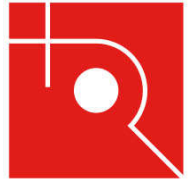


PORTLAND ENERGY RECOVERY FACILITY
LANDSCAPE RESPONSE TO DORSET LANDSCAPE OFFICER
CONSULTATION DATED 21ST NOVEMBER 2022
POWERFUEL
FEBRUARY 2023



TERENCE
O'ROURKE

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1.0 Summary

- 1.1 In September 2020 Powerfuel Portland Ltd (Powerfuel) submitted a full planning application to Dorset Council for the construction of an energy recovery facility (ERF) with ancillary buildings and works including administrative facilities, gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths and existing off-site electrical sub-station, with site access through Portland Port from Castletown on land within Portland Port that is part of the northern arc and an identified key employment site. Terence O'Rourke Ltd (TOR) has provided planning and specialist landscape and visual impact assessment (LVIA) advice on the application.
- 1.2 The site has an extant planning permission for the development of an energy plant fuelled by vegetable oil and waste crumb from end-of-life tyres, which could be implemented in the absence of the proposed development. The principle of a large-scale industrial building at this location has been accepted by Dorset Council.
- 1.3 In addition, Portland Port was granted rights by the Secretary of State under the 1997 Harbour Revision Order which allowed it to "*do all other things which in their opinion are expedient to facilitate the operation, improvement or development of the harbour undertaking*". Exercise of these rights within the Port has included development of structures of a similar height to the main ERF building, which Dorset Council has accepted is characteristic and in keeping with an industrial port location and have not specifically objected on landscape or visual impact grounds.
- 1.4 Extensive pre-application was undertaken prior to the submission of the planning application with members of the Dorset planning team, the Dorset Landscape Officer (LO), the Dorset AONB officer and the Jurassic Coast Trust officer.
- 1.5 Following submission, the Dorset LO provided an initial response on 30th October 2020 confirming he did not have any serious objections to the application.
- 1.6 The Dorset AONB LO and Jurassic Coast Trust officer responded on 30th October 2020 and 28th October respectively.
 - a. The Dorset AONB response confirmed that the addition of the buildings alone would not adversely affect the outlook from the AONB to the degree that would justify its refusal.
 - b. The Jurassic Cost Trust response noted that the ERF sits within an already industrialised port area and confirmed that the building itself does not represent significant damage to the setting of the World Heritage Site.
- 1.7 All three responses requested further information regarding the potential for a visible plume and the building finish. Powerfuel provided further information in August 2021. This confirmed that a plume would be visible for an average of 24.2 hours each year, with the majority of occurrences typically between February and April (i.e. outside the main tourist season).

- 1.8 The Dorset AONB LO and Jurassic Coast Trust officer provided further responses confirming that they did not have the technical expertise to consider the additional information and recommending Dorset Council commission technical expertise to adequately appraise the predictions provided.
- 1.9 Dorset Council requested that Powerfuel fund the costs of an external technical consultancy to provide a comprehensive landscape and visual impact review to ensure the final position was robust and independent. This was agreed in September 2021 under a Planning Performance Agreement.
- 1.10 Dorset Council ran a competitive tender process and selected TetraTech, an experienced third-party technical consultancy to provide this expertise. TetraTech provided its landscape response on behalf of Dorset Council on 9th December 2021 confirming its position that *“there are no serious landscape objections to this application”*.
- 1.11 In November 2022 (11 months following the confirmatory response from TetraTech) Dorset Council informed Powerfuel that it considered that a further landscape assessment was required.
- 1.12 It is not clear why this approach was taken given that the landscape proposals have not changed since submission of the application and the original Dorset LO, Dorset AONB LO, Jurassic Coast Trust officer and independent technical specialist (TetraTech) had not identified any landscape reason to refuse the application. We note that there is no precedent for a similar approach for any historic application considered by the Strategic Technical and Planning Committee.
- 1.13 Martin Peacock was selected to complete the assessment. Mr. Peacock had no prior involvement in the proposal or any historic involvement with the landscape sensitivities at Portland Port. It is not clear why Ms. Barber, a senior landscape architect within Dorset Council, was not allocated this role, given her previous understanding of the proposal and its design evolution (as part of her secondment to Dorset AONB team) and given that she was already providing landscape and visual advice in respect to an unrelated proposal relating to a 37m high silo with similar LVIA effects within Portland Port in late 2022, and therefore would have an intimate knowledge of the local port environment and potential impacts.
- 1.14 Mr. Peacock submitted his consultation response on 21st November 2022. Prior to his submission he did not engage with Powerfuel/TOR to help him understand the proposal and background and we do not believe any discussion was held with the previous Dorset LO at that time. Mr. Peacock has since confirmed he did not visit the application site as part of his review and that he was not aware of the existence of the independent analysis by TetraTech that Dorset Council had commissioned and had confirmed no landscape objection, because Dorset Council had neglected to upload this to the planning portal or make it otherwise available to him.
- 1.15 Mr. Peacock’s objection position is contrary to all prior reviews of this proposal and also directly conflicts with the position taken by his colleague Ms. Barber in relation to the similar height silo structure proposed at Portland Port in October 2022. We note that Ms. Barber has significant experience in relation to Portland

Port and, unlike Mr. Peacock, has visited the Port on a number of occasions. It appears unlikely that Ms. Barber was asked to input into Mr. Peacock's report, given it largely contradicts her consistent position in relation to the LVIA impacts on Portland Port, both in relation to the ERF application and the 37m silo structure.

