge of the cliffs on the eastern boundary of HM Prison Portland and HM Prison The Verne, including views of the Dorset coast. There are also views from within the residential estates across Broadcroft Quarry.

9.100 The key characteristics identified for this character type within the Portland Heritage and Character Assessment are:

- *"The land use within the area is a mix of residential development and land designated for two major prisons on the Island*

- *The built settlement within the area is characterized by the imposing infrastructure of the prison buildings*

- *The open space between The Verne and The Grove is predominantly land used for active or disused quarrying, small-scale agriculture and PRoW routes including the SW Coast Path*

- *The derelict Verne, High Angle Gun Battery is a unique military feature in the open landscape*

- *Large residential properties such as Ivy Bank House; typically built in Portland Stone add visual interest to the streetscape*

- *Due to the raised topography and the coastal location, there are coastal views from the edge of the cliffs on the eastern boundary of the HM Prison, Portland and HM Prison, the Verne including views of the Dorset Coast."*

Visual baseline

Views of the site

9.101 Computer-generated models of the ZTVs in combination with fieldwork has been used to assess the potential visibility of the proposals within the study area. Illustrated in figure 9.16, the ZTV shows potential visibility of the ERF development and figure 9.17 shows the potential visibility of the 80 m stack.

9.102 Visibility within close proximity of the site is limited to an area of the Fortuneswell cliffs below The Verne. There are also close views from Castletown around the marina, Osprey Quay, the causeway and from Portland Harbour. The Fortuneswell cliffs shield the majority of the Isle of Portland, including the settlements of Easton, Weston, Southwell and the majority of Fortuneswell. The remaining potential visibility extends along the coastline to the east of Weymouth towards White Nothe and includes areas of the South West Coast Path, Weymouth Bay, as well as from elevated areas of the ridgeline, including the South Dorset Ridgeway and White Horse Hill. There are very limited areas of visibility to the west of Weymouth, with small areas of potential visibility west of Nottington, south of Buckland Ripers and around Fleet Barn west of Chickerell. Visibility from within Weymouth itself is limited to the seafront between Westerhall Road and Bowleaze cove and the coast within Portland Harbour. The remaining area of the settlement is largely free from potential visibility, apart from the edge of Radipole Lake, Lodmoor Country Park and a small area in Southlands.

9.103 The ZTV of the 80 m stack illustrated in figure 9.17 is broadly the same as the potential visibility of the building illustrated in figure 9.16, apart from some very small increases in potential visibility. These areas are around Radipole Lake, the Coldharbour electricity substation, south of Buckland Ripers and around Fleet Barn west of Chickerell and small areas of potential visibility to the south of the site along the East Weare.

9.104 The ZTVs have been used to identify the visual receptors that have the potential to be affected by the proposals. Those visual receptors that may be potentially affected by the development proposals are set out in table 9.2.

9.105 Visual receptors more than 10 km from the site, other than at Osmington White Horse Hill, Ringstead Bay National Trust car park and Durdle Door, have not been included due to being at a distance where the proposed development would have no significant visual effects.

9.106 A number of representative viewpoints have been selected within the study area to illustrate how the site is experienced by the identified visual receptors. The viewpoints chosen and agreed with Dorset Council and the Dorset AONB landscape officer provide a representative selection of views from locations where the site is visible and cover a range of receptors from varying directions and

distances. The viewpoint locations are illustrated on figures 9.16 and 9.17 and the photographic viewpoints are illustrated on figures 9.18 to 9.31. Photowires from viewpoints 11 and 12 are illustrated on figures 9.34 and 9.36 and photomontages from viewpoints 8, 9, 11 and 12 are illustrated on figures 9.32, 9.33, 9.35 and 9.37.

Visual receptor	Location	Identified viewpoint(s)
Residential areas	**Weymouth and Portland residential areas** The residential areas of Southwell, Easton and Weston on the Isle of Portland lie outside the ZTVs and therefore will not be taken forward to be appraised. There are several residential areas located around Weymouth, including Bowleaze, Lodmoor, Osmington, Overcombe, Preston, Radipole, Southlands and Wyke Regis, with the town centre situated to the east along the coast. The residential areas of Southlands and Wyke Regis rise up from Portland Harbour to a ridge. There are clusters of grade II listed buildings in central areas of the surrounding villages, as well as the town centre of Weymouth. Some properties that run along the south coastal edge are positioned with rear gardens facing towards the site. To the north east, the residential areas of Bowleaze and Overcombe and a part of Osmington are in an elevated position, with open views to the south across Weymouth Bay and Portland Harbour towards the site. The residential areas of Littlemoor and Preston have a few glimpsed views towards the site. A large proportion of views from these residential areas are screened by vegetation, built development and topography, particularly in the town centre and Radipole. To the east and south of Preston are the holiday parks of Weymouth Bay, Seaview and Waterside, with facilities facing south towards Portland. The receptors are expected to be residents of Weymouth and visitors.	Viewpoints 4 and 5, figures 9.21 and 9.22
Recreational routes and destinations	**South West Coast Path** This public right of way is a National Trail crossing through the Dorset and East Devon Coast WHS. Within the 10 km study area it runs along the south coast from Ringstead Bay past Osmington and towards Weymouth, crossing the narrow spit between Weymouth and Portland, around the Isle and then continues north west behind Chesil Beach to the edge of the study area at Gore Cove. Most of the route along the coast, east of Weymouth and down to Portland Harbour, provides open views out towards the Isle of Portland and of the site. The receptors are expected to be visitors, local residents and dog walkers.	Viewpoints 6, 7 and 14, figures 9.23, 9.24 and 9.31
	South Dorset Ridgeway and Osmington White Horse The public right of way long distance path consists of footpaths, bridleways and a restricted byway and runs from Osmington Mills, along the ridge past the White Horse Hill and the Osmington White Horse, north east of Sutton Poyntz, to Bincombe beyond the study area. It crosses the railway line and A354 and towards the Valley of Stones National Nature Reserve. The route is part of the South West Coast Path National Trail, covering a total of 17.1 miles. The elevated position on the ridge allows for views of the site to the south, although the majority of the route is at a distance greater than 10 km from the site. The receptors are expected to be pedestrians, visitors, local residents, dog walkers, horse riders and cyclists using the bridleways and footpaths.	Viewpoint 11, figure 9.28, photowire figure 9.34 and photo-montage figure 9.35
	Weymouth Beachfront The beach lies adjacent to a high sea wall in front of the B3155 Preston Road. The South West Coast Path runs along this stretch. The beach provides open views towards the Isle of Portland and along the coast of Dorset. The site is visible from the northern part of the beach. Views of the site from the southern part of the beach from the B3159 to Weymouth Pavilion are obscured by the elevated spur of land where Nothe Fort is located. The receptors are expected to be visitors and local residents using the footpaths and the beach.	Viewpoint 6, figure 9.23

	Portland Port and breakwaters, including the Sailing Academy and Portland Marina and Portland Harbour Portland Port is located on the north coast of the Isle of Portland, with four grade II listed breakwaters, two of which are accessible from land. The southern breakwater connects to Portland, adjacent to the site, with direct views of the site; however, the harbour wall that connects to Portland Port is private and not accessible to the public. Main Road runs along the coastline from Castletown Roundabout along to the harbour wall on Inner Breakwater Road, from which workers would have direct views of the site. Incline Road runs from the breakwater south up the cliff to Grove Road. This is a private port road inaccessible to the public. To the west of the port is Portland Marina and the Weymouth and Portland National Sailing Academy, situated on the northern tip of the Isle of Portland, adjacent to the southern end of the spit connecting Portland and Weymouth. Views are open over the harbour to the north and east. To the south east the steep cliffs of the Isle and the commercial and residential buildings through Castletown screen views towards the site. To the west views are enclosed by Chesil Beach. Marine vessels and shipping using the harbour itself will have clear views across the water to the site. The receptors are expected to be local residents, visitors, boat users and workers.	Viewpoint 3, figure 9.20
	Footpaths and Bridleways south of Littlemoor including S1/21, S1/24, S1/32 and S1/33. There are several footpaths and bridleways running through the open land of Lorton Meadows Nature Reserve to the south of the Littlemoor residential area, which connect to Broadwey to the west, Radipole to the south west and Weymouth town centre to the south. There are views toward Portland from the higher land along these routes. The receptors are expected to be local residents, visitors and dog walkers.	Viewpoint 13, figure 9.30
	Ringstead Bay National Trust Car Park viewpoint and PROW including S34/12 Byway and S33/6, S33/8, S34/15 and S34/16 footpaths. There is a byway that runs along the rural Falcon Barn track, through the National Trust Ringstead Bay area, just beyond the study area. The National Trust car park is located along this track. From the track are several footpaths that travel south down slopes through open fields towards the bay and the South West Coast Path. The receptors are expected to be motorists, locals, visitors and dog walkers using the PRoW.	Viewpoint 12, figure 9.29, photowire figure 9.34 and photo-montage figure 9.37
	Public Rights of Way S3/68, S3/70, S3/72 and S3/81 The public footpaths are situated on the steep cliff face to the north east of Portland, east of HMP The Verne, Fancys Farm and the Grove Young Offenders Institute, and overlook Incline Road. There are open views from an elevated position looking out over the sea to views towards the Dorset coastline, including the Purbecks and out across Portland Harbour to Weymouth, with Chesil Beach to the west. Views of the site are possible looking north east down the cliff from the footpaths. The receptors are expected to be local residents and visitors using the footpaths.	Viewpoints 1 and 2, figures 9.18 and 9.19
Users of transport routes	**A354** The A354 runs north-south connecting Dorchester to the Isle of Portland via Weymouth, covering approximately 16 miles. The speed limit varies from the national speed limit, to 50 mph on stretches of the Weymouth Relief Road and 30 mph in built-up areas of Weymouth and Portland. The road is a single carriageway except for a section from the Jurassic Roundabout northbound for 4 miles. Bus routes of the Wessex network and the Jurassic Coaster sightseeing bus are present along the road from Dorchester to the Isle of Portland. There is barely any visibility towards the site from this road, apart from across the causeway and a tiny area at Foords Corner Roundabout and potentially on the road adjacent to Upwey station.	Viewpoint 8 similar, figure 9.25 and photomonta-ge on figure 9.32

	The receptors are expected to be motorists, bus users, visitors and pedestrians using the road.	
	A353 The A353 is a single carriageway running east-west from the A352 at Warmwell to Osmington and continues east to Preston in Weymouth, to meet the B3155 and Littlemoor Road, covering approximately 6 miles. The speed varies from national speed limit, down to 40 mph through the Village of Poxwell, down to 30 mph through Osmington, and then continues at 40 mph until the road approaches Preston and reduces to 30 mph along to the Chalbury Corner Roundabout. Footways on both sides are present along the stretch through Preston, with a single footway along the eastbound carriage starting on the approach to Osmington. This switches to the westbound carriage at the Chapel Lane bus stop, until the Mills Road junction. A footway along the westbound carriage reappears at Poxwell between Manor Cottage and Honeysuckle Cottage. Bus routes of the Wessex network are present along the road from Dorchester to Weymouth town centre. There is barely any visibility of the site from this road, apart from a tiny area between the car park for the White Horse and the holiday park. Here a small area of the road is devoid of hedgerows and the south west-facing slope allows a glimpsed view towards Portland. The receptors are expected to be motorists, bus users and local pedestrians using the road.	No photograph available
	B3155 The B3155 is a 30 mph road, starting at Chalbury Corner Roundabout in Preston, continuing south along the Weymouth seafront before turning west at the Esplanade junction past Weymouth Railway Station to the junction of Commercial Road. Footways follow both sides of the road along its length, with the footway running along the sea wall and a cycleway adjacent to the northbound carriage from the Bowleaze Coveway to the Front Skatepark. Bus routes follow the length of the road, with a bus lane southbound along the junctions of Lennox Street and King Street. Views towards the site are not available from the northbound footway / cycleway or the majority of the road due to the sea wall; however, views are available from the footway along the top of the sea wall. The receptors are expected to be motorists, local residents, cyclists and visitors using the road.	Viewpoint 6 similar, figure 9.23
	Sandsfoot Castle, Park and Garden Sandsfoot Castle is a scheduled monument and grade II* listed building located on the south east coast of Weymouth in Sandsfoot Park and Garden, south of Southlands residential area. The position of the park, garden and castle means views are open and direct towards the site across the Portland Harbour. The receptors are expected to be visitors to the castle, park and garden.	Viewpoint 9, figure 9.26 and photomonta-ge figure 9.33
	Nothe Fort Nothe Fort is a scheduled monument and grade II* listed building and is located at the entrance to Weymouth Harbour. Public gardens surround the fort, with views on the southern side towards the site across Portland Harbour. The receptors are expected to be visitors to the fort and public gardens.	Viewpoint 10, figure 9.27
Landscape designations	**Dorset AONB** The Dorset AONB covers a large expanse of diverse and unique landscape that is of national importance. The AONB is recognised for its landscape, wildlife, significant historical record and cultural connections. Within the study area, the AONB includes Osmington and east along the coast from Redcliff Point to the edge of the study area at White Nothe. Areas north of the A353 up to the ridgeline are also within the designation. To the west the AONB boundary enters the study area west of Chickerell down to Charlestown and follows Chesil Beach to the north west. Several public rights of way run through the AONB offering views towards the site, including the South West Coast Path, South Dorset Ridgeway and the Jubilee Trail.	Viewpoints 7, 11, 12 and 14, figures 9.24, 9.28, 9.29 and 9.31, photowires figures 9.34 and 9.36 and photo-montage

	The receptors are expected to be visitors, local residents, dog walkers, horse riders and cyclists.	figures 9.35 and 9.37
	West Dorset Heritage Coastline The West Dorset Heritage Coastline covers a large extent of the Dorset coastline. The coast is defined by its natural beauty, the heritage features and the coastal flora and fauna. The heritage coast covers most of the same expanse as the Dorset AONB within the study area, with additional land along Chesil Beach and the spit to Chiswell on the Isle of Portland. However, the Heritage Coast does not include the Weymouth coast or Portland Harbour. There are a number of public rights of way that run through the Heritage Coast, including the South West Coast Path and part of the South Dorset Ridgeway. The receptors are expected to be visitors to the heritage coast, local residents and dog walkers, cyclists and horse riders.	Viewpoints 7, 11, 12 and 14, figures 9.24, 9.28, 9.29 and 9.31, photowires figures 9.34 and 9.36 and photo-montage figures 9.35 and 9.37
	UNESCO World Heritage Site The Dorset and East Devon Coast UNESCO World Heritage Site runs along the whole extent of the Dorset southern coastal edge, excluding Weymouth, Osprey Quay and Portland Port. Within the study area, it covers the coast to the east of Weymouth, between Overcombe and beyond Ringstead Bay. It re-emerges from Nothe Point and wraps around the coast of the Isle of Portland (excluding the Marina and Port area, which includes the coast adjacent to the site and the site itself). It then continues west along Chesil Beach towards the coast of East Devon. The site contains internationally important historic geomorphological features dating back approximately 185 million years. A number of public rights of way run along this designated site forming the South West Coast Path. The receptors are expected to be visitors to the heritage site, local residents, dog walkers and tourists.	Viewpoints 1, 5, 7 and 14, figures 9.18, 9.22, 9.24 and 9.31

Table 9.2: Visual receptors

Baseline evolution

9.107 The site has extant planning permissions for the development of an energy plant fuelled by vegetable oil and waste rubber crumb from end-of-life tyres, which could be implemented in the absence of the proposed development. However, as discussed in chapter 2, for the purposes of the assessment it has been assumed that the site will remain in its current use in the absence of the proposed development.

Description of the proposals

9.108 Chapter 2 of this ES describes the proposed development in full and provides plans showing full details of the proposals. Reference should also be made to this chapter for a clear understanding of the full application against which the assessment is made. The following description covers the specific areas that will affect the landscape and visual resources and the primary mitigation measures.

Primary mitigation

9.109 The potential impacts on the landscape, seascape and visual resources were a significant consideration from the outset of the development proposals, which evolved as the EIA progressed. The likely effect on receptors both within and beyond the development boundaries influenced and guided the proposals. As a result, the scheme has been developed to best protect the landscape setting. The large-scale of the ERF buildings means that it is not possible to provide screening on site or off site that would effectively screen the mass of the buildings and

stack. Instead the architectural strategy has been to produce a building that will be of quality design and detailing and that, when viewed in the landscape, will contribute and respond to the Portland landscape. The orientation of the building, height and location of the stack, and the massing and materials have been carefully considered to ensure that the visual impacts are minimised and that the building responds to the port setting and does not conflict with the backdrop of the Portland cliffs. The colour and materials of the building have been chosen to echo the local context, ensuring that the building is non-reflective and when viewed from the AONB will merge with the backdrop of Portland.

9.110 Key primary mitigation measures incorporated into the detailed plans in chapter 2, aim to minimise the initial predicted impacts of the facilities and include the following. The Design and Access Statement gives a full explanation of the design development:

- Careful location and form of built development, especially the taller elements, to minimise impacts on the surrounding area including the AONB and WHS
- Consideration of massing, height and scale of development to minimise impacts on the surrounding area, with the building stepping up in height from the water's edge at Balaclava Bay to Incline Road and the cliff face of East Weare
- The design strategy of the buildings has been to occupy the smallest footprint in order to reduce, as far as is practicably possible, the building's mass whilst maintaining efficient operation
- The main building will be an angular inscribed geometry to reflect the cliff face of East Weare and Incline Road
- An angular design of the offices and use of the same materials as the plant visually amalgamates the buildings, creating a cohesive aesthetic
- The main service yard, silos, chemical stores and transformer compound are located to the west where they are largely screened from public view by the buildings
- The stack is 80 m high for ecological and human health reasons. This will not break the skyline of the Isle of Portland, which is at approximately 130 m AOD. It lies at approximately the same level as the development at Fortuneswell and lies generally level with the base of the upper cliff face on the East Weare
- The materials of the building have been chosen to reflect the vegetated cliffs of East Weare that form the backdrop. The building will be a combination of printed PVC mesh with an image of the cliff face vegetation and profiled metal cladding with horizonal banding comprising angled cleave lines in tones of grey to reflect the Portland stone cliff face.
- The roof will be a combination of fibre cement roof sheets and photovoltaic panels on the south facing slopes. These will be non-reflective

Predicted sources of landscape and visual effects

9.111 The principal sources of change to landscape resources and visual amenity arise from the introduction of new built form and landscape elements. The changes that could occur to the landscape can be separated into temporary (that occur during construction) and permanent changes that occur at completion (post construction). Some of these changes may be beneficial, resulting in an

improvement in quality or landscape resources, while others may be adverse. Some changes may initially be adverse, but on establishment and maturity may result in a gradual improvement as new landscape resources replace old or supplement the existing. This makes qualitative evaluation more difficult. Experience indicates that the latter is frequently the case, as landscape perception inevitably determines assessment. Sudden change in a known landscape is almost always initially prominent, but its perceived significance soon fades with acceptance. The elements that will give rise to landscape and visual effects are summarised in the following paragraphs.

Predicted temporary effects during construction

9.112 The following activities will cause temporary changes to landscape and visual receptors during all phases of the construction period:

- Infrastructure provision – connection to services / trenching operations of cable routes to the electricity substation off Lerret Road and to the berths at Queens Pier and Coaling Pier
- The erection of temporary protective and security fencing
- Site compounds and contractors' car parking
- Site excavation and the movement of spoil for the construction of the building and waste bunker
- Site level changes, mainly involving foundations and creation of new road infrastructure
- Introduction of cranes and large machinery and their associated movement and noise, both to and from the site and around the site
- Temporary lighting and signage associated with construction works
- Changes to the surrounding roads due to the movement of additional heavy machinery during construction

Predicted permanent effects at completion (post-construction)

9.113 The following activities will cause permanent changes to landscape and visual receptors:

- Construction of an ERF with ancillary building including administrative facilities, parking and circulation areas. Access will be controlled via the Port's existing gatehouse and all vehicles carrying RDF, residues or process materials will use the existing weighbridge
- Earthworks including changes to site levels
- Changes in visual appearance of the site
- Changes to the character of the site

Predicted potential landscape and visual effects

9.114 The following section predicts the potential effects on the landscape resources and visual amenity receptors within the site and in the surrounding areas identified in the baseline section. In each case, the predicted significance of the effect is described in relation to the completion of the proposed development and the effects during construction. The night time effects during operation are also described and the predicted significance of the effects has been informed by the ARUP lighting assessment submitted as a stand-alone report in support of the

planning application. The visibility of the plume is assessed and has been informed by a technical note from Fichtner Consulting Engineers Ltd appended to technical appendix J part 4.

Predicted effects on landscape character

9.115 The effects on the landscape resources identified in the baseline are set out in the form of data sheets for each identified character area within the ZTVs on the following pages. The assessment has been undertaken with reference to the receptor sensitivity and impact magnitude tables and the degree of effect matrix in figures 9.1 to 9.3.

9.116 Landscape effects on the site:

Sensitivity of the landscape receptor	
Value of the landscape receptor: The site has a weak landscape structure. There are no landscape, ecological or heritage designations within the site. The ecology report states that the site comprises mainly hardstanding with limited biodiversity interest. While it has a strong sense of place, as it is Portland Port it is an industrial commonplace landscape with numerous detracting features. Portland Port is identified in the local plan as a key employment site and within the draft Neighbourhood Plan for Portland 2017-2031 as the 'Northern Arc', a vital employment zone. The value of this landscape receptor is considered to be low. **Susceptibility to change:** The site is influenced by the industrial port development in its surroundings and therefore the landscape is able to accommodate a large change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be negligible.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low / negligible** sensitivity.
Landscape effects during construction	
Size / scale: A large degree of activity and disturbance will be evident during construction, with the movement of machinery around the site such as cranes and introduction of construction elements that will alter some of the key elements of the landscape setting. However, this is within the context of an industrial port where there is constant activity, including the use of cranes. The construction of the cable route from the Port to the substation at Lerret Road will be overseen by SSE, who will adopt the cables once completed. This may involve some disruption along these roads. **Geographical extent:** The effects during construction will influence the entire site for the entire period of construction. **Duration:** The landscape effects during construction will be short-term and temporary for a period of 30 months, with 24 months of construction and six months for cold and hot commissioning. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **medium adverse** and temporary.
Significance of landscape effects	The degree of effect will therefore be **slight adverse** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape. The stack will reach a height of 80 m and will be gunmetal grey. There is a loss of 0.87 ha open mosaic habitat types and 0.001 ha of coastal grassland. The landscape planting will replace this with 0.127 ha of relevant habitats (bare sand / shingle / pebble / boulder habitat, mosaic habitat and gabion walls with planting substrate). The remaining compensation will be via financial contributions for off-site provision. The character of the site will be altered through the introduction of an ERF that will enhance a currently derelict site within the industrial port. Whilst the proposed ERF is large-scale, the design of the building has been carefully considered and a high-quality building is proposed that will contribute positively to the port. It will have a partial impact on the key elements of the port and will be beneficial. **Geographical extent:** The effects of the proposals will influence the entire site area. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **medium beneficial** and permanent.
Significance of landscape effects	The degree of effect will therefore be **slight beneficial** and **not significant.**
Night time landscape effects at completion	
The current lighting on the site comprises areas of floodlighting and column mounted lanterns along Main Road and Incline Road. The proposals will see the introduction of an ERF that will have associated external lighting, including lighting of the stack for aviation. Lighting on the roof will only be required when maintenance is taking place and will be controlled via a switch. The site lighting has been designed according to best practice and will be warm white to	

allow for bats to fly through the area. The stack will be lit in accordance with CAA and MOD requirements. The lighting will be seen in the context of the existing lighting at the port facilities and has been designed with minimal light spill. The site is classified as an E2 zone, *"an area of low district brightness that is sparsely inhabited, within a rural area".* The upward flux ratio of the proposals, calculated at 2.1, comfortably meets with the target maximum ratio value of 5. There is zero light spill measured vertically 11 m from the eastern site boundary into Balaclava Bay and zero light spill measured vertically at 16 m from the western site boundary towards the cliff face.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.117 Landscape effects on the South Dorset Escarpment:

Sensitivity of the landscape receptor	
Value of the landscape receptor: The South Dorset Escarpment character area has a number of landscape, cultural and natural heritage designations within it, including the Dorset AONB, the Chalbury Hill and Quarry SSSI and White Horse Hill SSSI, as well as archaeological features including scheduled monuments. The landscape contains some detracting features including pylons and communication masts prominent in the skyline, neglected agricultural buildings and main roads that have a negative visual impact. The value of this landscape receptor is therefore considered to be high. **Susceptibility to change:** The South Dorset Escarpment character area is able to accommodate a small change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **high / medium** sensitivity.
Landscape effects during construction	
Size / scale: The construction activity is not expected to be readily noticeable due to the distance between the character area and the site. **Geographical extent:** The effects during construction will be limited and the proposals will only influence a very minor extent of the character area through distant views. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **negligible adverse** and temporary.
Significance of landscape effects	The degree of effect will therefore be **negligible adverse** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape. The stack will reach a height of 80 m and will be gunmetal grey, which will not break the skyline of Portland. The size and scale of the proposals will be of very little influence to the character area and will barely affect the key landscape characteristics of this character area. The panoramic views will remain a key feature and will not be adversely affected by the distant ERF proposals that will lie within the dark shadow of the Portland cliffs. **Geographical extent:** The landscape effects of the proposals will be limited to a very minor extent of the character area. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Night time landscape effects at completion	
The lighting assessment determines that there is zero light spill measured vertically 11 m from the eastern site boundary into Balaclava Bay, therefore the night time effects are not expected to be noticeable due to the distance between the proposals and the character area and will be seen in the context of the port.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.118 Landscape effects on the Harbour / Wetland / Lagoon:

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Harbour / Wetland / Lagoon comprises the calm and tranquil Fleet lagoon, sheltered behind the shingle ridge, which are distinctive and unique features of the landscape. Landscape, cultural and natural heritage designations within the study area include Chesil & the Fleet SSSI, Chesil & the Fleet SAC, Chesil Beach & the Fleet Ramsar site, as well as Chesil Beach & the Fleet SPA. The landscape is internationally recognised as part of the Dorset and East Devon Coast WHS. The landscape contains important views of historic and cultural importance; however, the development of Osprey Quay and the presence of traffic on the main A354 are intrusive to these views. Overall, the landscape receptor value is considered to be high. **Susceptibility to change:** The Harbour / Wetland / Lagoon character area is able to accommodate a small change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **high / medium** sensitivity.
Landscape effects during construction	
Size / scale: Construction activity is expected to have a very minor impact on the elements of the landscape where disturbances will be evident, with the introduction of cranes that are characteristic of the port setting. There will be an increase in traffic along the A354 across the causeway during construction of up to 37 deliveries a day (74 HGV movements). **Geographical extent:** The effects during construction will be limited, influencing a localised part of the character area, appearing in distant views in the context of the existing port facilities to the south east. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **negligible adverse** and temporary.
Significance of landscape effects	The degree of effect will therefore be **negligible adverse** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape. The stack will reach a height of 80 m and will be gunmetal grey. The size and scale of the proposals will have a very minor impact on the features of the landscape. Once the ERF is operational the traffic moving along the A354 adjacent to the character area will be up to 40 HGV deliveries a day (80 HGV movements) and will be a very minor increase in the existing traffic numbers. **Geographical extent:** The effects of the proposals will be limited, with the proposals only influencing a localised extent of the character area around the entrance to East Fleet, the northern side of Chesil Beach and the causeway. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Night time landscape effects at completion	
The night time effects are not expected to be noticeable due to the surrounding lighting context of the character area and the port and Osprey Quay between the proposals and the character area.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.119 Landscape effects on Open Chalk Downland (South Dorset Downs & Chaldon Downs):

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Open Chalk Downland (South Dorset Downs & Chaldon Downs) consists of a broad landscape with gently rolling open hills, predominantly arable fields and expansive open scale panoramic views. No settlement is situated within the 10 km study area except for a few scattered farmsteads. The landscape is situated within the Dorset AONB and contains the White Horse SSSI and Chalbury Hill and Quarry SSSI. The area has historical importance, with several ancient settlement sites and the historic landscape is captured through literary associations by Thomas Hardy. There are a few detracting features in the landscape, including fragmented hedgerows and neglected farm buildings, as well as pylons and masts that are prominent in views. Therefore, the landscape receptor value is considered to be high. **Susceptibility to change:** The Open Chalk Downland (South Dorset Downs & Chaldon Downs) character area is able to accommodate a small change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **high / medium** sensitivity.
Landscape effects during construction	
Size / scale: The construction activity is not expected to be readily noticeable due to the distance between the character area and the site. **Geographical extent:** The effects during construction will be limited and would only influence a very minor extent of the landscape character area. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **negligible adverse** and temporary.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape. The stack will reach a height of 80 m and will be gunmetal grey. Small parts of public rights of way S7/2 and S33/1 that fall within the study area will have minor inter-visibility with the proposals; however, these views are distant and will not alter the experiential quality or the key characteristic of expansive open scale panoramic views. The distant ERF proposals will lie within the dark shadow of the Portland cliffs and will not break the skyline or alter the profile of Portlandl. Overall, the size and scale of the proposals will be of little influence to the character area and will have a very minor impact on the key characteristics of the landscape. **Geographical extent:** The landscape effects of the proposals will be limited, with the proposals only influencing a very minor extent of the character area. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Night time landscape effects at completion	
The lighting assessment determines that there is zero light spill measured vertically 11 m from the eastern site boundary into Balaclava Bay, therefore the night time effects are not expected to be noticeable due to the distance between the proposals and the character area, with the proposals seen in the context of the port.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.120 Landscape effects on the Ridge & Vale (South Dorset Ridge & Vale and Osmington Ridge & Vale):

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Ridge & Vale (South Dorset Ridge & Vale and Osmington Ridge & Vale) character area consists of limestone ridges and clay vales of mixed farming, forming a field patchwork. The landscape contains wooded areas of oak and ash, with mixed boundaries of hedgerows and stone walls. Parts of the landscape within the study area are located within the Dorset and East Devon Coast WHS. To the south lies the South Dorset Coast SSSI and the Isle of Portland to Studland Cliffs SAC. There are also several grade I and grade II listed buildings scattered across the landscape in the villages of Chickerell, Osmington and Preston. Surrounding settlements have an urbanising influence on the landscape. The Ridge & Vale is a reasonably distinctive landscape with some strong contributing characteristics. Key characteristics include sweeping views towards smooth ridge tops, Portland and the coast, where the character is open. The landscape receptor value is considered to be high. **Susceptibility to change:** The Ridge & Vale (South Dorset Ridge & Vale and Osmington Ridge & Vale) character area is able to accommodate a small change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be medium.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **high / medium** sensitivity.
Landscape effects during construction	
Size / scale: The construction activity is not expected to be readily noticeable due to the distance between the character area and the site. **Geographical extent:** The effects during construction will be limited and the proposals will only influence a very minor extent of the character area. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **negligible adverse** and temporary.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape, which are not expected to be noticeable from the distance of the ridge and vale character area to the site. The stack will reach a height of 80 m and will be gunmetal grey. Distant views are possible along the extent of the southern coastal boundary of the character area between Weymouth and White Nothe. The character area's key characteristics will not be affected by the ERF and views towards Portland will not affect the distinctive profile of Portland from the Osmington Ridge and Vale Character area. The size and scale of the proposals will have a very minor impact on landscape elements and there will be negligible alteration of these elements. **Geographical extent:** The South Dorset Ridge & Vale character area barely has any inter-visibility, as illustrated on the ZTVs. The Osmington Ridge & Vale has slightly more inter-visibility focused along the coastline. The effects of the proposals will be limited and will only influence a very minor extent of the character area through the introduction of an ERF. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Night time landscape effects at completion	
The lighting assessment determines that there is zero light spill measured vertically 11 m from the eastern site boundary into Balaclava Bay, therefore the night time effects are not expected to be noticeable due to the distance between the proposals and the character area.	

Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.121 Landscape effects on the Lower Wey and Lorton Valley:

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Lower Wey and Lorton Valley character area is relatively flat with wide floodplains along the River Wey and Radipole Lake. The wetland habitats of Radipole Lake are recognised as Radipole Lake SSSI and managed by the RSPB as the Radipole Lake Nature Reserve. The landscape has local historical importance and some historic river crossings still remain. However, the landscape is significantly influenced by the surrounding urban areas, particularly the intrusive large-scale development of Weymouth. The value of the landscape receptor is considered to be medium. **Susceptibility to change:** The Lower Wey and Lorton Valley character area is able to accommodate a medium change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be low.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium / low** sensitivity.
Landscape effects during construction	
Size / scale: Construction activity is not expected to be readily noticeable within the context of the port activities and will have a very minor impact on the elements of the landscape. While construction traffic is likely to run through part of this character area along the A354, the increase in traffic will be minor, with up to 37 deliveries a day (72 two-way HGV movements). **Geographical extent:** The effects during construction will be localised throughout this character area. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **negligible adverse** and temporary.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape, which are not expected to be noticeable. The stack will reach a height of 80 m and will be gunmetal grey. The character area's key characteristics will not be affected by the ERF. Therefore, the size and scale of the proposals will have a very minor impact on landscape elements and there will be negligible alteration of these elements. **Geographical extent:** The effects of the proposals will be localised throughout this character area. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**
Night time landscape effects at completion	
The night time effects are not expected to be noticeable due to the context of the character area surrounded by the urban area of Weymouth and due to distance from the site, therefore there will be limited effects.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.122 Landscape effects on man-made harbour:

Sensitivity of the landscape receptor	
Value of the landscape receptor: The man-made harbour character area is a seascape comprising a deep water harbour enclosed by listed breakwaters and a stabilised shingle spit. The harbour is a busy area of water with commercial shipping, naval vessels, cruise ships, sailing vessels, small power boats, fishing boats and watersports. The value of the landscape receptor is considered to be medium. **Susceptibility to change:** The man-made harbour character area is able to accommodate a large change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be negligible.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **low** sensitivity.
Landscape effects during construction	
Size / scale: A large degree of activity and disturbance will be evident during construction, with the movement of machinery around the site such as cranes; however, this is within the context of an industrial port where there is constant activity, including the use of cranes and other vehicular movement. **Geographical extent:** The effects during construction will be throughout this character area. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of seascape effects during construction will be **medium adverse** and temporary.
Significance of landscape effects	The degree of effect will therefore be **slight** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape, although these will be viewed in the context of the existing port. The stack will reach a height of 80 m and will be gunmetal grey. The building will form a distinctive landmark building to those people entering the man-made harbour and port by boat. The size and scale of the proposed ERF will have a partial impact on landscape elements of this high intensity port, which hosts large scale commercial shipping, including cruise ships, and naval vessels. **Geographical extent:** The effects of the proposals will be wide, affecting almost the whole of this character area. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of seascape effects at completion will be **medium adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **slight** and **not significant.**
Night time landscape effects at completion	
The lighting assessment determines that there is zero light spill measured vertically 11 m from the eastern site boundary into Balaclava Bay, therefore the night time effects are only expected to be experienced over a very small part of the character area and will be experienced in the context of the existing lit port. The site is currently lit and the change to the lighting is not expected to be readily noticeable, therefore there will be limited effects.	
Magnitude of effect	The magnitude of night time seascape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.123 Landscape effects on LCA1 - Fortuneswell, Chesil Beach and Osprey Quay:

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Fortuneswell, Chesil Beach and Osprey Quay character area has an area of local landscape importance, numerous cultural and natural heritage designations, including the Dorset and East Devon Coast WHS, a conservation area, SSSIs, SPA and Ramsar site, as well as key historic features including Portland Castle and a number of listed buildings. National cycle route 26 enters along Portland Beach Road and terminates at Victory Road roundabout. The South West Coast Path runs adjacent to Chesil Beach and splits at Osprey Quay to run along the northern and southern coastline of Portland. The character area has a complementary mix of maritime land uses, including Osprey Marina, Portland Port and Chesil Beach and residential areas. Views of the Island at Ferry Bridge set the scene of the coastal and industrial urban setting adjacent to a large-scale port. Overall, the value of this landscape receptor is considered to be medium. **Susceptibility to change:** The Fortuneswell, Chesil Beach and Osprey Quay character area is able to accommodate a medium change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics, as this area includes the key employment sites of the Port and Osprey Quay and the 'Northern Arc' identified in the local plan and neighbourhood plan. It also includes features of cultural heritage and ecological importance in the form of a conservation area, SPA, Ramsar site and SSSI. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be low.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium / low** sensitivity.
Landscape effects during construction	
Size / scale: A partial degree of activity and disturbance will be evident during construction, with the movement of machinery around the site such as cranes; however, this is within the context of an industrial port where there is constant activity, including the use of cranes and other vehicular movement. There will be an increase of construction traffic of up to 37 deliveries a day (72 HGV movements) on the A354, Lerret Road and Castle Road. **Geographical extent:** The effects of the proposals will be over the northern part of the character area along the Chesil Beach spit and Portland Beach Road and a small area around the sailing academy and Osprey Quay. The southern part of the character area within the residential area of Fortuneswell will have no visibility of the construction activity; however, properties adjacent to Lerret Road and Castle Road may experience an increase in traffic during the construction period. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small** adverse and temporary.
Significance of landscape effects	The degree of effect will therefore be **slight adverse** and **not significant.**
Landscape effects at completion	
Size / scale: From this character area the proposals will be seen in the context of Osprey Quay and Portland Port. The narrowest part of the building will be visible from this character area. The built form of the ERF will comprise the 47 m high boiler and furnace set against the cliff face, stepping down to 36 m for the turbine hall and roof mounted air-cooled condensers. The offices step down again to 17 m and will visually amalgamate with the main building, creating a cohesive aesthetic. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare, be recessive and minimise the proportion of the building that will be visible. The site will also contain associated hardstanding, a gatehouse, weighbridge, car parking and landscape; however, these will not be visible from this character area due to intervening buildings. The stack will reach a height of 80 m and will be gunmetal grey and will be viewed against the sky. The site influences a very small proportion of the character area, as illustrated on the ZTVs. The identified key view in the neighbourhood plan from the Ferry Bridge was described as setting the scene of the coastal and industrial urban setting adjacent to a large-scale port. Whilst the view itself will alter slightly this overall scene will remain unchanged. Once the ERF is operational the additional traffic through this character area will be up to 40 HGV deliveries per day (80 HGV movements). There would be a minor impact on the landscape character. **Geographical extent:** The effects of the proposals will be over the northern part of the character area along the Chesil Beach spit and Portland Beach Road and a small area around the sailing academy and Osprey Quay. The southern part of the character area within the residential area of Fortuneswell will have no visibility of the proposals. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:**	

There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **small adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **slight adverse** and **not significant.**
Night time landscape effects at completion	
The proposals will see the introduction of an ERF and associated hard surfacing; however, these will be seen in the context of surrounding built development of Portland Port from a minor extent of the character area. The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light within the character area to the north would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