- 1.16 There are some understandable gaps in Mr. Peacock's knowledge of the proposals which is unsurprising as he has not benefited from the extensive history of this application, the pre-application discussion, or sought to engage the applicant prior to submitting his report. He also appears to misunderstand the methodology approach that was agreed with Dorset Council and Dorset AONB, or otherwise fails to apply it correctly to provide a credible and defensible rationale for his assessment conclusions.
- 1.17 Dorset Council elected to change its Planning Officer in August 2022. There is significant information associated with this proposal and the following pages provide further background to ensure all previous responses are appropriately captured and considered in the Officer Report. This paper then also provides a detailed response to Mr. Peacock's submission, identifying the misconceptions and misunderstandings contained within.
- 1.18 Dorset Council is now in possession of a number of landscape responses on this proposal. It previously confirmed it required third party technical consultancy input from TetraTech to assess the application and we refer Dorset Council to the conclusion of this independent advice that clearly stated, ***"there are no serious landscape objections to this application"***.
- 1.19 All landscape responses, with the exception of Mr. Peacock's recent submission, confirm there is no basis for refusing the application on landscape or visual impact grounds.
- 1.20 We accept it is possible for landscape assessors to reach different conclusions. However, Mr Peacock, as an experienced landscape professional, will be aware that Landscape Institute guidance requires that he explains, to the extent he does not agree with the detailed position set out in the submitted LVIA, how he has followed the methodology to reach a different conclusion. He fails to do so. Put simply, any view expressed in the absence of this can only be described as unsubstantiated opinion.
- 1.21 If Mr Peacock is unable to justify how he reached his position planning officers should rationally apply little weight to this in the planning balance. In the event that weight is placed upon an unsubstantiated opinion, officers and Committee Members risk reaching a conclusion that is not based on robust evidence and are liable to challenge.
- 1.22 Planning officers should rationally apply much greater weight to the two other landscape responses received, including the independent response from Tetra Tech. These responses broadly agreed with the detailed assessment provided in the LVIA in reaching a no objection view, a position that was therefore justified and evidenced by the detailed application of the methodology as clearly and professionally set out in the LVIA.

2.0 Background & Engagement

(a) Pre-Application

- 2.1 Prior to submission Powerfuel and TOR completed extensive consultation with:
- a. Dorset Council planning team, including Mike Garrity (Head of Planning), Jerry Smith (Development Management Team Leader) and Emma MacDonald (Planning Officer at the time);
 - b. Dorset Council Landscape Officer (LO) - Aaron Carpenter;
 - c. Dorset AONB LO – Sarah Barber (seconded to the AONB team at the time and now returned to Dorset Council); and
 - d. The Jurassic Coast Trust - Sam Scrivens, Head of Heritage and Conservation.
- 2.2 A number of meetings were held where the initial architectural concepts were discussed, the viewpoint locations and visual receptors were agreed and the LVIA methodology was agreed. The viewpoints from which photomontages and photowires were produced was also agreed.
- 2.3 Formal pre-application responses were received from the Dorset Council LO and the Dorset AONB LO and were considered by Powerfuel in finalising its design.

(b) Initial Responses (Oct 2020)

- 2.4 Powerfuel submitted its planning application in September 2020.
- 2.5 The Dorset LO (Mr. Carpenter) provided his response on 30th October 2020, noting:
- a. The closest section of the Dorset and East Devon Coast (UNESCO World Heritage Site) is 1.6km to the boundary and the Dorset AONB is 7.5km from the proposed ERF.
 - b. The Dorset LO agreed with the proposed landscape strategy and design, noting that it would fit in with the Limestone Peninsula local character.
 - c. The Dorset LO raised concerns regarding the potential visibility of a plume which were “*potentially the most problematic*”. This resulted in additional information being submitted for further review (see below).
 - d. The Dorset LO noted that the information provided by Powerfuel in the submitted LVIA contained “*an extensive description for each viewpoint and findings of the analysis*”.
 - e. Three viewpoints that were considered most sensitive were analysed further:
 - i. Viewpoint 2 (public right of way S3/81): the Dorset LO agreed with the LVIA conclusion that attention is likely to be on the landscape and noted the character of this part of Portland has “*an industrial character with the port and industrial units visible*”. The Dorset LO agreed with the sensitivity of the visual receptors, the magnitude of effect and significance levels detailed in the LVIA.

- ii. Viewpoint 8 (Ferrybridge by Fishermans Quay): the Dorset LO noted the main concern was how the ERF would affect the character of Portland's *"distinctive wedge-shaped limestone peninsula"*. The LVIA concluded the significance of the visual effect was negligible and not significant. The Dorset LO confirmed he agreed with this to a point, noting that *"sight lines of the users of the causeway will not be drawn to the ERF proposal but instead view the ERF, Fortuneswell and dominating presence of the limestone peninsula sequentially"*. The Dorset LO did raise concerns regarding how the potential for a visible plume may result in a significant adverse landscape and visual impact for a short period of time.
- iii. Viewpoint 9 (Sandsfoot Castle): the Dorset LO agreed with the LVIA receptor sensitivity but believes that the significance should be greater than negligible and significant.
- f. The Dorset LO raised some concerns/questions regarding the potential for a visible plume and selection of appropriate mesh colour which resulted in additional information being submitted for further review (see below).
- g. The Dorset LO concluded that:
 - i. *"I do agree with the LVIA findings that the landscape and visual impacts are generally not significant with exception to the views selected earlier in my response"* and
 - ii. *"I do not have any serious objections to this application, but the concerns raised in my response such as the methodology of selecting the right mesh colour/picture and the plume need to be fully addressed"*.