9.124 Landscape effects on LCA2 – The Grove and The Verne:

Sensitivity of the landscape receptor	
Value of the landscape receptor: The Grove and The Verne character area has land of local landscape importance and numerous cultural and natural heritage designations including the Dorset and East Devon Coast WHS, a conservation area and numerous listed buildings, two SSSIs and a SAC. The land use is a mix of residential and two major prisons, The Verne and The Grove, that are imposing on the character of the area. The open space between the two prisons is predominantly used for active or disused quarrying and small-scale agriculture, and although there are a number of PRoWs these tend to lead to dead ends where the prison or port become a barrier. There are coastal views from the edge of the cliffs on the eastern boundary of the prisons with views towards the Dorset coast. Overall, the value of this landscape receptor is considered to be medium. **Susceptibility to change:** The Grove and The Verne character area is able to accommodate a medium change related to the ERF without undue consequences arising on the condition or quality of its defining characteristics. It includes a number of key employment sites within the Port and is within the 'Northern Arc' identified in the local plan and neighbourhood plan. It also includes features of cultural heritage and ecological importance in the form of a conservation area, SAC and SSSIs. The susceptibility of this landscape receptor to specific change associated with the ERF is considered to be low.	
Sensitivity of landscape receptor	The landscape receptor is therefore judged to be of **medium / low** sensitivity.
Landscape effects during construction	
Size / scale: During construction, cranes and a degree of other construction activity and disturbance will be visible from the PRoWs on the elevated areas where views will be afforded. The construction at ground level is unlikely to be clearly visible due to intervening buildings and vegetation; however, the construction of the upper parts of the building and stack will be visible and there may be some noise associated with the construction. This will be viewed in the context of the working port where there is activity including the use of cranes. **Geographical extent:** The effects during construction at ground level will be barely perceptible; however, the upper parts of the building and the construction of the stack are likely to be experienced from the edges of this character area. The construction activity will be localised and will only affect a very small part of the character area along the top of the cliff or immediately to the west of the site on the cliffside. **Duration:** The landscape effects during construction will be short-term and temporary. **Reversibility:** The landscape effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of landscape effects during construction will be **small** adverse and temporary.
Significance of landscape effects	The degree of effect will therefore be **slight adverse** and **not significant.**
Landscape effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices are not expected to be visible from this character area as the main building will screen them from view. The materials will be a combination of printed PVC mesh and profiled metal cladding and the roofs will be a combination of fibre cement roof sheets and photovoltaic panels on the south facing slopes. The roofs are likely to be the most visible element of the building when looking down from the elevated parts of the character area and in most locations it will only be the stack that is visible. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be visible when looking down on the site from the cliffside footpaths. The stack will reach a height of 80 m and will be gunmetal grey. It will be visible against the sea when viewed from the elevated footpaths. The ERF will influence a very small proportion of the character area, as illustrated on the ZTVs, and would be within the context of an industrial port. The coastal views from the edge of the cliffs towards the Dorset Coast would remain unchanged. **Geographical extent:** The effects of the proposals will be localised to an area of the East Weare cliff immediately to the south of the site and a very small area along the ridgeline of the cliffs south of The Verne and The Grove. **Duration:** The landscape effects at completion will be long-term and beyond 25 years. **Reversibility:** The landscape effects at completion will be permanent. **Seasonal variation:** There will not be any seasonal changes.	
Magnitude of effect	The magnitude of landscape effects at completion will be **small adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **slight adverse** and **not significant.**

Night time landscape effects at completion	
The proposals will see the introduction of an ERF and associated hard surfacing; however, these will be seen in the context of surrounding built development of Portland Port from a minor extent of the character area. The night time effects are not expected to be noticeable from the majority of the character area due to the Fortuneswell cliffs to the south west screening the proposals. The lighting assessment determines that there will be zero light spill measured vertically at 16 m from the western site boundary towards the cliff face.	
Magnitude of effect	The magnitude of night time landscape effects at completion will be **negligible adverse** and permanent.
Significance of landscape effects	The degree of effect will therefore be **negligible** and **not significant.**

Predicted effects on visual amenity

9.125 The effects on visual amenity at specific receptors are assessed in the following data sheets. To illustrate the visual effects a number of representative illustrative and specific viewpoints have been used. These were issued to Dorset Council on 23 January 2020 and were agreed during a meeting on 27 February and in subsequent emails. The viewpoints from which photomontages and photowires were produced were also agreed with Dorset Council. The assessment has been undertaken with reference to the receptor sensitivity and impact magnitude tables and the degree of effect matrix in figures 9.4 to 9.6.

9.126 Figure 9.16 shows the ZTV of the proposed building and figure 9.17 shows the ZTV of the proposed stack. In order to produce the ZTVs, the detailed building heights were taken from the architectural model and used to provide the heights of the ERF and stack. These heights were modelled into the DSM. The height from which the ERF would be visible was set at 1.6 m. For full details of the heights and methodology used, refer to technical appendix J part 2.

9.127 The ZTVs are generally contained within a 10 km radius from the site boundary and visibility of the proposed development beyond this is unlikely to have a significant effect. The ZTVs illustrate that the potential visibility of the ERF is largely contained and relatively few residential areas are afforded views. Visibility is predominantly within the immediate vicinity of the site and where the orientation of the residential roads aligns with the site. The remaining visual splay is across Chesil Beach, Portland Harbour, Weymouth Bay and areas that are elevated from the South Dorset Ridgeway or along the coastline from the South West Coast Path. Figures 9.16 and 9.17 illustrate the ZTVs and indicate the representative viewpoint locations.

9.128 Visual effects from Weymouth residential areas (refer to representative viewpoints 4 and 5 on figures 9.21 and 9.22):

Sensitivity of the visual receptor	
Value of the visual receptor: Residents of Weymouth and the surrounding residential areas, including Bowleaze, Lodmoor, Overcombe, Preston, Radipole, Southlands and Wyke Regis, may receive glimpsed views of the taller elements of the proposal, across Portland Harbour and Weymouth Bay, from the residential streets to access their properties. There are a number of conservation areas scattered throughout these residential areas, including Weymouth town centre and Wyke Regis conservation areas. There are also several scattered grade II listed buildings present in these villages and the town. Weymouth is well known as a seaside town and a popular tourist resort with a number of holiday parks. Therefore, the value of the visual receptor is considered to be high. **Susceptibility to change:** Some residents within these areas are likely to be susceptible to specific change resulting from the proposed ERF in areas that have direct views of the site and susceptibility is therefore judged to be high.	
Sensitivity of visual receptor	The visual receptors are therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size / scale: During construction there is the potential for cranes to be visible, albeit filtered and partial views between intervening existing trees / woodland that exist in the residential area. This may be especially prevalent during the construction of the proposed stack at 80 m in height; however, this will be from a distance of over 3.4 km and there is already port activity, including the use of cranes. Overall, this will create very minor alterations to the composition of these views. The magnitude of effects relating to the size / scale of construction is considered to be negligible. **Geographical extent:** The visual effects during construction will be localised to a very small number of locations and mostly viewed obliquely to the main focus of views. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these are not expected to be readily noticeable. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and from this distance is expected to be a very minor alteration to the view. The Fichtner report on the plume (technical appendix J part 4) describes that, in an average year, the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will only produce very minor alterations to the composition of the views within the context of the port facilities over a negligible proportion of the overall views. **Geographical extent:** The ERF is likely to be viewed obliquely from a very small number of residential areas and streets and the proposals will not be central to the focus of views. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** There are not expected to be any seasonal changes.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the Weymouth residential area to the north would be barely noticeable in comparison to that of the existing port infrastructure. The	

only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**

9.129 Visual effects from South West Coast Path (refer to representative viewpoints 6, 7 and 14 on figures 9.23, 9.24 and 9.31):

Sensitivity of the visual receptor	
Value of the visual receptor: Views from the South West Coast Path National Trail, running through the Dorset and East Devon Coast WHS, Dorset AONB and Heritage Coast designations, are possible of the site across the harbour and Weymouth Bay. Most of the route along the coast, east of Weymouth and down to Portland Harbour, provides open views out towards the Isle of Portland and of the site looking south. These views are from the National Trail, which is well-used by local residents and visitors who have a strong proprietary interest in the view and therefore the value of the visual receptors is high. **Susceptibility to change:** The views will be experienced by visitors, local residents, dog walkers and horse riders / cyclists using the footpath or bridleway looking south, whose attention is highly likely to be on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is high.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size / scale: During construction there is the potential for cranes to be visible and a degree of other construction activity causing visual disturbance; however, this will be viewed in the context of the port activities where there are existing cranes in use. There is the potential for increased construction traffic along the A354 across the spit where the South West Coast Path runs alongside; however, this is expected to be up to 37 deliveries per day (72 HGV movements). Overall the experience of walkers using the South West Coast Path is not likely to noticeably alter. The construction activity will create a minor alteration to the composition of the present views through the introduction of elements that will be visible over a small proportion of the views. **Geographical extent:** The visual effects during construction will be visible from a number of locations along the South West Coast Path, mostly from a distance of over 7.4 km, apart from across the spit, which is at a closer distance of 2 km. There will be barely any visibility along the South West Coast Path to the west of the study area from Chickerell to the western side of Portland Beach Road at the entrance to the causeway. There will be visibility across the causeway and past the sailing academy, then no visibility around the rest of the Isle of Portland. Coming back onto the mainland there will be potential visibility of the construction activities along the length of the South West Coast Path, apart from Weymouth Esplanade, which lies within the visual shadow of Nothe Fort. The construction will not be central to the focus of views and will be visible from a number of locations along the path. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary**.**
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from long distance views with a steep cliff backdrop. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements are not expected to be visible. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and from this distance is expected to be a very minor alteration to the view. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. From close views along the Portland causeway the narrowest part of the building will be visible in the distance and will be viewed against the sky; however, it will be viewed in the context of Osprey Quay and Portland Port . Overall, the ERF is expected to cause a minor alteration to a small proportion of the field of views and the experience of the walkers using the South West Coast Path is expected to remain substantially unchanged. **Geographical extent:** The ERF is likely to be visible from a number of locations along the South West Coast Path, particularly from the path as it crosses the causeway and runs past the sailing academy and Osprey Quay, where it will be viewed with the sea and sky as a backdrop. There will be barely any visibility along the South West Coast Path to the west of the study area from Chickerell to Small Mouth, the western side of Portland Beach Road at the entrance to the causeway.	

Elsewhere the ERF will be viewed from a number of locations along the path, but will not be central to the focus of views and will be viewed with Portland cliffs as a backdrop. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** The trees and hedgerows along the South West Coast Path will filter some of the views of the ERF during the summer, which will reduce the extent of visibility.	
Magnitude of effect	The magnitude of visual effects at completion will be **small / negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Night time visual effects at completion	
The night time effects will be negligible as the ERF will provide lower illuminance levels than those that currently exist within the context of Portland Port when viewed from the north and north east. The lighting assessment determines that there will be zero light spill measured vertically at 16 m from the western site boundary towards the cliff face, therefore there should be no visual effects from the South West Coast Path to the south and west.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**

9.130 Visual effects from South Dorset Ridgeway and Osmington White Horse (refer to representative viewpoint 11 on figure 9.28, photowire on figure 9.34 and photomontage on figure 9.35):

Sensitivity of the visual receptor	
Value of the visual receptor: Views are possible from parts of the ridgeway, including the Osmington White Horse, which is a landmark feature that has been cut into the limestone hill since 1808. Views are possible from part of the nationally recognised South West Coast Path National Trail. The value of the visual receptor is considered to be high. **Susceptibility to change:** The views will be experienced by visitors, local residents, dog walkers and horse riders / cyclists using the footpath or bridleway, whose attention is likely to be on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is considered to be high.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size / scale: A small proportion of the views may include a small degree of activity during construction, with the use of cranes. However, the receptor will view this from beyond the study area and the views of the site are at a greater distance than 10 km and so will only affect a negligible proportion of the field of view. Construction activity is unlikely to be perceived at this distance. **Geographical extent:** The visual effects during construction will be visible at a long distance from a small number of locations along the South Dorset Ridgeway and at Osmington White Horse. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary**.**
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from these long-distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and from this distance is expected to be barely perceptible. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. Overall, the ERF will cause a very minor alteration to the composition of these distant views, altering a negligible proportion of the field of view, and will be viewed with the Portland cliffs forming a backdrop. It will not break the skyline and the profile of the Isle of Portland will remain unchanged. It will be viewed in the context of the large port facilities, with its large naval vessels and other shipping. **Geographical extent:** The ERF is likely to be visible from a small number of locations along the South Dorset Ridgeway and at the Osmington White Horse landmark; however, the site is situated at a long distance of over 10 km. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** There are not expected to be any seasonal changes.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the South Dorset Ridgeway and Osmington White Horse to the north would be barely noticeable in comparison to that of the existing	

port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**

9.131 Visual effects from Weymouth beachfront (refer to representative viewpoint 6 on figure 9.23):

Sensitivity of the visual receptor	
Value of the visual receptor: Weymouth Beach lies adjacent to a high sea wall in front of the B3155 Preston Road, with the South West Coast Path running along this stretch. Views are from a landscape with recognisable features that promote a strong sense of place, particularly for tourists. The ERF will be visible from the less populated northern end of the beach, away from the town centre, looking south over Weymouth Bay and Portland Harbour. Overall, the value of the visual receptor is considered to be high to medium. **Susceptibility to change:** The views will be experienced by local residents, visitors, dog walkers and cyclists using the footpaths and the beach, whose attention is likely to be on the surrounding landscape, and views are focused out across the water towards the site. The landscape setting is an important contributor to the experience for visitors to Weymouth beachfront; however, their views currently include views towards a working port beyond the breakwater. The overall susceptibility of the visual receptors to the specific change associated with the ERF is considered to be high to medium.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high to medium** sensitivity.
Visual effects during construction	
Size / scale: The receptors will experience only a very minor alteration to the composition of views towards the south with the introduction of cranes, although these will be viewed in the context of the working port that already has crane movement. Visibility of individual elements of construction activity at ground level is not likely to occur due to the breakwater obscuring visibility; however, as the upper parts of the building are constructed these are likely to be visible in the distance. There will be a very minor alteration to composition of the view. **Geographical extent:** The extent of the views is localised to the northern end of Weymouth Beach, between the Westerhall Road /B3155 junction and Bowleaze Coveway. There will be no views from the sandy beach along The Esplanade, as the higher spur of land of Nothe Fort obscures views. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from these views. It will be at a similar level to the extent of built development at Fortuneswell. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance as the breakwater will screen views of the lower elements. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and will be a narrow element viewed within the context of the large port facilities, with its large naval vessels and their funnels, boat masts and cranes. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The receptors will view the ERF in the context of Portland Port with a steep cliff backdrop. The ERF will create a minor alteration to the composition of the views from Weymouth beachfront. **Geographical extent:** The visual effects will be localised and experienced from the northern part of the beach and the South West Coast Path, between the Westerhall Road / B3155 junction and Bowleaze Coveway. The ERF will be visible in the distance; however, it will be viewed obliquely to the main focus of views. There will be no views from the sandy beach along The Esplanade, as the higher spur of land of Nothe Fort obscures views. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** There are not expected to be any seasonal changes.	

Magnitude of effect	The magnitude of visual effects at completion will be **small adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant**.
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the Weymouth beachfront to the north would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**

9.132 Visual effects from Portland Port and breakwaters, including the Sailing Academy and Portland Marina and Portland Harbour (refer to representative viewpoint 3 on figure 9.20):

Sensitivity of the visual receptor	
Value of the visual receptor: Portland Port is located on the north coast of the Isle of Portland, with the breakwaters, listed as grade II, extending from the land adjacent to the site and wrapping around the harbour, connecting to Weymouth to form breakwaters. The Weymouth and Portland National Sailing Academy situated in Portland Marina is recognised from the 2012 Olympics and has since been a well-known facility of the harbour. There are some detracting features in views of the port, including industrial premises. Overall, the value of the visual receptor is considered to be medium. **Susceptibility to change:** The views will be experienced by local residents, workers and visitors using the harbour and marina facilities and taking part in water sports within the harbour. Their attention is likely to be on the surrounding landscape, therefore the susceptibility of the visual receptors to the specific change associated with the ERF is medium.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size / scale: The receptor will experience the effects mostly from the water and port area adjacent to the ERF, where the construction activity will be prominent in the views. To the north west of the site from land surrounding the marina, the introduction of construction elements will have less effect on the receptors as intervening large-scale port buildings, cranes and shipping will screen the effects of the construction at ground level. **Geographical extent:** The visual effects will be wide, with visual and noise disturbance possible from a large number of locations on the water and within the port and marina. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **medium adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **moderate** and **significant**.
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be viewed in the context of the existing working port. The stack will reach a height of 80 m and will be gunmetal grey. From very close views on the water and from Main Road it will break the skyline or will be viewed against the sky. From the marina and sailing academy the narrowest part of the building will be visible within the context of the large port facilities, with its large naval vessels and their funnels, boat masts and cranes. From this angle the building has been designed to reflect the port buildings and the tallest element will be profiled metal cladding. Either side of this the building will be printed PVC mesh to be recessive in the views and reduce the mass of the building. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will be viewed within the context of an industrial port with large scale buildings and shipping as well as cranes, masts, lighting columns, radar equipment and funnels on the naval vessels. It is also viewed in the context of the large blocks of flats at Ocean Views and the former naval accommodation block. The ERF will be of medium prominence and will cause a partial alteration to the composition of the view. **Geographical extent:** The ERF is likely to be visible from a large number of locations on the water and from the adjacent port area, with glimpses from Portland Marina. Views from within the Port and the southern breakwater are private as its inaccessible to the public. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** There are not expected to be any seasonal changes.	

Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **moderate** and **significant**.
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the rest of the port, breakwaters, Portland Marina, and Portland Harbour would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.133 Visual effects from footpath and bridleways south of Littlemoor including S1/21, S1/24, S1/32 and S1/33 (refer to representative viewpoint 13 on figure 9.30):

Sensitivity of the visual receptor	
Value of the visual receptor: From PRoWs S1/21, S1/24 and S1/32, the site is visible at a long distance from an elevated position looking south towards the Isle of Portland. Views are of local importance due to the footpaths crossing through the Lorton Meadows Nature Reserve. From an elevated position, views are intermittent along S1/33 due to the woodland and tree belt running north south situated in the nature reserve. The value of the visual receptor is considered to be medium. **Susceptibility to change:** Views from these PRoWs will be experienced by local residents and dog walkers, whose attention is highly likely to be on the surrounding landscape. The susceptibility of the visual receptors to the specific change associated with the ERF is medium.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size / scale: The receptors will experience only a very minor alteration to the composition of views towards the south with the introduction of cranes in the distance. Visibility of individual elements of construction activity is not likely to occur and will be viewed in the context of the port activity where there are currently working cranes. The effects at construction will impact a negligible proportion of the field of view. **Geographical extent:** The construction activity will be visible from localised parts along these PRoWs, generally on the upper slopes from a distance of over 7.6 km; however, the activity will be barely visible and will not be central to the focus of the view. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from these long-distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these are not expected to be noticeable at this distance. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and from this distance is expected to be a very minor alteration to the view. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will have a very minor alterations to the composition of the views and the building and stack will not break the skyline. The cliffs of Portland will form a backdrop and the profile of Portland will not be affected from these long-distance views. The ERF will be set in the distance beyond the development of Weymouth, and the Mount Pleasant Business Park is a prominent industrial estate that is visible in the foreground. **Geographical extent:** The ERF is likely to be visible from a small number of locations along the public rights of way, and will not be central to the focus of views. These will be generally located on the upper slopes of the PRoWs. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible as intervening vegetation on the slopes around the PROWs will screen some views during summer.	
Magnitude of effect	The magnitude of visual effects at completion will be **small adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Night time visual effects at completion	

The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the PRoWs south of Littlemoor to the north would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**

9.134 Visual effects from Ringstead Bay National Trust Car Park viewpoint and PRoWs including S34/12 byway and S33/6, S33/8, S34/15 and S34/16 footpaths (refer to representative viewpoint 12 on figure 9.29, photowire on figure 9.36 and photomontage on figure 9.37:

Sensitivity of the visual receptor	
Value of the visual receptor: Views are possible from the byway and footpaths running through the National Trust Ringstead Bay area just beyond the 10 km study area. These include S34/12 byway and footpaths S33/6, S33/8, S34/15 and S34/16. PROW S33/8 forms part of the South West Coast Path National Trail. Overall, the value of the visual receptor is considered to be high. **Susceptibility to change:** The views will be experienced by visitors, local residents, dog walkers and horse riders / cyclists using the footpaths and byway, including parts of the National Trail, whose attention is highly likely to be on the surrounding landscape. We therefore consider the susceptibility of the visual receptors to the specific change associated with the ERF as high.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size / scale: The receptors will experience only a very minor alteration to the composition and nature of views towards the site, with the introduction of cranes potentially visible over a long distance from the PRoWs across Weymouth Bay. This will be viewed in the context of the port activities where there are existing cranes in use and, due to the distance, little disturbance will be experienced, as visibility of individual elements of construction activity is not likely to occur. **Geographical extent:** The proposals during construction will be visible from a large number of locations along the coastal PROW routes, Ringstead Bay and the National Trust car park. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m and will visually amalgamate with the main building, creating a cohesive aesthetic. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from these long-distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and from this distance is expected to be barely perceptible. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. Overall, the ERF will cause a very minor alteration to the composition of these distant views, altering a negligible proportion of the field of view, and will be viewed with the Portland cliffs forming a backdrop. It will not break the skyline and the profile of the Isle of Portland will remain unchanged. It will be viewed in the context of the large port facilities, with its large naval vessels and other shipping. The ERF will have a very minor alteration to the compositions and nature of the views from the PRoW routes, Ringstead Bay and the National Trust carpark. **Geographical extent:** The visual effects will be experienced from large parts of the public rights of way, including the South West Coast Path, Ringstead Bay and the National Trust car park. While the ERF will be visible from a number of locations, these are at a distance of approximately 9km for the PRoW and over 10 km at the National Trust carpark. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible due to intervening vegetation in the vicinity of the PROWs.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.