2.6 The Dorset AONB LO (Mr. Brown) provided his response on 30th October 2020 noting:

- a. The site, at its closest, was c. 7.5km from the AONB boundary.
- b. The response confirmed that *"it is not considered that the addition of the power plant buildings alone would adversely affect the outlook from the AONB to the degree that would justify its refusal"*
- c. The Dorset AONB LO raised concerns that *"visible emissions would lead to a notable industrial element being added to the AONB's setting, in prominent position"* and requested further information.

2.7 The Jurassic Coast Trust (Mr. Scriven) provided his response on 28th October 2020 noting:

- a. *"The Dorset and East Devon Coast World Heritage Site (WHS), otherwise known as the Jurassic Coast was inscribed for its internationally significant geology, palaeontology and geomorphology."*
- b. That the proposal sits outside the WHS so any impact would be on the WHS' setting. The Jurassic Coast Partnership Plan 2020-2025 defines the setting by reference to the *"experiential setting"* and *"functional setting"*.
- c. The response confirmed there would be no impact on the *"functional setting"*.

- d. The *“experiential setting”* concerns the quality of the surrounding exposed coasts and beaches. The response confirms the WHS was not inscribed for its natural beauty but that it is nationally important, justified by recognition that over 80% of the WHS area falls within the AONB (at its nearest point c. 7.5km from the proposal).
- e. The response confirmed that Powerfuel had complied with policy IM3 and *“made a sincere effort to mitigate the likely impacts of a building of this scale”* to *“arrive at a configuration that provides the best balance between operational requirements and visual impact mitigation”*.
- f. It confirmed *“the context of the ERF as it will sit in the landscape, and how it will be largely viewed from the WHS, is within an already industrialised port area, backed by the much larger silhouette of Portland itself.”*
- g. It concluded *“I therefore do not consider that the building itself represents significant damage to the setting of the WHS”*.
- h. It suggested that *“it would be helpful if the visual impact of the plume were modelled in more detail using the existing viewpoints”*.

(c) Additional Responses following provision of plume analysis and building finish information (Aug 2021 – Dec 2021)

- 2.8 The Dorset LO, the Dorset AONB LO and the Jurassic Coast Trust response all requested further information regarding the potential for a visible plume and the building finish.
- 2.9 Powerfuel provided further information on 17th August 2021. This confirmed that a plume would be visible for an average of 24.2 hours each year, with the majority of occurrences typically between February and April (i.e. outside the main tourist season). It also provided further examples of potential building finishes and responded to questions raised regarding durability.
- 2.10 The Dorset AONB LO provided a further response on 24th September 2021, reiterating his view that there was no adverse effect from the buildings. He noted that, whilst there was *“the potential for relatively occasional plumes that could be of a scale that would substantively add to the impacts of the proposed building”* due to distance, it was unlikely that an overall significant impact on the character of the AONB would be expected. The response stated that the Dorset AONB team did not have the expertise to fully assess the additional information provided and recommended that Dorset Council *“consider commissioning expertise to adequately appraise the predictions provided”*.
- 2.11 The Jurassic Coast Trust provided a further response on 21st September 2021. The response confirmed that *“the Jurassic Coast Trust does not have the technical expertise to fully assess an application of this nature, we therefore rely on Dorset Council to determine whether the applicant has indeed shown appropriate levels of mitigation against negative impacts on the setting of the WHS in line with policy IM3 in the Jurassic Coast Partnership Plan 2025”*.
- 2.12 Dorset Council, recognising the request from the Dorset AONB and Jurassic Coast Trust for it to consider the impact of the buildings and any potential plume,

requested that Powerfuel fund the costs of an external technical consultancy to provide a second opinion and ensure the final position was robust and independent.

- 2.13 Dorset Council ran a tender process and selected TetraTech, an experienced third-party technical consultancy. TetraTech provided its response on behalf of Dorset Council on 9th December 2021 confirming *“there are no serious landscape objections to this application”*.

(d) Recent Events (Nov 2022 – present)

- 2.14 In August 2022 Dorset Council elected to terminate its engagement with TetraTech.
- 2.15 Dorset Council decided to seek a further landscape assessment to those already undertaken. It is not clear why this approach was taken given that the landscape proposals have not changed since submission of the application and the original Dorset LO, Dorset AONB LO, Jurassic Coast Trust and independent technical landscape specialist (TetraTech) had not identified any landscape reason to refuse the application. We note that there is no precedent for a similar approach for any historic application considered by the Strategic Technical and Planning Committee.
- 2.16 Martin Peacock was selected to complete the assessment. Mr. Peacock had no prior involvement in the proposal or any historic involvement with the landscape sensitivities at Portland Port.
- 2.17 Mr. Peacock submitted his consultation response on 21st November 2022. Prior to his submission he did not engage with Powerfuel/TOR and we do not believe any discussion was held with the previous Dorset LO. Mr. Peacock has since confirmed he did not visit the site as part of his review and that he was not aware of the existence of the independent analysis by TetraTech that Dorset Council had commissioned and that confirmed no landscape objection, because Dorset Council had neglected to upload this to the planning portal.
- 2.18 There are some understandable gaps in Mr. Peacock’s knowledge of the proposals which is unsurprising as he has not benefited from the extensive history of this application or sought to engage prior to submitting his report. For example, he does not appear to have reviewed and/or understood the rationale, agreed with Dorset Council and Dorset AONB on the selection of representative viewpoints, the additional detail submitted relating to the plume, or the additional information provided in respect of the building finish.
- 2.19 Mr. Peacock confirms that the methodology, agreed with Dorset Council and Dorset AONB, is in accordance with the Guidelines for Landscape and Visual Impacts Assessment 3rd Edition (GLVIA3) but he appears to consistently not understand how this is applied, raising issues with the approach to individual viewpoints as opposed to recognising that, in line with the methodology, these are representative viewpoints used to illustrate the experience of receptors in the stated locations.

- 2.20 Whilst he disagrees with some of the LVIA conclusions, he does not explain how he has applied the agreed methodology to arrive at judgements that disagree with those presented in the LVIA and that have been reviewed by the previous Dorset LO and TetraTech. While it is accepted that qualified and experienced professionals may have different judgements the GLVIA states in paragraph 3.23 that ***“It is important that the basis of such judgements is transparent and understandable, so that the underlying assumptions and reasoning can be understood by others.”*** Without providing an explanation of how he arrives at his position it is difficult to conclude an objection to the proposal is an appropriate and defensible position.
- 2.21 Mr. Peacock’s objection position is contrary to all prior reviews of this proposal.
- 2.22 It also directly conflicts with the position taken by his colleague Ms. Sarah Barber, a senior landscape architect within Dorset Council, in relation to a 37m high silo with similar LVIA impacts proposed at Portland Port in October 2022. This is located in a more prominent location in relation to the northern and western areas of Portland Harbour that appear to provide such concern to Mr. Peacock.
- 2.23 We note that Ms. Barber has significant experience in relation to Portland Port and, unlike Mr. Peacock, has visited the Port on a number of occasions. It appears unlikely that Ms. Barber was asked for her view on Mr. Peacock’s approach, given it largely contradicts her consistent position (and that of all other specialist reviews).
- 2.24 It is also not clear why Dorset Council did not ask Ms. Barber to review our application, given her previous understanding of the proposal (as part of her secondment to Dorset AONB) and given she was already working on the review of an unrelated proposal relating to a 37m high silo with similar LVIA effects within Portland Port in late 2022, and therefore would have an intimate knowledge of the local port environment and potential impacts.
- 2.25 It appears at best inefficient for Dorset Council to ask Mr. Peacock, an officer with no previous understanding of the proposal to undertake a review when at the same time another officer, Ms. Barber, was completing a similar analysis for an unrelated project with similar landscape impacts on a nearby site located with the port.
- 2.26 We note that Ms. Barber’s review of the landscape impacts of the 37m high silo adopts a very different approach and conclusion to Mr. Peacock’s review of our proposal. The report notes:
- a. Ms. Barber carried out a site visit (25th October 2020) and is familiar with the proposals.
 - b. It confirms that site area ***“is characterised by the demands of the commercial Port activities – where a variety of built structures/ enclosures and elements dominate the character of the waterfront”***.
 - c. It states: the proposed silo is ***“likely to form a notable new focal element within an extensive view that includes the Harbour/ Marina/ Atlantic House/residential areas and Osprey Quay”*** but ***“will be constructed within an established commercial Port environment – where other vertical elements exist (but to a lesser degree)”***.

- d. It confirms that the structure *“is likely to form a new sky-line element in views from the west”*.

2.27 Ms. Barber appears to accept that the introduction of a new 37m high structure, located approximately 750m closer to the representative viewpoint near Ferrybridge than the ERF proposal. She states that it is likely to form a new skyline element in views from the west, however, acknowledges that the Silo will be constructed within an established commercial Port environment where other vertical elements exist.

Concluding Remarks

- 2.28 It is highly irregular that a third opinion was sought from a new landscape officer with no experience of the proposal or site, despite no objection from the original LO and no objection from an independent landscape consultant that Dorset Council commissioned to assess the landscape and visual impacts of the scheme due to lack of in-house expertise. We note that there is no precedent for a similar approach for any historic application considered by the Strategic Technical and Planning Committee.
- 2.29 It is also strange that an existing senior landscape officer, Ms. Barber, with relevant experience of the proposal and site, was not asked to provide this advice.
- 2.30 Had Mr. Peacock sought a meeting with us prior to submitting his response we would have ensured that he had the opportunity to visit the site and would have welcomed the opportunity to clarify any points and seek to explain the methodology adopted to avoid the misconceptions and misunderstandings in his submission.
- 2.31 Following submission of Mr. Peacock’s response TOR held a virtual meeting with him on 13th December 2022.
- 2.32 During the meeting he advised us that he had started with the Dorset Council at the start of 2022 but that he had been working on the project since the summer of 2022. He confirmed that he had not visited the site and had concentrated his advice on the close views from around the harbour and across the causeway. He also appeared to imply that Ms. Barber was now focused on residential applications, but this clearly cannot be fully accurate given her October 2022 review of the impact of a 37m industrial structure located near to the ERF site within Portland Port.
- 2.33 We offered to arrange a site visit for Mr. Peacock on 16th December 2022 to enable him to better understand the proposal, but he has not responded to this invitation.
- 2.34 Mr. Peacock’s position directly contradicts previous consultation responses provided by the Dorset Council LO, the independent TetraTech landscape specialist, and the Dorset AONB LO. His approach, and his focus on localised impacts on the northern and western shorelines within approximately 4km of the site also contradict the October 2022 submission by his Dorset Council colleague, Ms. Barber, who supported the proposal for a new 37m silo development in a more prominent position than the proposed ERF development. Had Ms. Barber

adopted the approach of Mr. Peacock she would have been required to object to the proposal.