Significance of visual effects	The degree of effect will therefore be **slight** and **not significant**.
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of Ringstead Bay National Trust carpark and PRoW down to Ringstead Bay would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.135 Visual effects from public rights of way S3/68, S3/70, S3/72 and S3/81 (refer to representative viewpoints 1 and 2 on figures 9.18 and 9.19):

Sensitivity of the visual receptor	
Value of the visual receptor: The public rights of way S3/68, S3/70, S3/72 and S3/81 run along an elevated position on the steep cliff to the south and south west of the proposed ERF. These footpaths reach dead ends and do not connect with each other. There are historic features and scheduled monuments visible down the cliffs from the footpaths, such as the East Weare batteries, the Royal Naval Cemetery and the Portland breakwaters. Some degrading features such as industrial land and derelict buildings along Incline Road are also visible below from these footpaths situated to the south of the site. Therefore, the overall value of the visual receptor is considered to be medium. **Susceptibility to change:** The views will be experienced by local residents, dog walkers and visitors using the footpaths, whose attention is likely to be on the landscape, therefore the susceptibility of the visual receptors to the specific change associated with the ERF is medium.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size / scale: During construction, cranes and a degree of other construction activity and disturbance will be visible from the PRoWs on the elevated areas where views will be afforded. The construction at ground level is unlikely to be clearly visible due to intervening buildings and vegetation; however, the construction of the upper parts of the building and stack will be visible and there may be some noise associated with the construction. This will be viewed in the context of the working port where there is activity including the use of cranes. There will be a partial alteration to the composition of the views; however, they are not considered inappropriate to the working port setting. **Geographical extent:** The visual effects will be localised, with construction activity visible from a small number of locations from the elevated footpaths, particularly S3/81. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **medium adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **moderate** and **significant**.
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices are not expected to be visible from these footpaths as the main building will screen them from view. The materials will be a combination of printed PVC mesh and profiled metal cladding and the roofs will be a combination of fibre cement roof sheets and photovoltaic panels on the south facing slopes. The roofs are likely to be the most visible element of the building when looking down from these elevated footpaths and in most locations it will only be the stack that is visible. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be visible when looking down on the site from these cliffside footpaths. The stack will reach a height of 80 m and will be gunmetal grey. It will be visible against the sea when viewed from these elevated footpaths. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours, although it will be visible from close proximity and the receptors will be looking down onto the plume. Direct views will be highly possible from these PRoWs, with some screening in places from existing cliffside vegetation alongside the PRoWs. The size and scale of the ERF will create partial alterations to the composition and nature of views; however, these will be viewed in the context of the existing port facilities, where large scale buildings and shipping vessels are currently visible. **Geographical extent:** The ERF is likely to be visible from a number of locations along the PROWs, particularly along S3/81, While there is potential visibility shown on the ZTVs from PROW S3/72, the growth of the scrub cliffside vegetation will obscure the majority of the proposed ERF from view. There is a very small area of visibility afforded from footpath S3/68 to the south of the site. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:**	

The degree of visual effects due to seasonal change will be negligible due to the existing scrub vegetation on the cliffside.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **moderate** and **significant**.
Night time visual effects at completion	
The lighting assessment determines that there will be zero light spill measured vertically at 16 m from the western site boundary towards the cliff face and 11 m to the east at Balaclava Bay. The night time effects will therefore be negligible as the ERF light spill will not extend to these footpaths. Lighting conditions that currently exist at Portland Port will remain visible.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.136 Visual effects from A354 (refer to representative viewpoint 8 on figure 9.25 and photomontage on figure 9.32):

Sensitivity of the visual receptor	
Value of the visual receptor: The A354 runs north-south connecting Dorchester to the Isle of Portland via Weymouth, covering approximately 16 miles with a varying speed limit from 30 mph to the national speed limit. However, views are only possible from a very minor extent of the road between Weymouth and Portland, along the spit and Foords Corner roundabout. Views are not possible from the majority of the route due to the low topography, built infrastructure and vegetation obscuring views. The value of the visual receptor is considered to be low as views are from a busy A road through an urban area, where the receptors have a limited proprietary interest in the views. **Susceptibility to change:** The main receptors are those cycling, walking and driving along the road, passing through a mostly suburban environment, whose attention is unlikely to be on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is low.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **low** sensitivity.
Visual effects during construction	
Size / scale: During construction there is the potential for cranes to be visible from the A354 as it passes along the causeway. These will be viewed in the context of the existing cranes, masts and other tall structures within the port facilities. This will create very minor alterations to the composition of the present views through the introduction of elements that will be barely visible, particularly when viewed in transit. There is the potential for increased construction traffic along the A354 across the spit of up to 37 deliveries a day (72 HGV movements). **Geographical extent:** The visual effects will be limited, with construction activity experienced from a very small number of locations, where possible glimpses are viewed obliquely to the main focus of views. These are from the causeway joining the mainland to the Isle of Portland, from a tiny area at Foords Corner roundabout and from an area adjacent to Upwey Station. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.
Visual effects at completion	
Size / scale: At completion, the built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m and will visually amalgamate with the main building, creating a cohesive aesthetic. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from these views. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from these views. The stack will reach a height of 80 m and will be gunmetal grey. It will break the skyline in views across the spit and will be viewed with a backdrop of the sky. From the spit the views will be of the narrowest part of the building and it will be viewed beyond the existing port facilities, including any moored commercial shipping vessels. At other locations along the A354 the building will be viewed against the backdrop of the cliffs of Portland and will form a very minor element to the view. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The proposed ERF will create very minor alterations to the composition of views through the introduction of elements that are of little prominence over a negligible proportion of the field of view. **Geographical extent:** The ERF is only likely to be visible from a limited number of locations on the A354, from the causeway joining the mainland to the Isle of Portland, from a tiny area at Foords Corner roundabout and from an area adjacent to Upwey Station. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.

Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the A354 to the north and north west would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.137 Visual effects from the A353:

Sensitivity of the visual receptor	
Value of the visual receptor: The A353 is a single carriageway running east-west from the A352 at Warmwell to Osmington, and continues east to Preston in Weymouth to meet the B3155 and Littlemoor Road, covering approximately 6 miles. The speed limit varies from national speed limit down to 30 mph. Footways run along both sides of the road in places, with only a quick glimpsed view possible from a very minor stretch of the road that does not have any footways, adjacent to the White Horse Holiday Park. The value of the visual receptor is considered to be low. **Susceptibility to change:** The main receptors are those cycling, walking and driving along the road whose attention is unlikely to be on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is considered to be low.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **low** sensitivity.
Visual effects during construction	
Size / scale: During construction there is the potential for the upper limits of cranes to be visible from the A353, although this would be experienced by a quick glimpsed view and the introduction of construction elements will be barely visible. There will be a very minor alteration to the composition of views and the alteration of a negligible proportion of the field of view. **Geographical extent:** The construction activity will only be viewed obliquely when travelling west from a very minor extent of the road through the break in vegetation along the A353, between the White Horse Holiday Park and Haven Seaview Holiday Park. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m and will visually amalgamate with the main building, creating a cohesive aesthetic. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from these long-distance views. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and from this distance of over 9 km is expected to be barely perceptible. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will cause a very minor alteration to the composition of these distant views, altering a negligible proportion of the field of view, and will be transitory in nature, as the road has a 40 mph speed limit and is winding in nature, meaning that receptors will be concentrating on driving. It will be viewed with the Portland cliffs forming a backdrop and will not break the skyline, with the form of the Isle of Portland remaining unchanged. It will be viewed in the context of the large port facilities, with its large naval vessels and other shipping. **Geographical extent:** The ERF will only be viewed obliquely when travelling west from a very minor extent of the road through the break in vegetation along the A353, between the White Horse Holiday Park and Haven Seaview Holiday Park. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant.**
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the A353 to the	

north would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.138 Visual effects from the B3155 (refer to representative viewpoint 6 on figure 9.23):

Sensitivity of the visual receptor	
Value of the visual receptor: The B3155 is a 30 mph road, starting at Chalbury Corner roundabout in Preston, continuing south along the Weymouth seafront before turning west at the Esplanade junction past Weymouth Railway Station to the junction of Commercial Road. Footways follow both sides of the road along its length, with the footway running along the sea wall and a cycleway adjacent to the northbound carriage from the Bowleaze Coveway to the Front Skatepark. The site is visible from part of the road that runs along the beachfront, particularly from the elevated footpath running along the top of the sea wall, where the features of the adjacent landscape, including the beach, promote a strong sense of place. Therefore, the overall value of the visual receptor is considered to be medium. **Susceptibility to change:** The main receptors are likely to be drivers, local residents and visitors with a secondary focus on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is considered to be medium.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **medium** sensitivity.
Visual effects during construction	
Size / scale: During construction there is the potential for the upper limits of cranes to be visible from part of the B3155. This will potentially cause a very minor alteration to the composition of the present views through the introduction of elements that will be visible over a very small proportion of the views and will be viewed in the context of the working port. **Geographical extent:** The visual effects will be limited, with construction activity experienced from a very small number of locations. From the majority of the road itself construction activity is not expected to be visible as the sea wall obscures views. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m and will visually amalgamate with the main building, creating a cohesive aesthetic. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and is expected to be barely perceptible. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will create very minor alterations to the composition of the view, where only the taller elements of the proposal will be visible in the distance across Weymouth Bay and Portland Harbour from the footway on the top of the sea wall. From the road itself there are not expected to be any views. **Geographical extent:** The visual effects at completion will be limited, with the ERF visible from a very small number of locations where it will be viewed obliquely to the main focus of views. From the majority of the road itself the ERF is not expected to be visible, as the sea wall obscures views. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** There are not expected to be any seasonal changes.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the B3155 to the north would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	

Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.139 Visual effects from Sandsfoot Castle, Park and Garden (refer to representative viewpoint 9 on figure 9.26 and photomontage on figure 9.33):

Sensitivity of the visual receptor	
Value of the visual receptor: The views have historical importance due to being from the scheduled monument and listed building of Sandsfoot Castle, located on the south east coast of Weymouth in Sandsfoot Park and Garden, south of Southlands residential area. Therefore, the value of the visual receptor is considered to be high to medium, with the receptors having a moderate proprietary interest in the views. **Susceptibility to change:** The main receptors are visitors to the castle, park and garden whose attention is likely to be on the surrounding landscape, which is of relative importance to the setting of Sandsfoot Castle. The susceptibility of the visual receptor to specific change associated with the ERF is high to medium.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high to medium** sensitivity.
Visual effects during construction	
Size / scale: During the construction phase there is the potential for cranes and construction activity to be visible from Sandsfoot Castle, Park and Garden. This will cause a minor alteration to the composition of the present views through the introduction of elements that will be visible over a small proportion of the view. The construction activity, including the use of cranes on site, will be viewed in the context of the working port that already has cranes and the movement of vehicles around the port. **Geographical extent:** The visual effects of construction of the ERF will be localised and viewed across Portland Harbour towards the working port and ship berths. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **moderate to slight** and **significant**.
Visual effects at completion	
Size / scale: From this location the narrowest part of the building will be visible. The built form of the ERF will comprise the 47 m high boiler and furnace set against the cliff face, stepping down to 36 m for the turbine hall and roof mounted air cooled condensers. The offices step down again to 17 m and will visually amalgamate with the main building, creating a cohesive aesthetic. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare be recessive and minimise the proportion of the building that will be visible. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance and are likely to be screened by commercial shipping vessels. The stack will reach a height of 80 m and will be gunmetal grey. It will break the skyline and will be viewed against a backdrop of the sky. This will be seen within the context of tall structures within the port, including cranes, ship funnels, lighting columns and radar equipment. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will partially alter the composition of the views. The building will form a new visible element to the port and will alter the horizon; however, it is a similar height to the largest ships that berth at the port and does not detract from the height of the Isle of Portland and The Verne, which tower above it. **Geographical extent:** The visual effects at completion will be localised, with views possible across Portland Harbour towards the working port and ship berths. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** There are not expected to be any seasonal changes.	
Magnitude of effect	The magnitude of visual effects at completion will be **medium adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **moderate** and **significant.**
Night time visual effects at completion	

The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of Sandsfoot Castle to the north would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.140 Visual effects from Nothe Fort (refer to representative viewpoint 10 on figure 9.27):

Sensitivity of the visual receptor	
Value of the visual receptor: Nothe Fort is a scheduled monument and listed building and is located at the entrance to Weymouth Harbour. Public gardens surround the fort, with views on the southern side towards the site across Portland Harbour. The views are panoramic, including views of the proposed ERF. These views are from a landscape containing a heritage asset and therefore the value of the visual receptor is considered to be high to medium. **Susceptibility to change:** The main receptors are visitors to Nothe Fort, whose attention is likely to be on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is high to medium.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high to medium** sensitivity.
Visual effects during construction	
Size / scale: During construction of the ERF there is the potential for cranes to be visible across Portland Harbour over the breakwaters; however, these will be viewed within the context of the working port that already contains cranes. This will cause a very minor alteration to the composition of the present views through the introduction of elements that will be of limited prominence and be visible over a very small proportion of the view. **Geographical extent:** The visual effects will be localised and construction activity will be experienced from a small number of locations within the gardens, where users are looking towards the site. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **small to negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant**.
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry and will be viewed obliquely, therefore the longest elevation of the building will be visually reduced. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m and will visually amalgamate with the main building, creating a cohesive aesthetic. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive further reducing the visibility of the large building. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance. The stack will reach a height of 80 m and will be gunmetal grey. It will not break the skyline and is expected to be barely perceptible. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will create very minor alterations to the composition of the view, with the development visible in the context of Portland Port, with a steep cliff backdrop. **Geographical extent:** The visual effects at completion will be localised, with the ERF visible from a small number of locations within the gardens. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible due to the trees within the Nothe Gardens.	
Magnitude of effect	The magnitude of visual effects at completion will be **small adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **moderate to slight** and **significant**.
Night time visual effects at completion	
The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of Nothe Fort to the north would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.141 Dorset AONB (refer to representative viewpoints 7, 11, 12 and 14 on figures 9.24, 9.28, 9.29 and 9.31, photowires on figures 9.34 and 9.36 and photomontages on figures 9.35 and 9.37):

Sensitivity of the visual receptor	
Value of the visual receptor: The Dorset AONB covers a large expanse of the landscape that is diverse and unique. It is recognised for its landscape, wildlife, significant historical record and cultural connections. Within the study area, the AONB includes land at Osmington, east along the coast from Redcliff Point to the edge of the study area at White Nothe. Areas north of the A353 are also within the designation. To the west the AONB boundary enters the study area west of Chickerell down to Charlestown and follows Chesil Beach to the north west. Several public rights of way run through the AONB offering views towards the site, including the South West Coast Path, South Dorset Ridgeway and the Jubilee Trail. With the views being from a nationally recognised AONB, the value of the visual receptor is considered to be high. **Susceptibility to change:** The main receptors are visitors to the Dorset AONB, including walkers, dog walkers, cyclists and horse riders, whose attention is highly likely to be on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is high.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size / scale: During construction of the ERF, cranes will potentially be visible from the AONB and will be viewed in the context of the working port, which already has cranes. There will be very minor alterations to the composition and nature of views, with the introduction of construction elements barely visible over a negligible proportion of the field of view. **Geographical extent:** The construction visual effects will be localised and visible from a small number of locations, not central to the focus of views and from a distance of over 7.4 km. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant**.
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from these long-distance views, ensuring that the special qualities of the Dorset AONB remain intact. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from this distance. The stack will reach a height of 80 m and will be gunmetal grey. Its height is driven by human health and ecological considerations, but has been carefully considered in landscape terms, ensuring that it remains at a similar AOD level to the existing built form at Fortuneswell. The stack will not break the skyline from the AONB to the east of Weymouth, although may be viewed against the backdrop of the sea in the potential areas of visibility around Chickerell; however, from this distance it is expected to be barely perceptible. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will cause a very minor alteration to the composition of these distant views from the AONB, altering a negligible proportion of the field of view, and will be viewed with the Portland cliffs forming a backdrop. It will not break the skyline from honey pots such as Durdle Door, Ringstead Bay and White Horse Hill and the profile of the Isle of Portland will remain unchanged. The tranquility, remoteness and undeveloped rural character of the AONB will be retained, as the ERF will be viewed in the context of Osprey Quay and the large port facilities, with its large naval vessels and other shipping. **Geographical extent:** The visual effects at completion will be localised, with the ERF visible from a small number of locations in the AONB. There is only a tiny area of potential visibility from the AONB that lies to the west of Weymouth around Sea Barn Farm, Chickerell. The AONB that lies to the east of Weymouth has patches of potential visibility, including areas between Redcliff Point, past Osmington Mills to White Nothe from the South West Coast Path. There is also visibility from the tourist spot at Durdle Door; however, this is at a distance of 12 km. There are areas of visibility north of the A353 and the South Dorset Ridgeway. The ERF will not be central to the focus of views.	

Duration: The visual effects at completion will be experienced long-term, beyond 25 years. **Reversibility:** The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible due to intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant**.
Night time visual effects at completion	
The night time effects will be negligible as the ERF will provide similar lighting conditions to those that currently exist within the landscape context, including Portland Port and the marina. The lighting assessment determines that there will be zero light spill measured vertically at 16 m from the western site boundary towards the cliff face and 11 m to the east towards Balaclava Bay. The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the AONB would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.142 Visual effects from West Dorset Heritage Coastline (refer to representative viewpoints 7, 11, 12 and 14 on figures 9.24, 9.28, 9.29 and 9.31, photowires on figures 9.34 and 9.36 and photomontages on figures 9.35 and 9.37):

Sensitivity of the visual receptor	
Value of the visual receptor: The heritage coast designation covers a large extent of the Dorset coastline. The coast is defined by its natural beauty, the heritage features and the coastal flora and fauna. It covers most of the same expanse as the Dorset AONB within the study area, with additional cover of land along Chesil Beach and the spit to Chiswell on the Isle of Portland. There are a number of public rights of way that run through the Heritage Coast, including the South West Coast Path and part of the South Dorset Ridgeway. The value of the visual receptor is considered to be high. **Susceptibility to change:** The main receptors are visitors to the heritage coast and local residents, whose focus is highly likely to be on the landscape. The susceptibility of the visual receptor to specific change associated with the ERF is considered to be high.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size / scale: During construction of the ERF, cranes and other construction activities will potentially be visible from the heritage coast and will be viewed in the context of Portland Port, with cranes and shipping activity. There will be very minor alterations to the composition and nature of views, with the introduction of construction elements barely visible in a negligible proportion of the field of view. **Geographical extent:** The visual effects of construction activity will be localised and experienced from a small number of locations, not central to the focus of views experienced at a distance of over 7 km. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and be recessive from the long-distance views to the north and north east. From the causeway the building will be viewed at its narrowest elevation and, although it will alter the horizon, it is a similar height to the largest ships that berth at the port and does not detract from the height of the Isle of Portland and The Verne, which tower above it. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from the heritage coast. The stack will reach a height of 80 m and will be gunmetal grey. Its height is driven by human health and ecological considerations, but has been carefully considered in landscape terms, ensuring that it remains at a similar AOD level to the existing built form at Fortuneswell. It will not break the skyline from the majority of the views, apart from the causeway, and is expected to be barely perceptible when set within the context of the port and marina, with tall elements including cranes, masts and shipping vessel funnels. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will cause a very minor alteration to the composition of these distant views from the heritage coast, altering a negligible proportion of the field of view. It will be viewed in the context of the large port facilities, with its large naval vessels and other shipping. **Geographical extent:** The visual effects at completion will be localised, with the ERF visible from a small number of locations along the heritage coast. There is only a tiny area of potential visibility from the heritage coast that lies to the west of Weymouth around Sea Barn Farm, Pebble Bank Caravan Park and the causeway to the Isle of Portland. The heritage coast that lies to the east of Weymouth generally follows the AONB boundary and therefore has the same patches of visibility, including areas between Redcliff Point, past Osmington Mills to White Nothe from the South West Coast Path. The ERF will not be central to the focus of views and will be viewed at a distance of over 7 km. **Duration:** The visual effects at completion will be long-term, beyond 25 years. **Reversibility:**	

The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible due to intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Night time visual effects at completion	
The night time effects will be negligible as the ERF will provide similar lighting conditions to those that currently exist within the landscape context, including Portland Port and the marina. The lighting assessment determines that there will be zero light spill measured vertically at 16 m from the western site boundary towards the cliff face and 11 m to the east towards Balaclava Bay. The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the West Dorset Heritage Coastline would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

9.143 Visual effects from the Dorset and East Devon Coast UNESCO World Heritage Site (refer to representative viewpoints 1, 5, 7 and 14 on figures 9.18, 9.22, 9.24 and 9.31):

Sensitivity of the visual receptor	
Value of the visual receptor: The Dorset and East Devon Coast UNESCO World Heritage Site runs along a significant extent of the coastline within the study area, with the exception of Weymouth beachfront and the northern coast of Portland that includes the site. The WHS is internationally recognised for its expanse of historic geomorphological features dating back approximately 185 million years, positioned as a timeline along the coast. The South West Coast Path also runs along the majority of this site and so the value of the visual receptor is considered to be high. **Susceptibility to change:** The main receptors are visitors to the UNESCO WHS and local residents, whose focus is highly likely to be on the surrounding landscape. The susceptibility of the visual receptor to specific change associated with the ERF is high.	
Sensitivity of visual receptor	The visual receptor is therefore judged to be of **high** sensitivity.
Visual effects during construction	
Size / scale: During construction of the ERF, there is potential for cranes and other construction activities to be visible from the World Heritage Site, mostly from a long distance and seen within the context of the port activities where there are existing cranes in operation. There is the potential for increased construction traffic along the A354 across the spit; however, this is expected to be up to 37 deliveries per day (72 HGV movements). Overall, the experience of visitors to the WHS is not likely to noticeably alter. This will cause a very minor alteration to the composition and nature of the present views and the alteration of a small proportion of the views. **Geographical extent:** The visual effects will be localised with construction activity visible from a number of locations and not central to the focus of views. **Duration:** The visual effects during construction will be experienced short-term and will be temporary. **Reversibility:** The visual effects during construction will be partially reversible.	
Magnitude of effect	The magnitude of visual effects during construction will be **negligible adverse** and temporary.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Visual effects at completion	
Size / scale: The built form of the ERF will comprise development of a range of heights due to its inscribed geometry that reflects the geology of Portland and the East Weare. The building height is expected to range from 19 m in the area containing the RDF bale storage to 47 m in the area containing the boiler and furnace. The offices replicate the inscribed geometry of the main plant and range from 6 m to 17 m. The materials will be a combination of printed PVC mesh and profiled metal cladding designed to reflect the cliff face of East Weare and the vegetation on the lower slopes and be recessive from the long-distance views to the north and north east. From the causeway and Sandsfoot Castle, the building will be viewed at its narrowest elevation and, although it will alter the horizon, it is a similar height to the largest ships that berth at the port and does not detract from the height of the Isle of Portland and The Verne, which tower above it. The site will also contain associated hardstanding, a gatehouse, weighbridge and car parking, although these lower elements will not be perceived from the WHS. The stack will reach a height of 80 m and will be gunmetal grey. Its height is driven by human health and ecological considerations, but has been carefully considered in landscape terms, ensuring that it remains at a similar AOD level to the existing built form at Fortuneswell. It will not break the skyline from the majority of the views, apart from the causeway eastwards along the coast to Sandsfoot Castle, and is expected to be barely perceptible when set within the context of the port and marina, with tall elements including cranes, masts and shipping vessel funnels. The Fichtner report on the plume (technical appendix J part 4) describes that in an average year the percentage of hours with any visible plume is 0.6%. Using the 2018 meteorological data when the 'Beast from the East' occurred, the maximum percentage of hours with any visible plume was 1.5%. This was an abnormal weather event and the average is a more likely scenario. The plume is likely to only produce a very minor alteration to the view for a very limited number of hours. The ERF will cause a very minor alteration to the composition of these distant views from the WHS, altering a negligible proportion of the field of view. It will be viewed in the context of the large port facilities, with its large naval vessels and other shipping, and will have a very minor effect on the functional or experiential setting of the WHS. **Geographical extent:** The visual effects at completion will be localised, with the ERF visible from a number of locations along the Jurassic Coastline, including areas between Weymouth and east beyond the 10 km study area. There will be closer views along the Chesil spit between Weymouth and Portland and parts of the South West Coast Path. The ERF will not be central to the focus of views. **Duration:** The visual effects at completion will be long-term, beyond 25 years.	

Reversibility: The visual effects at completion will be permanent. **Seasonal variation:** The degree of visual effects due to seasonal change will be negligible due to intervening vegetation.	
Magnitude of effect	The magnitude of visual effects at completion will be **negligible adverse** and permanent.
Significance of visual effects	The degree of effect will therefore be **slight** and **not significant.**
Night time visual effects at completion	
The night time effects will be negligible as the ERF will provide similar lighting conditions to those that currently exist within the landscape context, including Portland Port and the marina. The lighting assessment determines that there will be zero light spill measured vertically at 16 m from the western site boundary towards the cliff face and 11 m to the east towards Balaclava Bay. The lighting report suggests that the existing port requires a significantly higher level of illumination compared to the proposed low illumination levels for the ERF. It is expected that any obtrusive light in the direction of the Dorset and East Devon Coast UNESCO World Heritage Site would be barely noticeable in comparison to that of the existing port infrastructure. The only additional impact would be from aviation lighting indicators mounted at high level on the stack that are needed to meet CAA and MOD requirements.	
Magnitude of effect	The magnitude of night time visual effects at completion will be **negligible** and permanent.
Significance of visual effects	The degree of effect will therefore be **negligible** and **not significant**.

Summary of landscape and visual impacts and residual effects

9.144 Table 9.3 indicates the predicted significant residual landscape and visual effects, taking into account the primary mitigation as identified in the detailed proposals. As described in chapter 2, the Design and Access Statement and paragraphs 9.108 – 9.109, sympathetic siting, arrangement and treatment of the development, including the detailed layout for the proposals, have been fundamental to the iterative design process.

9.145 The preceding data sheets describe the nature of effects following completion of the final construction phase (completion and commissioning phase) and therefore represent the visual and landscape change anticipated at year 0. The tree cover on the Isle of Portland and Dorset coast is limited due to its exposed coastal location and the landscape strategy does not include any tree planting. This means that 15 years after completion the landscape and visual effects will remain the same as at year 0. The results therefore represent the permanent visual and landscape change. The nature of the effects, i.e. whether they are adverse or beneficial, is indicated below in table 9.3.

Topic	Landscape, seascape and visual receptors	Receptor sensitivity	Magnitude of effects	Degree of effects during construction	Degree of effects post-construction at operation (year 0)	Degree of effects post-construction (year 15)	Level of certainty
Landscape, seascape and visual effects	Portland Port and breakwaters, including the Sailing Academy and Portland Marina and Portland Harbour	Medium	Medium adverse	Moderate	Moderate	Moderate	Reasonable
	Public rights of way S3/68, S3/70, S3/72 and S3/81	Medium	Medium adverse	Moderate	Moderate	Moderate	Reasonable
	Sandsfoot Castle, Park and Garden	High to medium	Medium adverse (small adverse for construction)	Moderate to slight	Moderate	Moderate	Reasonable
	Nothe Fort	High to medium	Small adverse (small to negligible adverse for construction)	Slight (not significant)	Moderate to slight	Moderate to slight	Reasonable

Table 9.3: Significant landscape, seascape and visual effects

Secondary mitigation

9.146 At all stages of the iterative design development, the objective was to avoid or reduce potential adverse effects through primary mitigation. These primary mitigation measures were incorporated in the proposal details outlined in 9.108 – 9.109 above and described in detail within the Design and Access Statement and chapter 2 of the ES and on figures 2.3 to 2.8. This information formed the basis of the above assessment of effects.

9.147 Secondary mitigation measures are those that have not been designed into the

proposals that form part of an outline application. With an outline application, detailed design matters are dealt with through reserved matter applications. Taking account of these secondary mitigation measure can reduce the landscape and visual impacts. However, this application is detailed and therefore all information such as architectural design, hard landscape, the choice of materials and lighting have already been provided within the primary mitigation measures and taken account of in the assessment of landscape and visual impacts.

Residual effects

Summary of significant residual effects

9.148 The steep cliffs and high landform of Portland, existing urban development of Weymouth, small areas of woodland and tree belts limit the degree of potential visibility throughout the study area.

9.149 It is important to note that no significant effects are predicted on the character of the landscape or seascape predicted. Significant visual effects will be felt only within the area of Portland Port and the breakwaters, including the Sailing Academy, Portland Marina and Portland Harbour, public rights of way S3/68, S3/70, S3/72 and S3/81 immediately adjacent to the site, Sandsfoot Castle and Nothe Fort. The highest degree of effect predicted is moderate. From the Dorset AONB, West Dorset Heritage Coastline and the Dorset and East Devon Coast UNESCO WHS the visual effects will be slight and not significant.

Cumulative effects

9.150 For the purposes of assessing the cumulative effects, consideration has been given to all approved developments and additional developments scoped in, which have the potential to result in a significant cumulative environmental effect alongside the proposed development. The following developments were identified as relevant to the landscape, seascape and visual impact assessment and were agreed with the council. Full details of all the cumulative schemes are included in chapter 3, table 3.3.

9.151 The following schemes lie outside the ZTVs of the proposed ERF and therefore are not expected to have any significant adverse cumulative effects on landscape character or visual amenity:

- Royal Manor Arts College, Weston Road, Portland: demolition of existing buildings and erection of 98 dwellings (application reference: WP/19/00919/OUT)
- Disused Quarry Works Stockyard, Bottom Coombe, Park Road, Portland: development of approximately 62 dwellings (application reference: WP/14/00591/OUT)
- Redundant Buildings at Bumpers Lane, Portland: demolition of existing redundant industrial buildings and erection of approximately 64 dwellings (application reference: WP/14/00330/OUT)
- Verne Common Road and Ventnor Road, Portland: development of vacant land by the demolition of garage and erection of 25 dwellings (application reference: WP/18/00662/FUL)

- Southwell Primary School, Sweethill Lane, Portland: demolition of existing buildings and construction of up to 58 dwellings (application reference: WP/17/00866/OUT)

9.152 The Ocean Views, Hardy Complex, Castle Road, Portland (phase 2): redevelopment of former naval accommodation block into 157 apartments, together with the development of 191 new build homes, with associated car parking (application reference: 02/00703/FUL, as amended) lies to the west of the site in Castletown. It lies outside the ZTVs; however, it may be visible in combination with the ERF from Portland Harbour. It is currently a derelict multi-storey building that reduces the quality of the area. Its redevelopment will be of a similar scale and will improve the area. There are not expected to be any significant adverse cumulative effects on the landscape character or visual amenity, in fact there may be beneficial effects as the building currently exists but will be redeveloped to enhance the visual amenity of Portland Harbour.

9.153 The Ferrybridge Inn public house, Portland Road, Weymouth will be demolished and will be replaced with the construction of up to 22 residential units (application reference: WP/14/00929/OUT). This will be slightly lower in height than the existing building and be of a similar scale and mass. The residential units will be viewed in combination with the ERF from within Portland Harbour and along the edge of the harbour within Weymouth. Views of the Ferrybridge Inn site from along the coast and further inland beyond the outer breakwater will be screened by the breakwater itself and the spur of land on which Nothe Fort lies. The residential units will be seen in the context of the urban edge of Weymouth and the ERF within the port of Portland. They are visually separated by the Portland causeway where there is very little development. There are not expected to be any significant adverse cumulative effects on the landscape character or visual amenity.

9.154 Plot X, Mulberry Avenue and Plot M1B, Hamm Beach Road lie within the Osprey Quay key employment area. The development of these plots will involve the erection of industrial and commercial buildings (B1, B2 and B8) up to two storeys with associated parking and landscaping (application reference: WP/18/00940/FUL and WP/17/00631/FUL). This area is a key employment area and part of the Portland 'Northern Arc'. The infrastructure has been constructed and plots laid out ready for individual applications to be progressed. Development of these industrial units will be consistent with the surrounding area of Osprey Quay, therefore there are not expected to be any significant adverse cumulative effects on the landscape character. These sites lie outside the ZTVs of the ERF proposals; however, from areas of the sailing academy and parts of Portland Harbour they may be viewed in combination with the ERF. There are not expected to be any significant adverse cumulative effects on the visual amenity as these buildings lie within a key employment area where views of industrial and commercial buildings are expected.

9.155 The remaining development (and associated planning permissions) permitted under the 1997 Portland Harbour Revision Order is as follows:

- Project Osprey: construction of two animal feed storage and distribution warehouses, each 140m x 45m x 20m, and an office building 16m x 4m x 5.15m, to handle 250,000-300,000 tonnes per year (Council reference: WP/19/00514/SCRE), which is currently under construction

- Project Inner Breakwater and Camber Area Alterations: development of operational land for the purposes of shipping and in connection with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods, including a new berth apron in the Crane Berth Apron Operational Area and a new yard pavement at the Camber Operational Yard to enable the berthing and handling of ships up to 120 m long, their cargoes and passengers (Council reference: WP/15/00328/PD)
- Open storage of waste products, including waste wood and metal, on the Parade Ground area of the Rifle Range
- High Speed Ferries: across-Channel passenger/car high speed ferry operating 2-3 daily sailings (round trips) over the 26-week summer season (April-October) and weekend sailings (Friday, Saturday and Sunday) over 20 weeks during the winter season (permitted under the RoRo ferries element of the HRO, but currently seeking finance)
- The HRO grants permitted development rights for B1/B2/B8 development on several areas of land at the Port that have yet to be developed (areas Port 2, Port 5, Port 6 and Port 7 on the attached map). While no specific proposals are available for these areas, for the purposes of the assessment it is assumed that each area could be developed for single storey warehouse buildings similar to those proposed at Project Osprey
- Landside aquaculture: construction of a warehouse building for aquaculture, producing 200-300 tonnes of fish, on a site measuring 135m x 37m (application references: WP/14/01033/OUT and WP/16/00150/RES) – these permissions have lapsed, but the site is being marketed as a potential development site for a similar use so, for the purposes of the assessment, it is assumed a similar development could be constructed on the site in the future

9.156 The development and associated planning permissions permitted under the Portland Harbour Revision Order 2010 include new berths, floating linkspans, moorings connected by steel walkways and a reinforced concrete or steel pontoon.

9.157 All of the port HRO works from the 1997 and 2010 orders outlined above are appropriate port infrastructure and buildings. The port is a key employment site and part of the 'Northern Arc' employment area. They are characteristic of the existing port facilities and therefore will not have any significant adverse effects on the landscape character. They are likely to be visible in combination with the ERF from Portland Harbour and Balaclava Bay and possibly glimpsed views from the edge of the cliff from some of the PRoW that look down on the port. These views are currently of a working port and all its associated infrastructure. Many of the locations for these works were previously developed sites that have had buildings demolished to create platforms for future development. While there will be changes to the views from the water and the cliff top, they will be in the context of the port and therefore there will be no significant adverse cumulative effects on the visual amenity.

Summary of cumulative effects

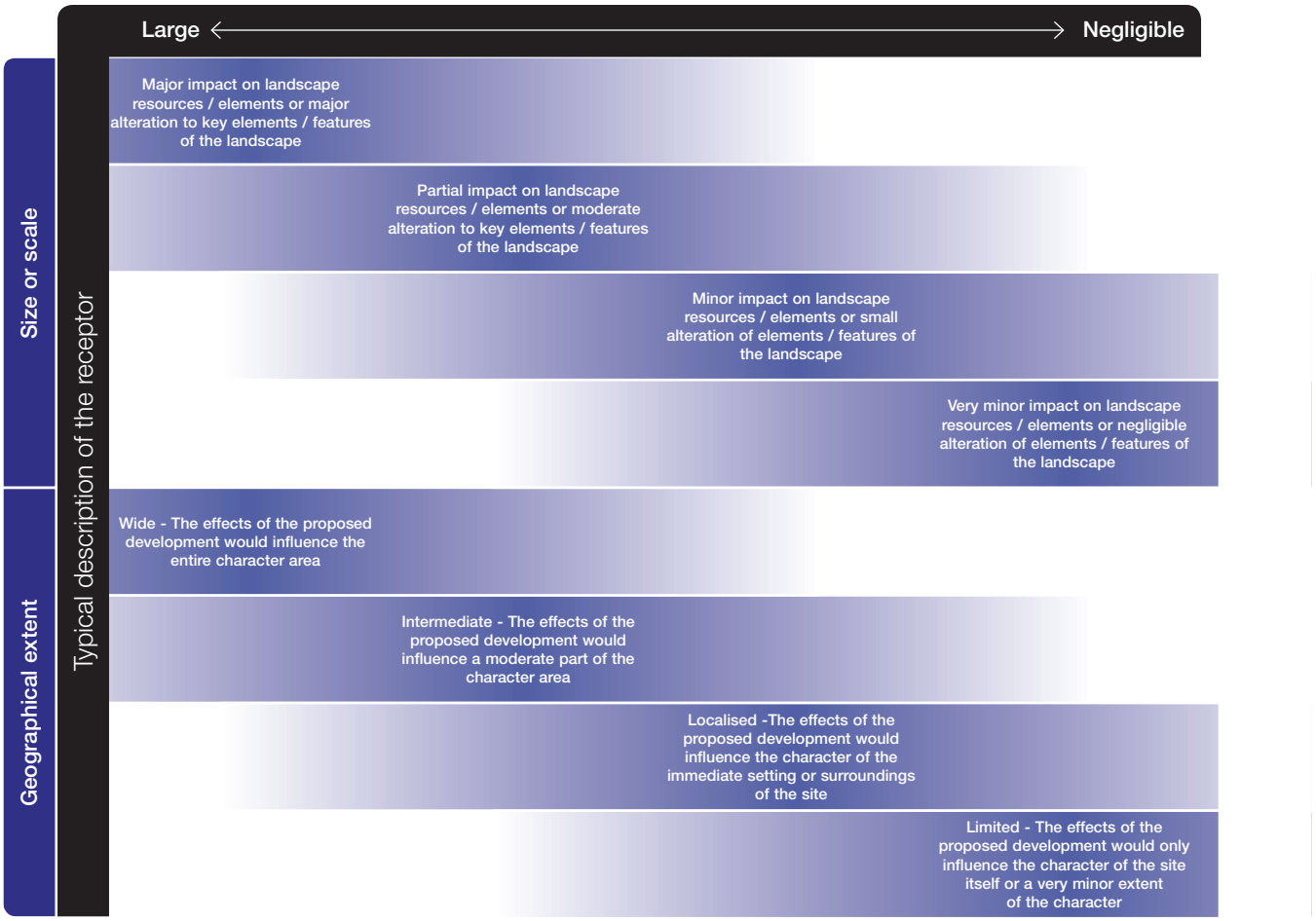
9.158 There are not expected to be any significant adverse cumulative effects on the landscape character or the visual amenity as a result of the proposed ERF in combination with the approved schemes.