- 2.35 Mr. Peacock states that he disagrees with a number of sections of the LVIA, but he does not actually make an assessment of each visual receptor using the agreed methodology, to clearly show why he comes to a different conclusion.
- 2.36 If Mr. Peacock does not provide this analysis then the Planning Officer needs to take this into account in considering his submission as, unlike the LVIA position that others have agreed with, it would not represent a robust and evidenced position in line with the LI Guidance. It would simply represent Mr. Peacock's unsubstantiated opinion.

3.0 Detailed Response to Mr. Peacock's Submission (21st November 2022)

Comment	Response
<p>Section 1: Summary</p> <p>I object to these development proposals due to their resulting significant landscape and visual impacts.</p>	<p>Mr. Peacock's position directly contradicts previous consultation responses provided by the Dorset Council LO, the independent TetraTech landscape specialist, and the Dorset AONB LO.</p> <p>His approach, and his focus on localised impacts on the northern and western shorelines within approximately 4km of the site also contradict the basis of the October 2022 submission by his Dorset Council colleague, Ms. Barber, who supported the proposal for a new 37m silo development in a more prominent position within the port than the proposed ERF development. Had Ms. Barber adopted the approach of Mr. Peacock she would have been required to object to the proposal.</p> <p>Mr. Peacock states that he disagrees with a number of sections of the LVIA, but he does not actually make an assessment of each visual receptor using the agreed methodology, to clearly show why he comes to a different conclusion.</p> <p>If Mr. Peacock does not provide this analysis, then the Planning Officer needs to take this into account in considering his submission as, unlike the LVIA position that others have agreed with, it would not represent a robust and evidenced position in line with the LI Guidance. It would simply represent Mr. Peacock's unsubstantiated opinion.</p>
<p>The main concerns are due to the scale of the buildings and their location at the very edge of the exposed and highly distinctive Portland</p>	<p>The LVIA clearly assesses the landscape and visual impacts from the areas mentioned, using the finer grained assessment for the Isle of</p>

Comment	Response
<p>Peninsula Landform. The Isle of Portland is a dramatic landform that creates a natural focal point in numerous far-reaching views along the coast and mainland, and from the waters within and around Portland Harbour.</p> <p>The resulting landscape and visual impacts of this development would be at their most apparent in the many views from the northwest on and across Portland Harbour. Due to the angle of the viewer in relation to the development site, the new buildings would be seen alongside the Portland Isle profile. From these views the buildings form a new skyline and are at their most conspicuous. These adverse impacts are further compounded by the fact that these are also some of the closest and most sensitive views towards the development site. The views are also clearly visible for continuous, well used, sections of public paths and spaces stretching around the harbour from the beaches along the causeway to Sandsfoot Castle.</p>	<p>Portland available within the Isle of Portland Heritage and Character Assessment March 2017. This document sub-divided the whole of the Isle of Portland into separate character areas reviewing the county and local character assessments on which to base its assessment.</p> <p>In his detailed response below Mr. Peacock consistently focuses on a small section (approximately 1.3km) of the south west coastal path that runs from Small Mouth Cove towards Sandsfoot Castle.</p> <p>It is Mr. Peacock's apparent belief that the impact of the proposed development on receptors using this pathway is sufficient justification to result in an objection to this application. This is notwithstanding that 50% of users will be walking away from the proposed development (and therefore will have no view) and the remainder will presumably be looking where they are going (given this is a joint use cycleway/footway) as opposed to looking at an oblique angle to the left.</p> <p>The Planning Officer should request that Mr. Peacock provide further explanation to justify his position.</p>
<p>Supporting information within this application predicts that a visible plume of vapour will be emitted from the stack and that this will be an infrequent occurrence, influenced by specific atmospheric conditions. These conditions appear to be most common between February and April. The plume will appear as a conspicuous additional new element and draw attention to the development on the occasions that it is visible. It also has the effect of giving a more industrial character to the proposals here.</p>	<p>The August 2021 DAS Addendum Section 2 confirms that based on the historic regional data for the last five years, on average, the plume would have been visible against a clear sky / partial cloud for 24.2 hours each year which represents 0.55% of all daylight hours. The analysis confirms that the plume will only be visible for limited hours, typically during the months of February to April, i.e. outside the main tourist season.</p>

Comment	Response
	<p>Mr. Peacock's response does not include this detail, presumably because he was not aware of this given the only other credible reason for not providing this transparency would be because it is not consistent with the overall objection argument he is looking to make.</p> <p>Dorset Council confirmed that it did not have sufficient in-house expertise to assess the plume and engaged TetraTech as independent landscape consultants.</p> <p>The independent landscape consultant commented in December 2021 that <i>"The ES Addendum explains that the vapour plume would be visible for 24.2 hours per year and that the length of the vapour plume would not be consistent for the entire duration."</i> Paragraph 8.12 of the ES Addendum then goes on to state <i>"that the plume is likely to produce only a minor alteration to the view for a very limited number of hours"</i> and that <i>"the visual effects for each of the receptors... remain as originally assessed."</i> She provides confirmation that: <i>"Based on the additional visualisations provided, I would agree with the above statement."</i></p> <p>The independent landscape consultant further commented: <i>"Whilst the vapour plume would extend beyond the approximate extent of the proposals for viewpoints 8 and 9, the proportion of the angle of view which the vapour plume would be visible would be small and would be viewed over a very short time period per year."</i></p> <p>She continued: <i>"Photomontages have been produced for 4 viewpoints that show the vapour plume during the worst-case scenario, which addresses previous concerns. The photomontages</i></p>