Sensitivity of the receptor - Landscape

	Value	Susceptibility
High	Internationally/nationally designated landscape / townscape e.g world heritage sites, areas of outstanding natural beauty and national parks / national scenic areas (Scotland) A very distinctive landscape / townscape with strong, widespread and defining characteristics. High quality with no detracting features. Contains features that could be described as unique or are nationally scarce. Considerable conservation and / or recreational / heritage	Landscape / Townscape can not accommodate any change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics
	Locally designated e.g public open space Reasonably distinctive landscape / townscape or with some strong contributing characteristics. Average quality with features that are locally commonplace which may exhibit some detracting features. Intermediate conservation and/or recreational / heritage interest. A strong sense of place.	Landscape / Townscape is able to accommodate a small change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics
	Not designated. Relatively bland or commonplace landscape / townscape or with limited positive characteristics. Features that make little contribution to local distinctiveness. Some detracting features. Limited conservation and/or recreational / heritage interest. Poor sense of place.	Landscape / Townscape is able to accommodate a medium change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics.
Negligible	Not designated. A degraded or featureless landscape with little or no characteristics of quality or interest. No sense of place.	Landscape is able to accommodate a large change related to the proposed development without undue consequences arising on the condition or quality of its defining characteristics

Value \ Susceptibility	High	Medium	Low	Negligible
High	High	High / Medium	Medium	Medium / Low
Medium	High / Medium	Medium	Medium / Low	Low
Low	Medium	Medium / Low	Low	Low / Negligible
Negligible	Medium / Low	Low	Low / Negligible	Negligible

Magnitude of landscape effects



Magnitude of landscape effects

The magnitude of effects is assessed by combining the judgments on the size or scale and the geographical extent of the landscape effect resulting from the proposals. The table provides an overall profile of these criteria for each factor. In determining the magnitude of effects during the construction phase and at completion, further consideration is also given to the duration and reversibility of the landscape effect.

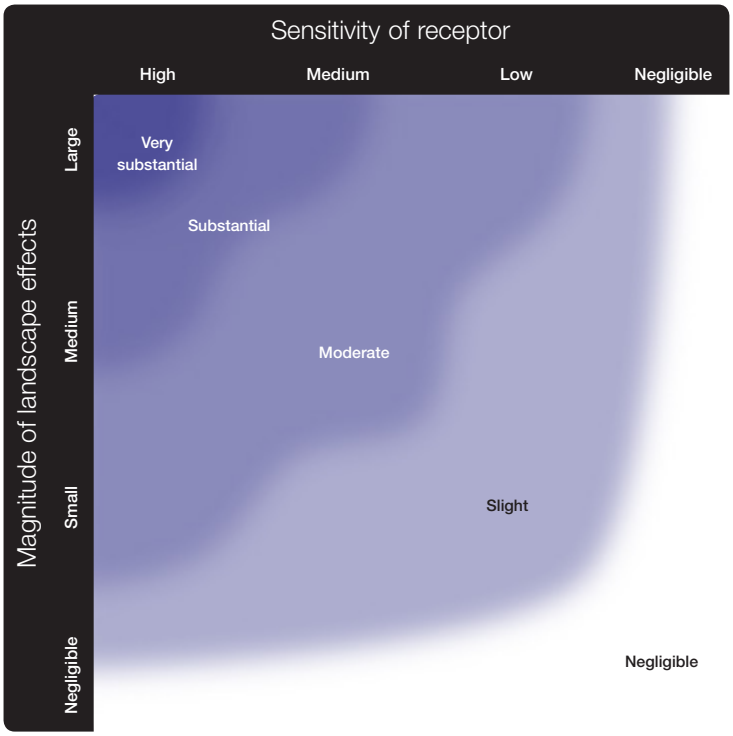
Duration
Duration is a material consideration when determining the magnitude of effect and, where relevant, will be qualified in the data sheets contained within this report.

Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

Where the construction or operational phase is less than 25 years, the period over which the effects will be experienced is judged as short (less than 5 years), medium (5-10 years) or long (10-25 years) term.

Reversibility
The reversibility of an effect defines the prospects or practicality of the effect being reversed. Reversibility is judged as fully, partially or unable to reinstate/restore the original baseline situation

Determination of significance matrix – Landscape



In some cases, the judgement of sensitivity or magnitude of change may fall somewhere between two descriptions, for instance a magnitude of change may be considered to be greater than small but less than medium and in these cases it is acceptable to describe these instances as lying between the two, in this instance, small-medium. It is also acceptable to describe effects in the same way, if it is considered that the effect lies between two effect descriptions.

Degrees of effect

Very substantial:
Large change to a landscape of high sensitivity.

Substantial:
Medium-large change to a landscape of medium-high sensitivity, medium change to a landscape of high sensitivity or large change to a landscape of medium sensitivity.

Moderate:
Medium change to a landscape of medium sensitivity, large change to a landscape of low sensitivity or small change to a landscape of high sensitivity.

Slight:
Medium or small change to a landscape of low sensitivity or small change to a landscape of medium sensitivity.

Negligible: Negligible, small, medium or large change to a landscape of negligible sensitivity or negligible change to a landscape of low, medium or high sensitivity.

Significance

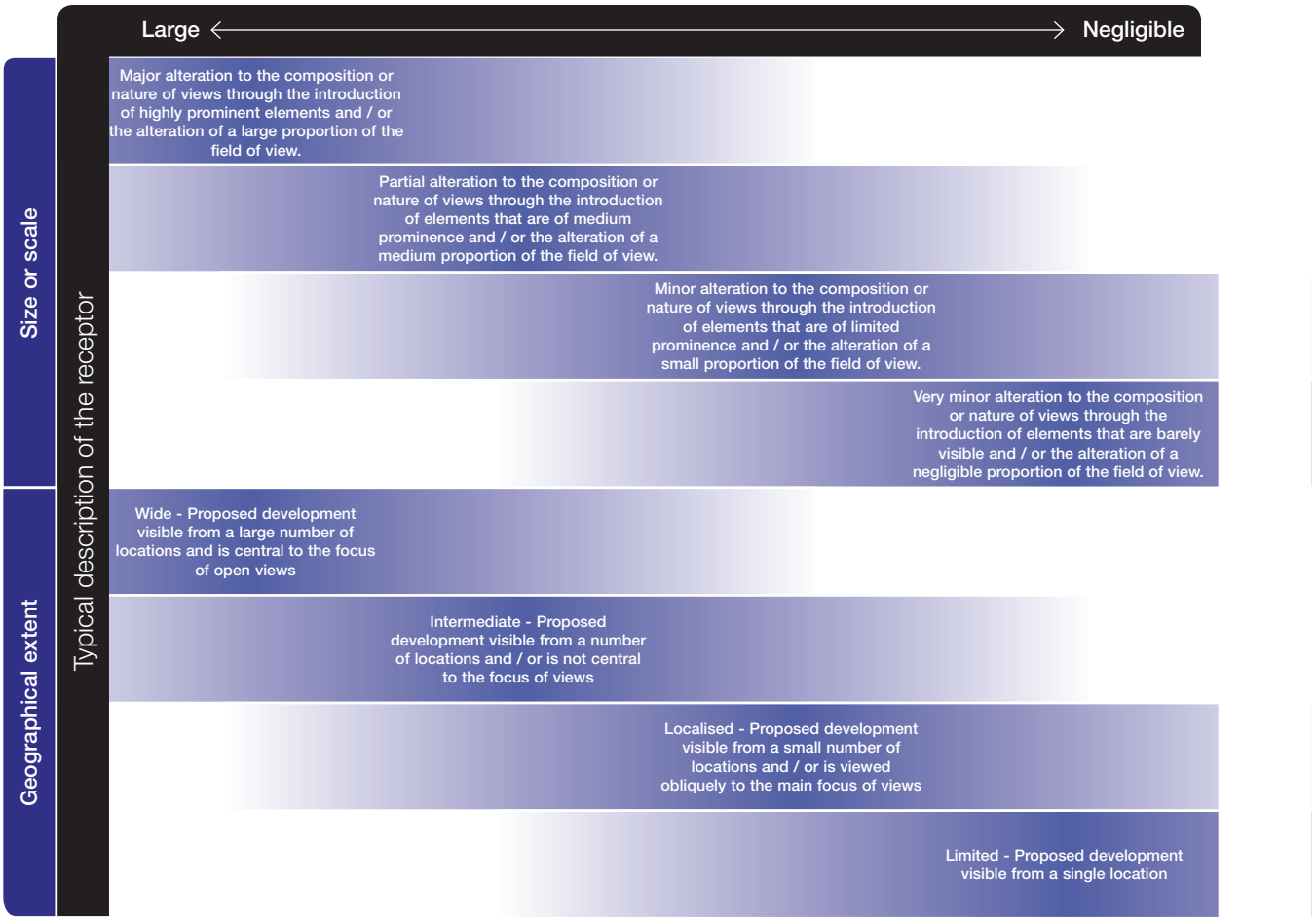
If the degree of effect is moderate or above, then the effect is considered to be significant.

Sensitivity of the receptor - Visual

	Value	Susceptibility
High	Views from internationally / nationally designated landscapes / townscapes or landscapes recognised nationally as the best in the UK e.g areas of outstanding natural beauty, national parks/ national scenic areas (Scotland) national trails, registered parks and gardens or world heritage sites Internationally / Nationally recognised views with a strong cultural association or well known references or promoted views in literature / art / guide books / viewpoints marked	Users of residential street / areas or users of long distance recreation routes / National Trail whose primary focus is on the landscape / townscape Visitors to heritage assets or other attractions where the landscape setting is an important contributor to the experience
	Views from local planning designations e.g country parks, Local Nature Reserves and conservation areas. Views from landscapes and townscapes well used by local residents who have a strong proprietary interest in the view or from landscapes with recognisable features that promote a strong sense of place	Views from public rights of way, rural roads, tourist routes or railway users with secondary focus on the landscape / townscape
	Views from undesignated landscapes or townscapes Views from commonplace landscapes / townscapes with a weak sense of place, limited cultural associations and / or where receptors have limited proprietary interest in the view.	Users of urban roads, railways and footways whose attention is unlikely to be on the landscape / townscape People engaged in outdoor sporting activities which does not depend upon appreciation of views
Negligible	Views from degraded landscapes or townscapes with very limited value to local residents or from landscapes / townscapes that require significant restoration	People at places of work, educational or social venues who have very limited focus on the landscape / townscape. People driving along motorways.

Value \ Susceptibility	High	Medium	Low	Negligible
High	High	High / Medium	Medium	Medium / Low
Medium	High / Medium	Medium	Medium / Low	Low
Low	Medium	Medium / Low	Low	Low / Negligible
Negligible	Medium / Low	Low	Low / Negligible	Negligible

Magnitude of change – Visual



Magnitude of visual effects

The magnitude of effects is assessed by combining the judgments on the size or scale and the geographical extent of the visual effect resulting from the proposals. The table provides an overall profile of these criteria for each factor. In determining the magnitude of effects during the construction phase and at completion, further consideration is also given to the duration and reversibility of the visual effect.

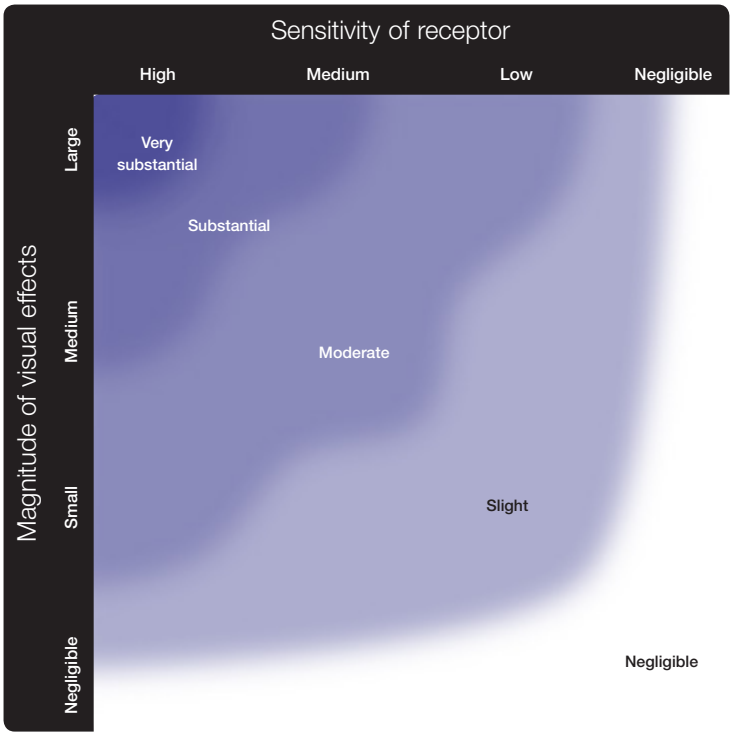
Duration
Duration is a material consideration when determining the magnitude of effect and, where relevant, will be qualified in the data sheets contained within this report.

Where the construction or life of the project is proposed to be in excess of 25 years it is, although temporary, considered to be a substantial length of time and so is assigned a magnitude of effect equivalent to a permanent development.

Where the construction or operational phase is less than 25 years, the period over which the effects will be experienced is judged as short (less than 5 years), medium (5-10 years) or long (10-25 years) term.

Reversibility
The reversibility of an effect defines the prospects or practicality of the effect being reversed. Reversibility is judged as fully, partially or unable to reinstate/restore the original baseline situation

Determination of significance matrix – Visual



In some cases, the judgement of sensitivity or magnitude of change may fall somewhere between two descriptions, for instance a magnitude of change may be considered to be greater than small but less than medium and in these cases it is acceptable to describe these instances as lying between the two, in this instance, small-medium. It is also acceptable to describe effects in the same way, if it is considered that the effect lies between two effect descriptions.

Degrees of effect

Very substantial:
Large change to a landscape of high sensitivity.

Substantial:
Medium-large change to a landscape of medium-high sensitivity, medium change to a landscape of high sensitivity or large change to a landscape of medium sensitivity.

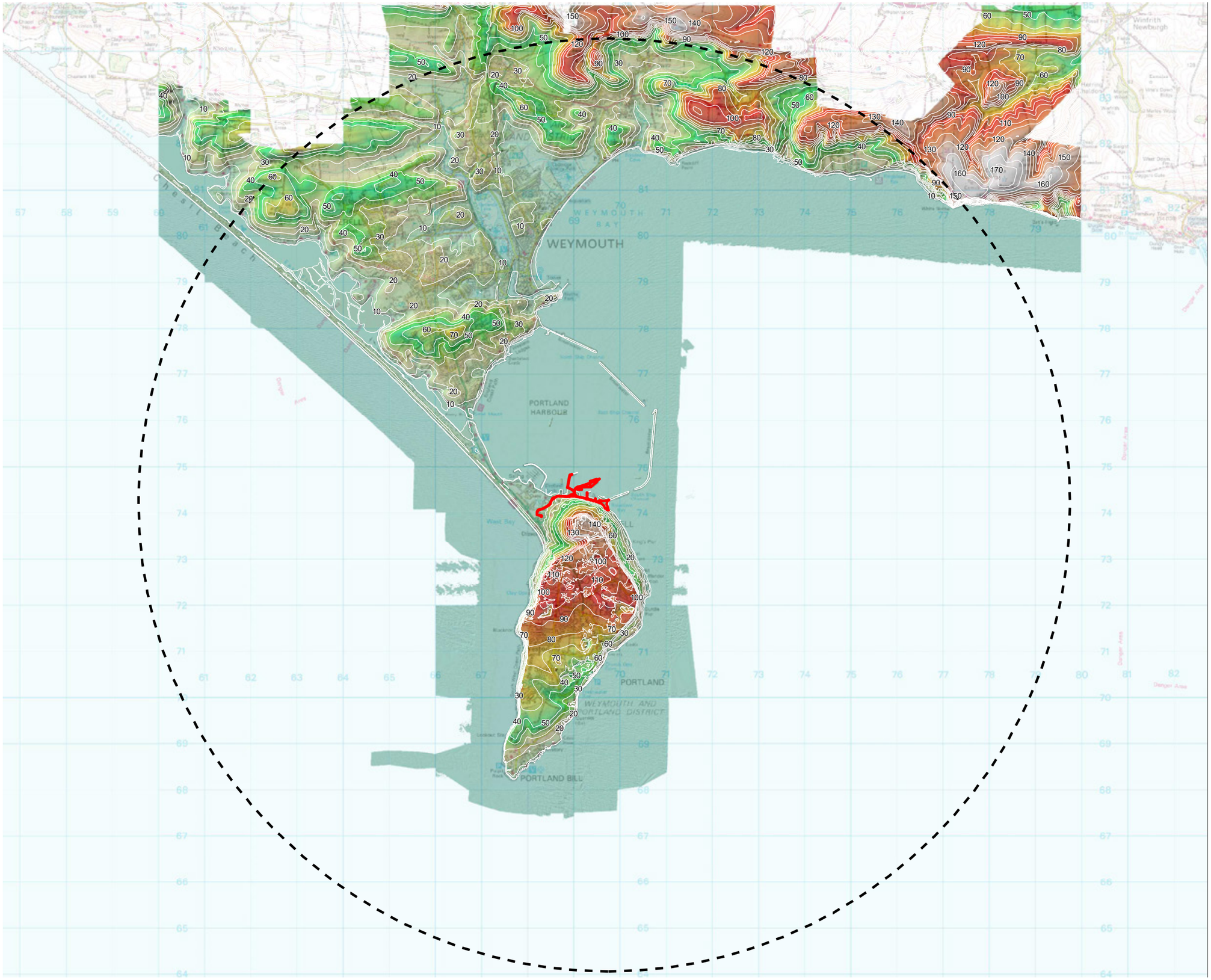
Moderate:
Medium change to a landscape of medium sensitivity, large change to a landscape of low sensitivity or small change to a landscape of high sensitivity.

Slight:
Medium or small change to a landscape of low sensitivity or small change to a landscape of medium sensitivity.

Negligible: Negligible, small, medium or large change to a landscape of negligible sensitivity or negligible change to a landscape of low, medium or high sensitivity.

Significance

If the degree of effect is moderate or above, then the effect is considered to be significant.