Comment	Response
<p>This planning application is supported by an accompanying LVIA which describes and assesses the extent of the Landscape and Visual Impacts arising from the proposals. The LVIA does not give full consideration to all the landscape effects of the proposed development. It fails to give appropriate analysis of the potential landscape effects to the Portland Peninsula Landscape Character Area, despite this being the actual character area in which the proposals would be located.</p>	<p><i>have demonstrated that the plume would not result in a significant adverse visual effect.</i></p> <p>Finally, having considered the impact of the plume and any change required to the visual effects for each of the receptors under the LVIA she concluded that <i>“There are no serious landscape objections to this application.”</i></p> <p>In a subsequent meeting with Mr. Peacock, he has acknowledged that he was not aware of TetraTech’s involvement or report prior to submitting his position.</p> <p>The LVIA methodology and receptors were agreed with Dorset Council LO and the Dorset AONB LO in pre-application meetings and emails.</p> <p>The Portland Peninsula is a broad scale landscape character area, covering the whole of the Isle of Portland as defined in the Weymouth & Portland Borough Council LCA produced in February 2013.</p> <p>The LVIA focusses on the landscape character areas most impacted by the proposal. These are LCA 1: Fortuneswell, Chesil Beach and Osprey Quay and LCA 2: The Grove and The Verne, each as defined in the Neighbourhood Plan for Portland 2017-2031 Referendum Version January 2020, which provides a finer grained assessment.</p> <p>Areas of the Portland Peninsula landscape character area that are not part of LCA 1 and LCA 2 are outside the zone of theoretical visibility and therefore do not have a view of the ERF.</p>

Comment	Response
	<p>At no point during the two-year process following submission of the application including two Regulation 25 requests has a landscape assessment of the Portland Peninsula Landscape Character Area been requested by the Dorset Council LO, the Dorset AONB LO or the independent TetraTech landscape specialist.</p> <p>Had we been asked to assess the Portland Peninsula Landscape Character Area it is our view that there would have been no significant adverse effects on the key characteristics.</p>
<p>The LVIA also understates some of the visual impacts that will arise from this development. Despite this, the submitted LVIA still goes on to conclude that there will be significant adverse visual impacts arising from this development.</p> <p>The LVIA concludes that significant visual effects will occur 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, however, it is also important to note that set out within the agreed LVIA methodology there are degrees of significance ranging from moderate to slight up to very substantial.</p> <p>The LVIA conclusions only predict the highest degree of visual effects to be moderate with some visual effects being moderate to slight. There were no substantial or very substantial visual effects predicted.</p> <p>It is also important to recognise that there are no significant visual effects from any land with statutory landscape designations including the Dorset AONB, West Dorset Heritage Coastline and the Dorset and East Devon Coast UNESCO WHS.</p>	<p>It is undisputed that the LVIA concludes that significant visual effects will occur 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, however, it is also important to note that set out within the agreed LVIA methodology there are degrees of significance ranging from moderate to slight up to very substantial.</p> <p>The LVIA conclusions only predict the highest degree of visual effects to be moderate with some visual effects being moderate to slight. There were no substantial or very substantial visual effects predicted.</p> <p>It is also important to recognise that there are no significant visual effects from any land with statutory landscape designations including the Dorset AONB, West Dorset Heritage Coastline and the Dorset and East Devon Coast UNESCO WHS.</p>

Comment	Response
	<p>We do not agree that the LVIA understates some of the visual impacts and we have provided a detailed analysis to evidence the positions we have taken in the LVIA.</p> <p>The previous Dorset LO noted that the LVIA contained “<i>an extensive description for each viewpoint and findings of the analysis</i>” and confirmed that, except where noted, he agreed with the findings.</p> <p>The independent TetraTech landscape specialist completed a full review of the landscape application and confirmed that post-review of the plume impact that visual impact of the receptors remains as originally assessed and that “<i>there are no serious landscape objections to this application</i>”.</p> <p>The Dorset AONB LO also reviewed the LVIA and did not raise any concerns regarding the approach or methodology.</p> <p>Mr. Peacock states that he disagrees with a number of sections of the LVIA, but he does not actually make an assessment of each visual receptor using the agreed methodology, to clearly show why he comes to a different conclusion.</p> <p>If Mr. Peacock does not provide this analysis, then the Planning Officer needs to take this into account in considering his submission as, unlike the LVIA position that others have agreed with, it would not represent a robust and evidenced position in line with the LI Guidance. It would simply represent Mr. Peacock’s unsubstantiated opinion.</p>