Site boundary

10km study area

0 1,900 m

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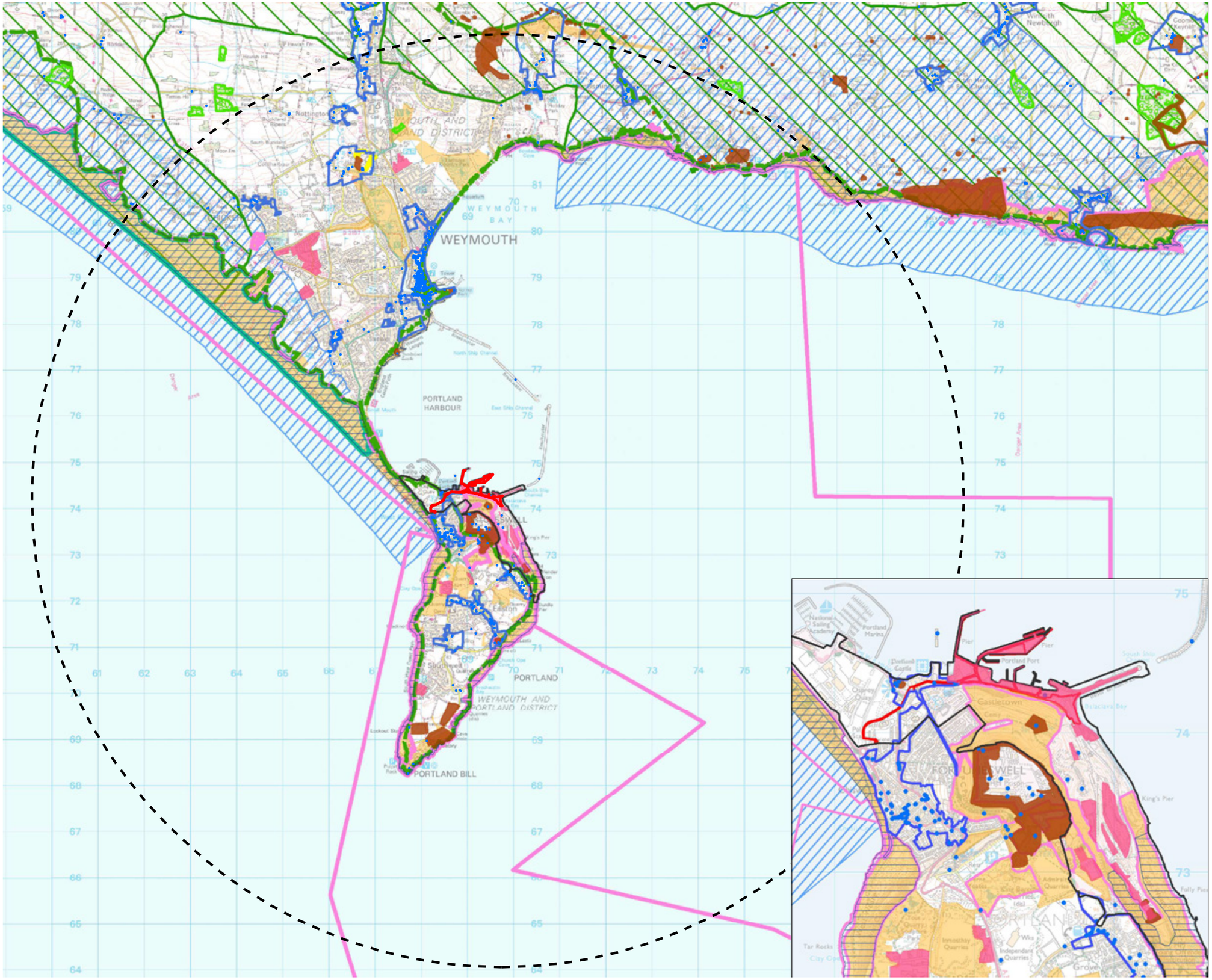
TERENCE O'ROURKE

Figure 9.7
Topography

POWERFUEL



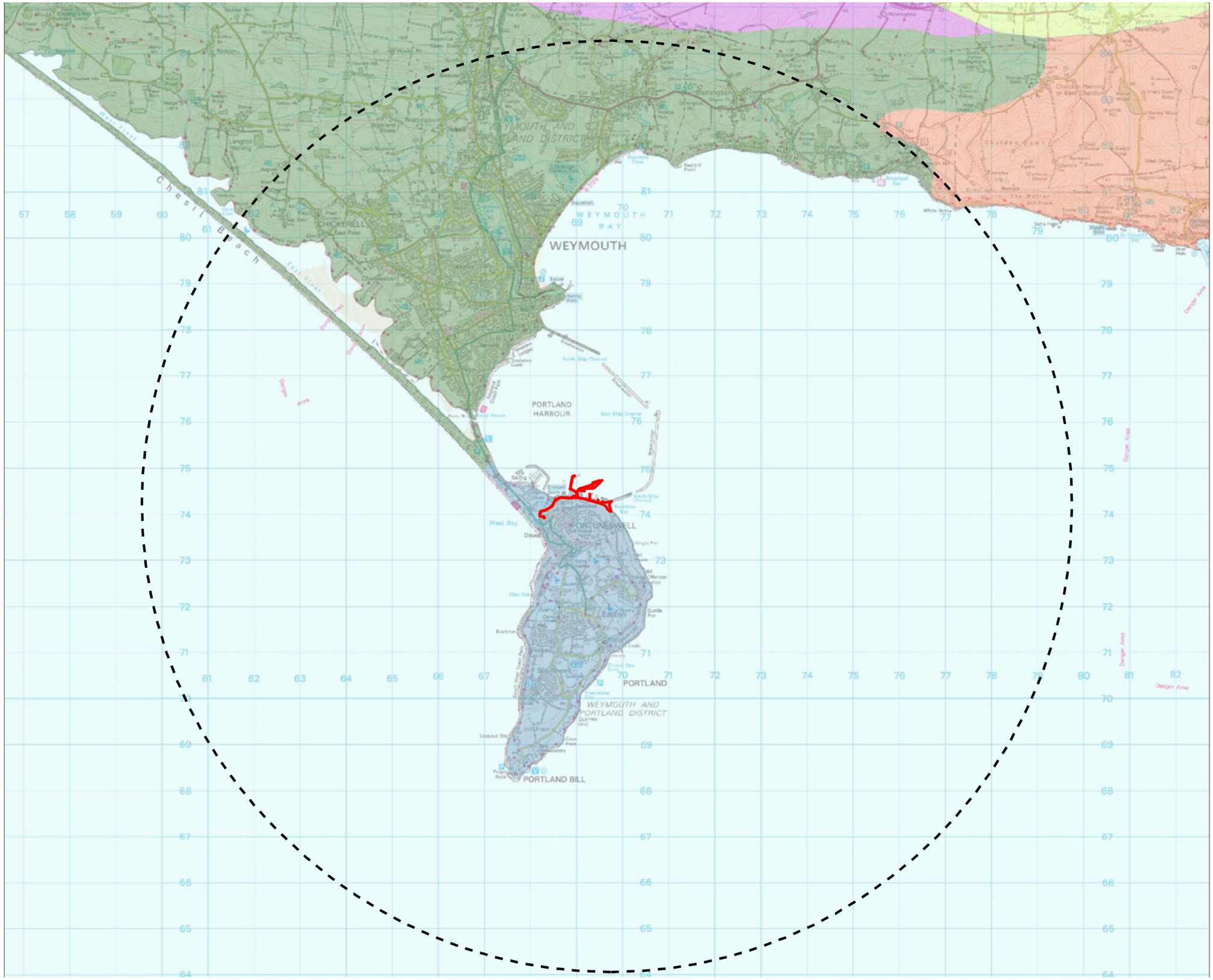


Figure 9.9
National landscape character areas

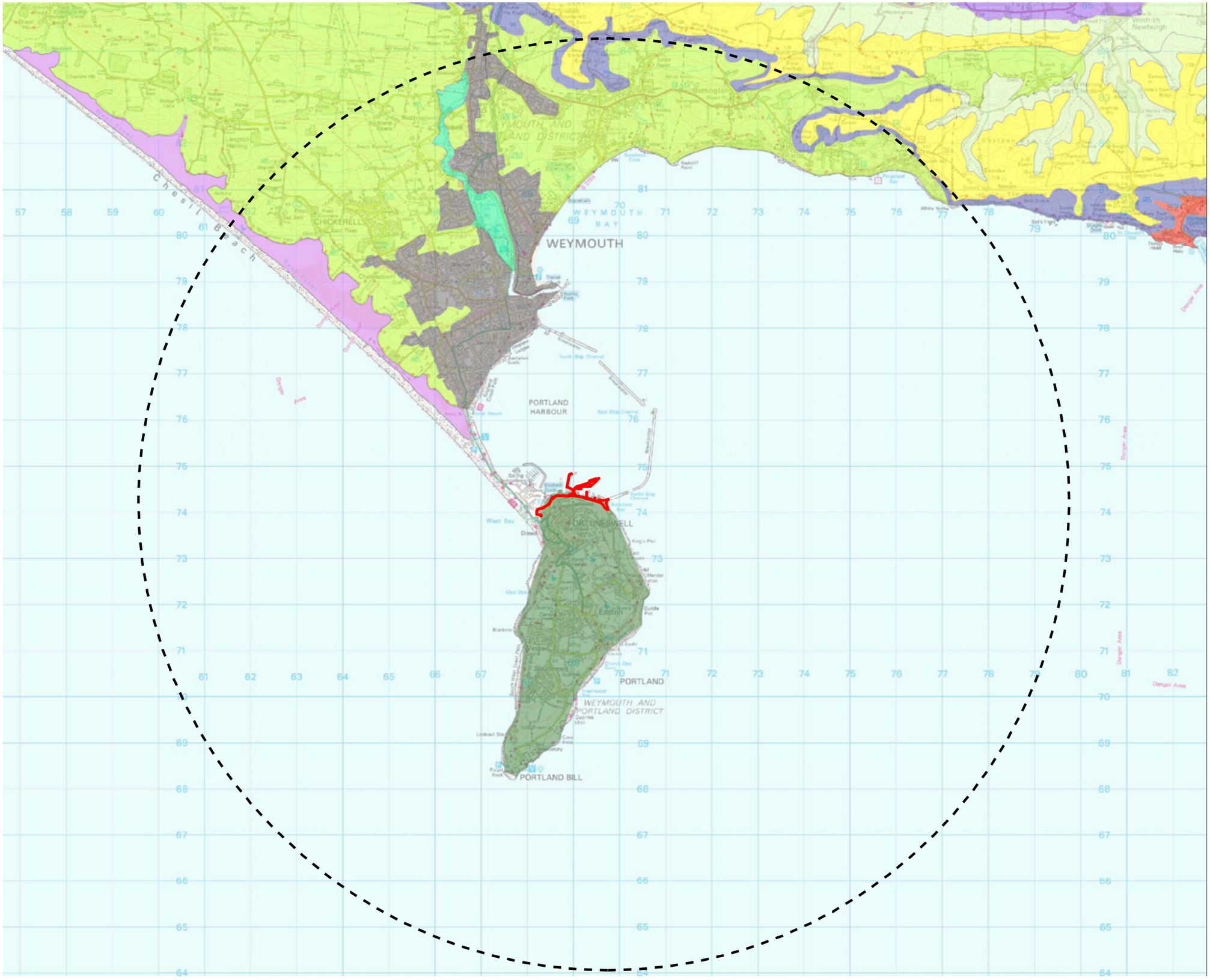


Figure 9.10
Dorset County landscape character assessment character types

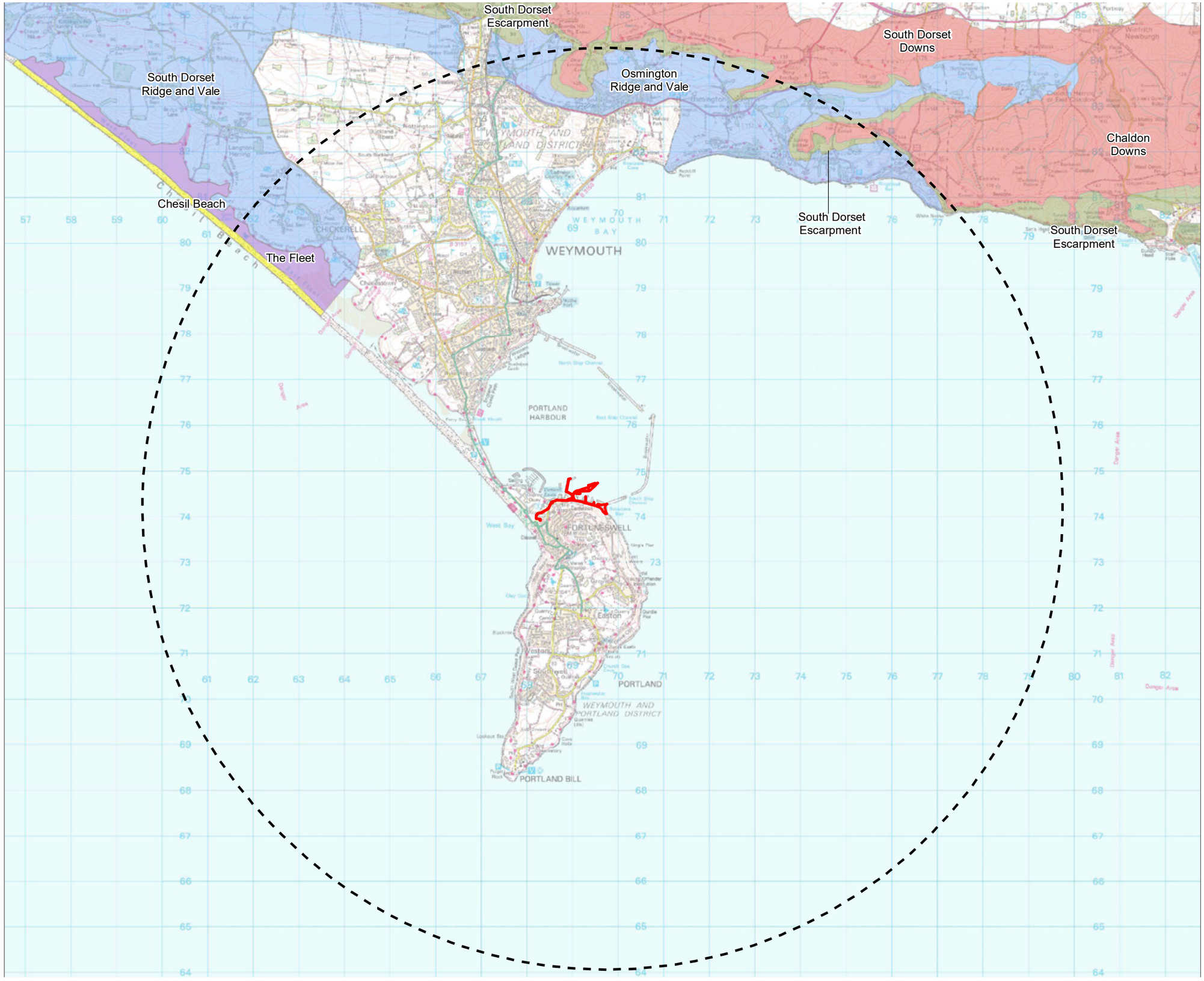
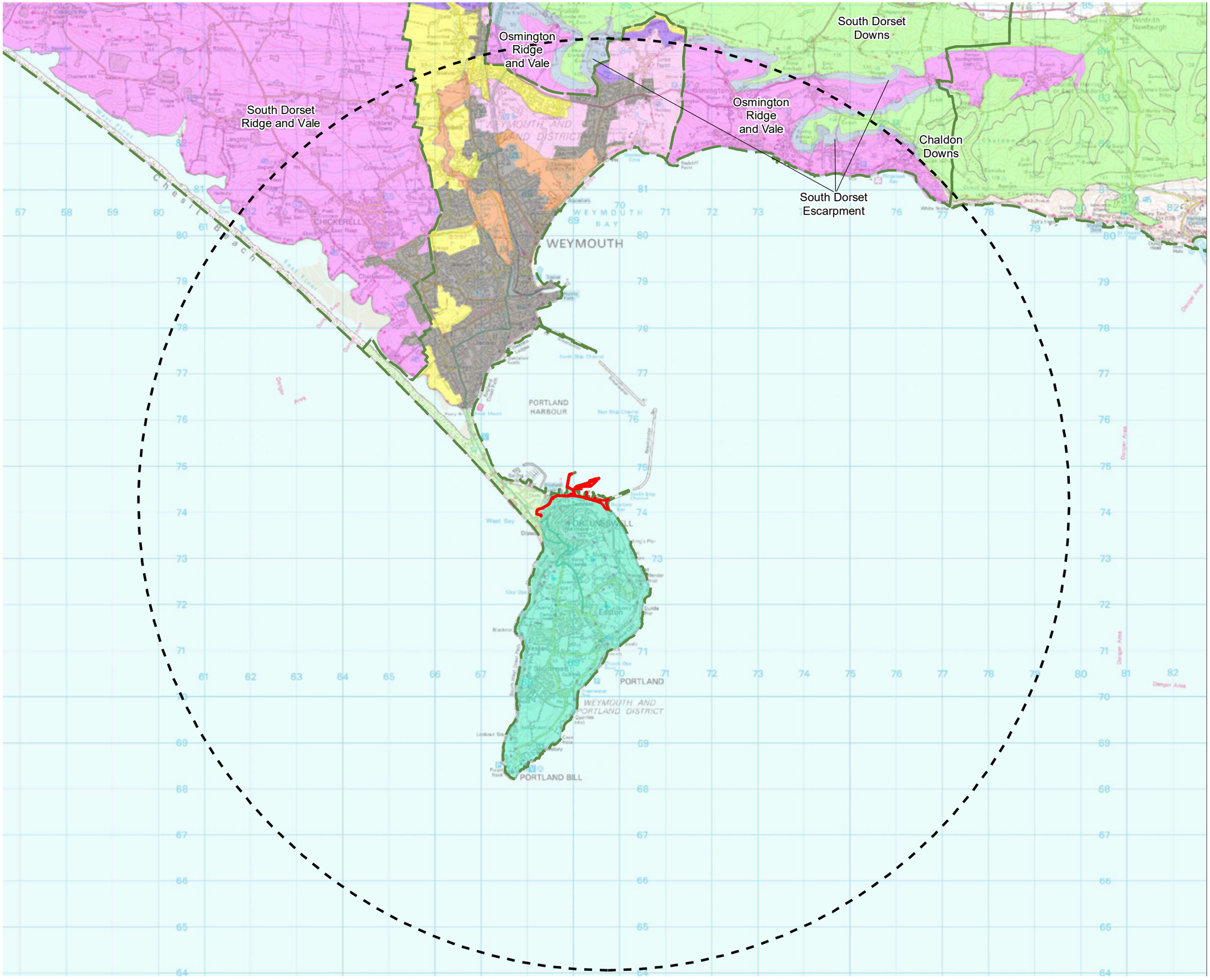


Figure 9.11
Dorset AONB landscape character areas



Site boundary

10km study area

Former district boundary

Weymouth and Portland landscape character assessments (February 2013) Landscape character areas

- Chesil Bank, the Fleet and the Causeway
- Lower Wey and Lorton Valley
- Osmington Ridge and Vale
- Portland Peninsula
- South Dorset Escarpment
- South Dorset Ridge and Vale
- Urban area

West Dorset landscape character assessments (february 2009) Landscape character types (areas labelled on plan)

- Chalk Ridge/Escarpment
- Open Chalk Downland
- Ridge and Vale
- Urban area

0 2,000 m

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Figure 9.12 West Dorset landscape assessment types/areas and Weymouth & Portland landscape character areas