Comment	Response
<p>The main building has been designed and orientated in way that does lessen some of the potential adverse impacts created by this development. The building finish initially proposed in the first iteration within this application does raise some concerns. The subsequent addendum submission points to some ways in which this could be better approached. Despite these measures, the fact is that the proposed buildings are substantially larger than any existing or previous development that has occupied this area of the port. The size and bulk of the proposed development will still create a highly conspicuous new built element within this sensitive landscape.</p>	<p>The building was designed through consultation with the Dorset Council planning team, the Dorset Council LO, the Dorset AONB LO and the Jurassic Coast Trust.</p> <p>The orientation of the building, 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.</p> <p>Additional information was provided in relation to the building finish in August 2021. We would expect the printed image on the PVC mesh to be conditioned and that Dorset Council and Dorset AONB would have further input to decide the final image.</p> <p>TetraTech’s landscape consultant, on behalf of Dorset Council, provided advice on the mesh, concluding:</p> <p><i>“The addendum also provides more detail regarding the mesh, which helps to address previous concerns.”</i> And concluded that:-</p> <p><i>“There are no serious landscape objections to this application.”</i></p>
<p>Section 2: Description of the Landscape and Visual Impacts of these proposals</p>	
<p>The operational buildings associate with this development are grouped together. The main ERF building housing the boiler and furnace is the largest building at 201m in length with a top ridge level of 47m in height. The single large stack sits in close proximity to the north of the buildings and is 80m in height.</p>	<p>Accepted, although it should also be noted that the building is cranked in plan to reflect the geometry of the site and that it ranges from 18m high to 47m at its highest point being a folded sloping form to reflect the geometry of the cliff.</p>

Comment	Response
<p>The main concerns over these proposals are due to the scale of the buildings and their location at the very edge of the Portland Peninsula landform. The Isle of Portland is a distinctive feature of the Dorset Landscape, highly visible from large areas of the Dorset coast and mainland.</p> <p>The unique wedge-shaped profile of the Isle of Portland is the key feature which most stands out in descriptions and analysis of this landscape. The relevant Landscape Character Assessments, at the varying regional scales, repeated makes specific reference to the Isle's distinctive shape. The proposed development has the potential to directly impact on the perceived shape and appearance of this highly valued natural landform.</p>	<p>The wedge-shaped profile of the Isle of Portland is just one of the key features within the Dorset County landscape Character Assessment and the Weymouth and Portland Landscape Character Assessment.</p> <p>There is no hierarchy to landscape key characteristics and Mr. Peacock is incorrect to assert that the wedge-shaped profile “stands out in descriptions”. It cannot be any more important than the other key characteristics for the landscape character area which we note include “open skylines dominated by manmade structures and features” and “often a neglected and disjointed feel, resulting from a complex and diverse range of land uses both historic and current”. All key characteristics for the landscape character area should be given equal weight.</p> <p>Mr. Peacock notes his main concerns are the scale of the buildings and their location at the very edge of the Portland Peninsula landform that he feels will impact the distinct shape of the Isle of Portland. Mr. Peacock claims that the Isle of Portland is a distinctive feature of the Dorset Landscape, highly visible from large areas of the Dorset coast and mainland and goes on to state that the proposed development has the potential to directly impact on the perceived shape of this highly valued natural landform.</p> <p>In our view it is not accurate to suggest the proposed development will impact the perceived shape and appearance from “large areas of the Dorset coast”. A zone of theoretical visibility was identified within a 10km study area. The vast majority of the area is water. The key views where the proposed development could be argued to change the perceived shape are views from the north west, incorporating the A354 causeway and the area between Ferrybridge and Sandsfoot</p>

Comment	Response
	<p>Castle. It is noted that it is located in an industrial port where large vessels (in some cases larger and taller than the proposed development) frequently visit with over 1,175 berthing days in 2022. Arguably the “<i>unique wedge-shape</i>” that Mr. Peacock refers to is not typically present.</p> <p>The previous Dorset LO response recognised the potential impact from the A354 causeway and Ferrybridge on Portland’s “<i>distinctive wedge-shaped limestone peninsula</i>”. However, he clearly notes that “<i>sight lines of the users of the causeway will not be drawn to the ERF proposal but instead view the ERF, Fortuneswell and the dominating presence of the limestone peninsula sequentially</i>”.</p> <p>Further north east along the Dorset coast at Nothe Fort approximately 4.5km away the view of the proposed development will be side-on such that it will recede into the much larger limestone peninsula backdrop.</p>
<p>The landscape and visual impacts of these proposals are at their most significant in views from the northwest, where they will create a new skyline rising up vertically from the base of the gently sloped Portland landform. Views of this nature will be apparent from a continuous section of the South West Coast Path long distance walking route (SWCP). They are also visible from Sandsfoot Castle Grade II* listed building, the designated Heritage Coast area, the Dorset and East Devon Coast World Heritage Site and the Portland harbour waters.</p> <p>The harbourside path network along these sections has virtually no tree cover or other screening of the views out over the water. The section from Sandsfoot Castle to the A354 has a wide, smooth tarmac surface</p>	<p>There are very limited near views of the proposal from the Heritage Coast area and the Dorset and East Devon Coast World Heritage Site, and we note the previous response of the Jurassic Coast Trust on this matter that recognised that the ERF sits within an already industrialised port area that confirmed that the building itself does not represent significant damage to the setting of the World Heritage Site.</p> <p>Mr. Peacock identifies the harbourside path network, between Sandsfoot Castle to the A354 as an area of particular interest given the lack of screening of views. The area of the path that is not screened by extensive vegetation is approximately 1.3km (not 2km as Mr. Peacock asserts) and is approximately 4m in width. Dorset Council’s website</p>