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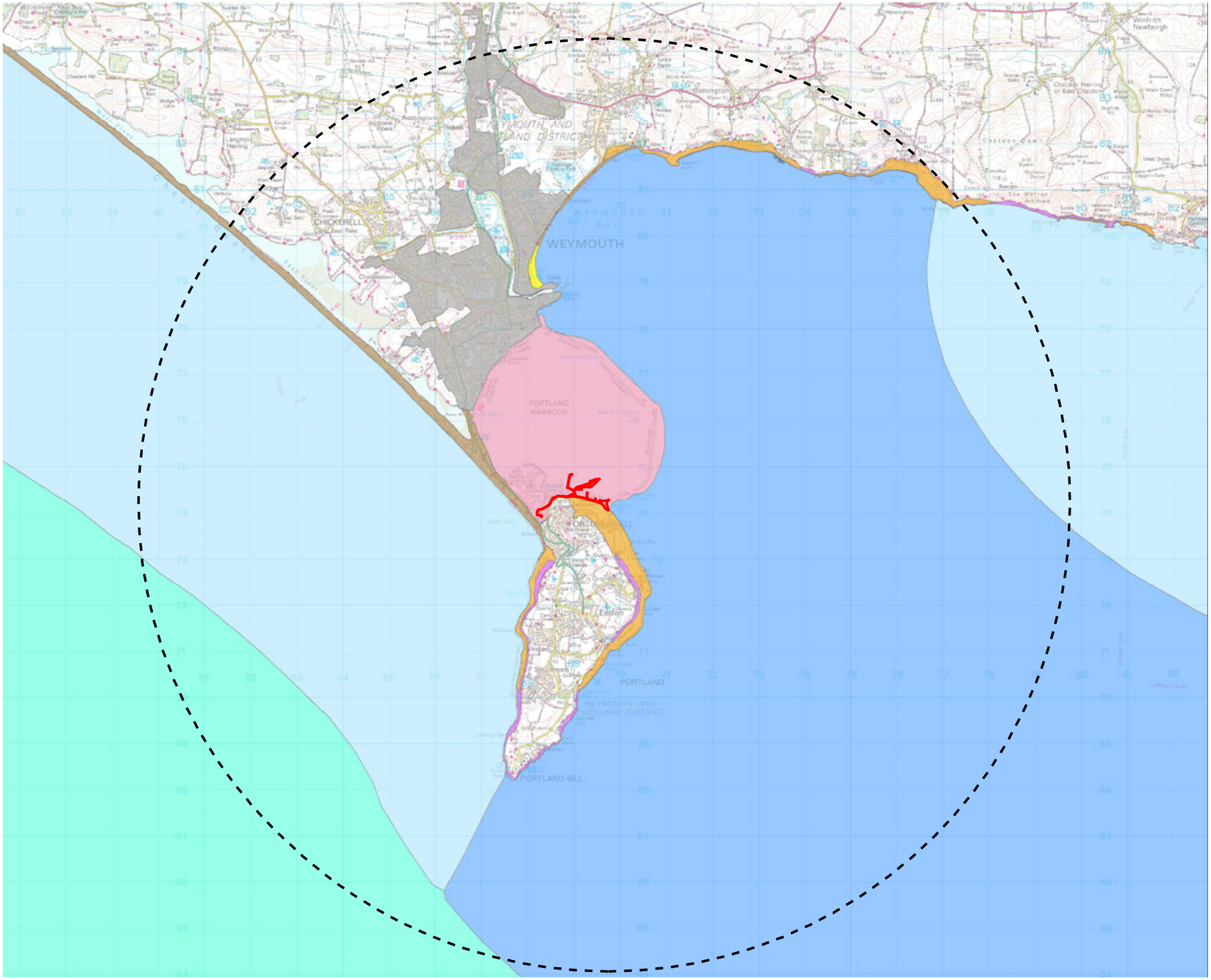
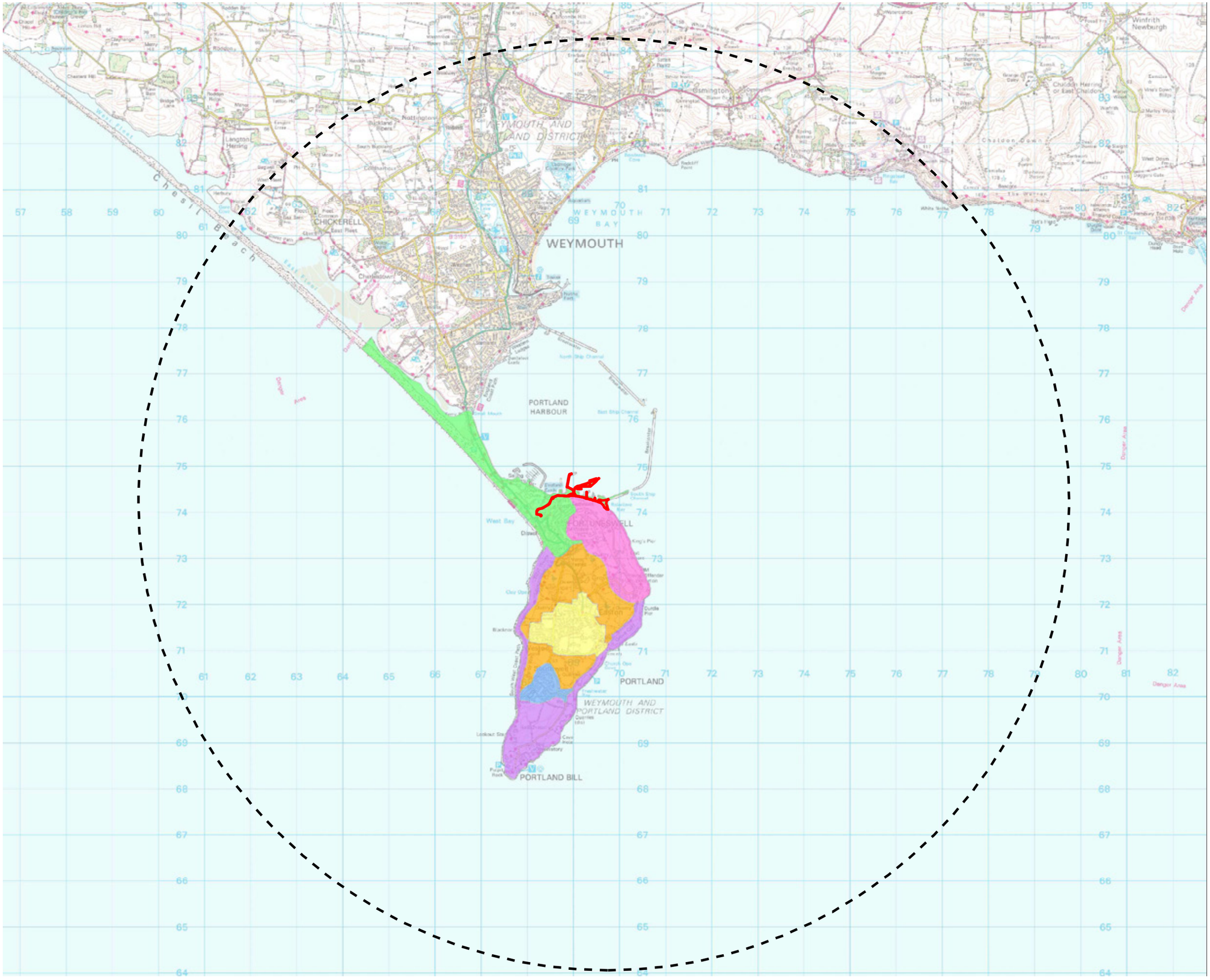


Figure 9.13 Dorset coast land and seascape character assessment coastal character types



Based upon the 2019 Ordnance Survey 1:50,000 colour raster map with the permission of the Ordnance Survey on behalf of Her Majesty's Stationery Office, © Crown copyright. Terence O'Rourke Ltd. Licence No. 100019980. Data sourse: West Dorset Landscape Character Assessment February 2009 and Weymouth and Portland Landscape Character Assessment, February 2013

Figure 9.14 Isle of Portland heritage and character assessment landscape character areas

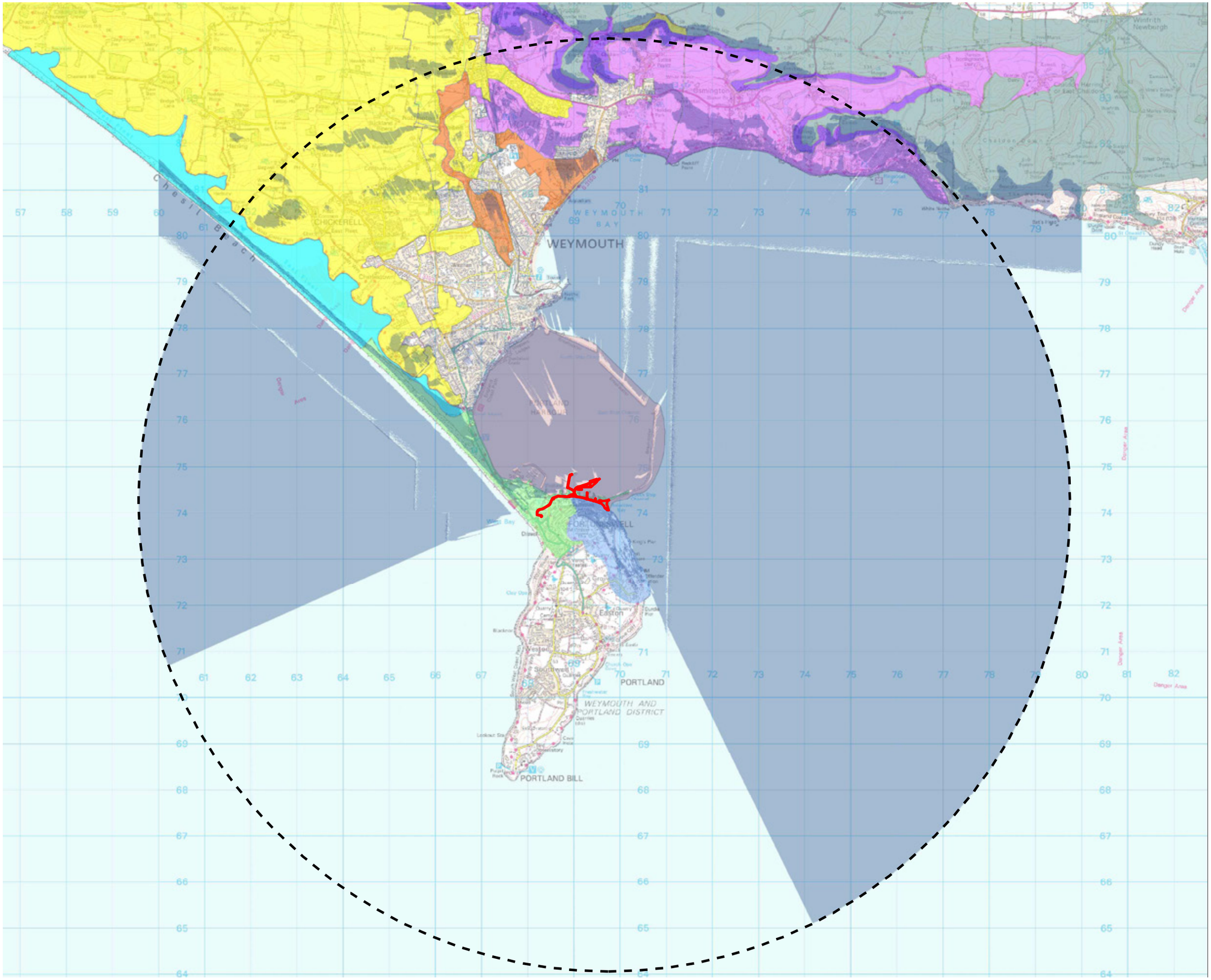


Figure 9.15 Landscape character areas to be assessed

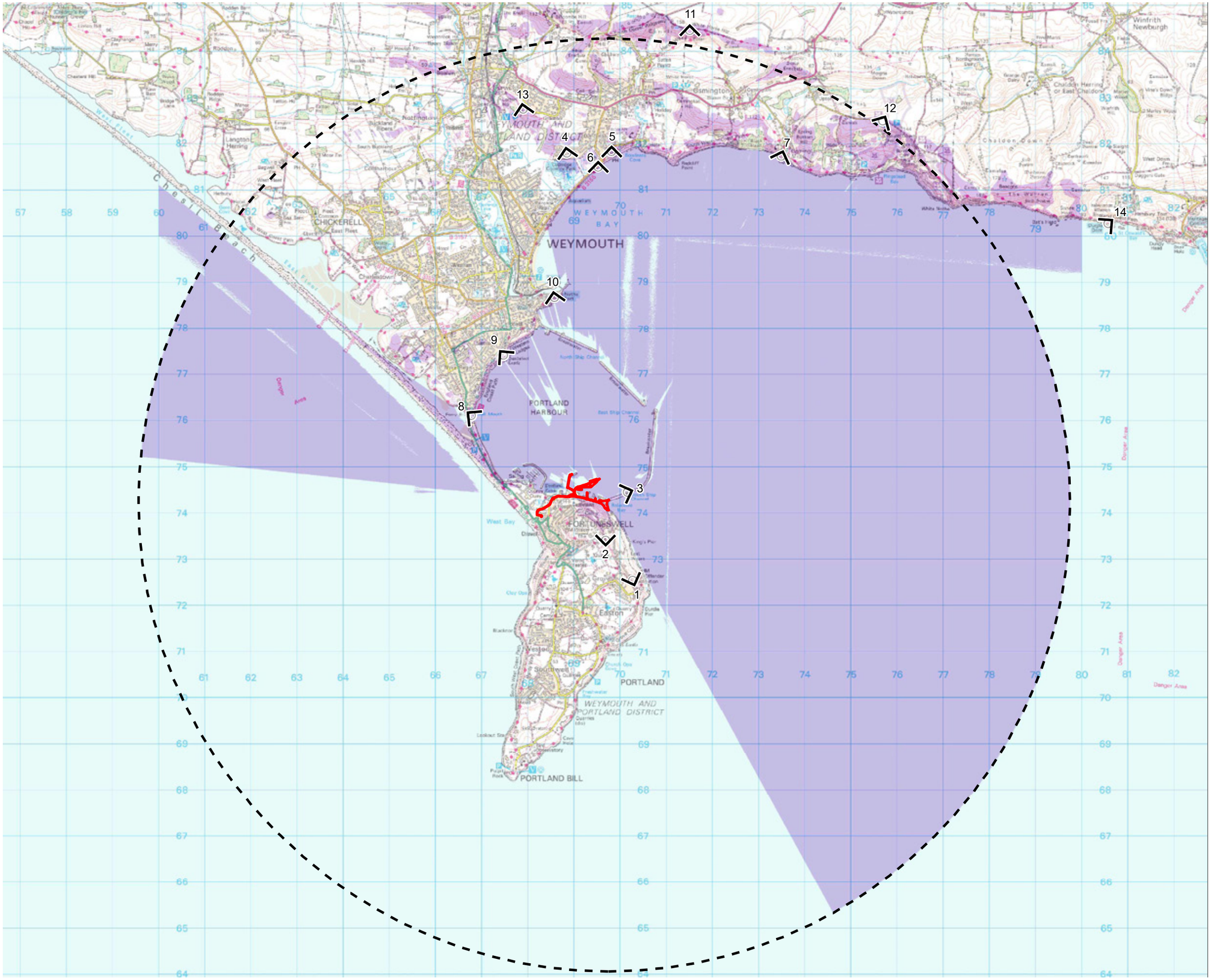


Figure 9.16 Zone of theoretical visibility of the proposed building and viewpoint locations

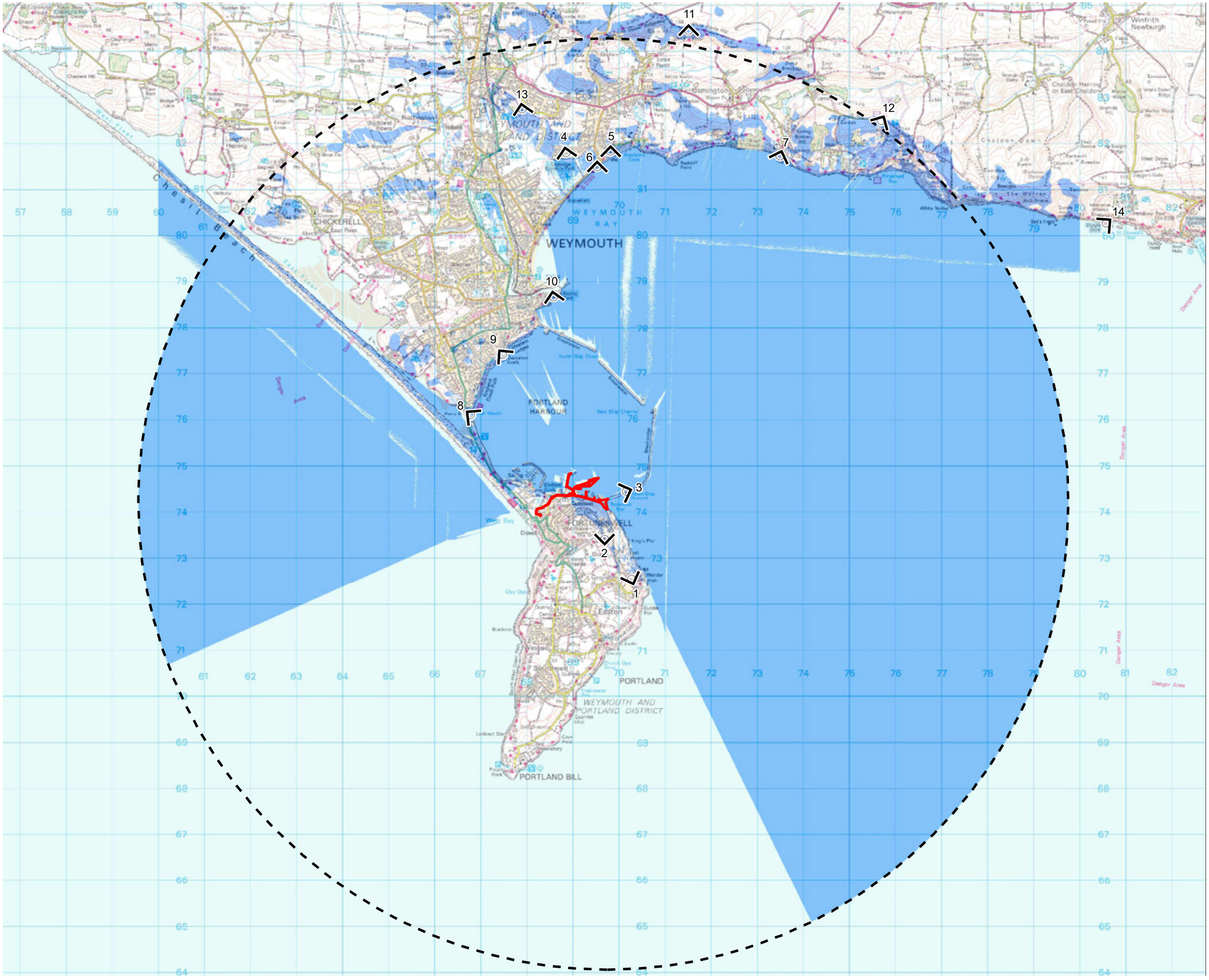


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Figure 9.17 Zone of theoretical visibility of the proposed stack and viewpoint locations

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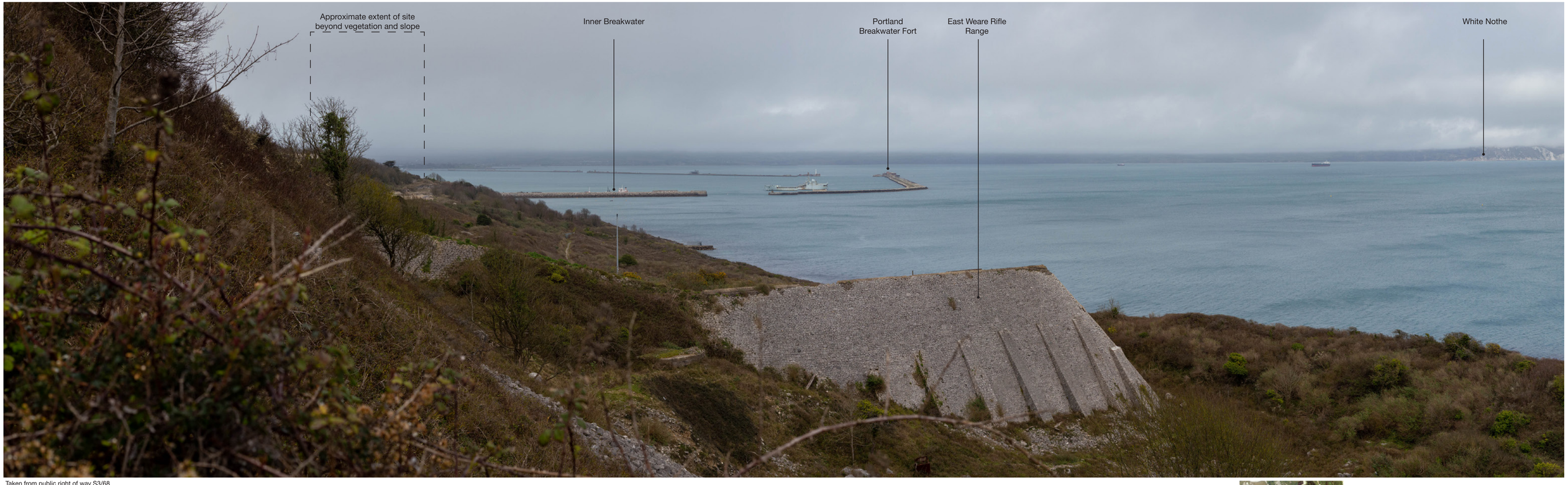

Taken from public right of way S3/68
Visualisation type 1. To be viewed at a comfortable arm's length and printed at A1

Portland energy recovery facility

Environmental statement

Camera: EOS 6D
Lens: 50mm (Canon EF)

Image scaling: Monocular
AOD level: 66.8m AOD

Direction of view: NNW
Camera height: 1.5m AGL

Horizontal and vertical field of view: 90° x 27°

Date: 18/03/2020
OS ref: 370276.3/72540.4

Time: 13.33
Projection: Cylindrical

Figure 9.18
Viewpoint 1 winter

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POWERFUEL

Taken from public right of way S3/81
Visualisation type 1. To be viewed at a comfortable arm's length and printed at A1

Camera: EOS 6D
Lens: 50mm (Canon EF)
Image scaling: Monocular
AOD level: 148.4m AOD
Direction of view: 358°
Camera height: 1.5m AGL
Horizontal and vertical field of view: 90° x 26°
Date: 18/03/2020
OS ref: 369667.915/75409.952
Time:
Projection 13.25 Cylindrical

Figure 9.19
Viewpoint 2 winter

Taken from Inner Breakwater Road within Portland Port
Visualisation type 1. To be viewed at a comfortable arm's length and printed at A1

Camera: EOS 6D
Lens: 50mm (Canon EF)

Image scaling: Monocular
AOD level: 12.7m AOD

Direction of view: 246°
Camera height: 1.5m AGL

Horizontal and vertical field of view: 90° x 26°

Date: 18/03/2020
OS ref: 370163.999/74456.496

Time: 11.30
Projection: Cylindrical

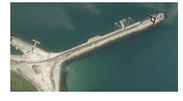

Figure 9.20
Viewpoint 3 winter

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