Comment	Response
<p>to accommodate the high number of walkers and cyclists that use it. Many of these people are enjoying the path for purely recreational benefits and a large part of that recreational experience comes from the iconic and uninterrupted views across Portland Harbour and of the entire outline and view of the Isle of Portland opposite. The viewer's gaze is naturally drawn to the Isle of Portland. The view across the harbour to Portland is an almost continuous focus as the viewer travels along the path and causeway for over 2km. These are not just occasional or isolated views over the harbour towards Portland and the development site.</p> <p>Even though the land-based viewpoints are from some distance away from across the harbour, the very large scale of the proposed building and stack is such that they will still create significant, adverse impacts.</p>	<p>notes this is a shared use walking and cycling path that forms part of the National Cycle Network Route 26. An average cyclist travelling at 13.5mph would cover the distance in approximately 3 minutes and 35 seconds.</p> <p>Given that the direction of the footpath/cycleway runs south west to north east it is unlikely that cyclists will be looking directly towards the proposed development as claimed by Mr. Peacock. If they are travelling towards the south west from Sandsfoot Castle the ERF building will be viewed obliquely to the direction of travel (and the path the bike is following) whereas it is likely given the narrow width of the path, the potential for pedestrians and the potential for traffic travelling in the other direction that a cyclist will be focusing on where they are travelling. If they are travelling towards the north east towards Sandsfoot Castle the ERF will be behind the cyclists right shoulder so there will be no visual effects.</p> <p>It is more likely that views of recreational walkers in this area could be impacted. However, again the ERF would be viewed obliquely to the direction of travel for the majority of walkers. Views of the ERF would only be viewed directly if a walker was to stand or sit and look out to sea. In these instances, the ERF would take up a very small proportion of the view and would be viewed within the context of the operation port environment with other vertical elements as described by Ms. Barber. There would be no impact on walkers moving towards the north east as the ERF will be mainly behind the walkers. As such Mr. Peacocks assertion that “<i>the view across the harbour to Portland is an almost continuous focus</i>” is not correct – given this is a narrow, designated cycle route it would not be advisable for a walker to divert their view continuously from their direction of travel.</p>

Comment	Response
	<p>Viewpoint 8 illustrates a 90-degree view from Ferry Bridge by Fisherman's Quay but views from here are actually a full 180-degrees taking in Chesil Beach. This lies within the LCA 1 character area - Fortuneswell, Chesil Beach and Osprey Quay where one of the positive aspects of the character area, which should be sustained, reinforced or enhanced is described as "<i>Views of the island in the north of the area at Ferry Bridge set the scene of the coastal and industrial urban setting adjacent to a large-scale Port</i>".</p> <p>Views from the causeway are over 180-degree views that also extend across Chesil beach to the south west. Again, there will be no views at all for receptors travelling from Portland to Weymouth (as the ERF site will be behind them). For receptors travelling towards Portland there will be some views of the ERF site, but these will reduce as the journey continues. It is likely that drivers/cyclists will be focused on the road and therefore the key receptors would be a limited number of recreational walkers.</p>
<p>If a vapour plume is also emitted, even on a very infrequent basis, this would add a further significant adverse landscape and visual impact. As well as the visual appearance of the plume, the perception of this additional element would need consideration. That is to say that the presence of visible emissions gives the impression of a more industrial use and development on this part of Portland Peninsular.</p>	<p>The August 2021 DAS Addendum Section 2 confirms that based on the historic regional data for the last five years, on average, the plume would have been visible against a clear sky / partial cloud for 24.2 hours each year which represents 0.55% of all daylight hours. The analysis confirms that the plume will only be visible for limited hours, typically during the months of February to April, i.e. outside the main tourist season.</p> <p>Mr. Peacock's response does not include this detail, presumably because he was not aware of this given the only other credible reason</p>

Comment	Response
	<p>for not providing this transparency would be because it is not consistent with the overall objection argument he is looking to make.</p> <p>Dorset Council confirmed that it did not have sufficient in-house expertise to assess the plume and engaged TetraTech as independent landscape consultants.</p> <p>The independent landscape consultant commented in December 2021 that <i>“The ES Addendum explains that the vapour plume would be visible for 24.2 hours per year and that the length of the vapour plume would not be consistent for the entire duration.”</i> Paragraph 8.12 of the ES Addendum then goes on to state <i>“that the plume is likely to produce only a minor alteration to the view for a very limited number of hours”</i> and that <i>“the visual effects for each of the receptors... remain as originally assessed.”</i> She provides confirmation that: <i>“Based on the additional visualisations provided, I would agree with the above statement.”</i></p> <p>The independent landscape consultant further commented: <i>“Whilst the vapour plume would extend beyond the approximate extent of the proposals for viewpoints 8 and 9, the proportion of the angle of view which the vapour plume would be visible would be small and would be viewed over a very short time period per year”</i>.</p> <p>She continued: <i>“Photomontages have been produced for 4 viewpoints that show the vapour plume during the worst-case scenario, which addresses previous concerns. The photomontages have demonstrated that the plume would not result in a significant adverse visual effect.”</i></p>

Comment	Response
	<p>Finally, having considered the impact of the plume and any change required to the visual effects for each of the receptors under the LVIA she concluded that: “There are no serious landscape objections to this application.”</p> <p>In a subsequent meeting with Mr. Peacock, he has acknowledged that he was not aware of TetraTech’s involvement or report prior to submitting his position.</p>
Section 3: Site Context	
<p>With regards to my landscape comments on this application, the main focus is on the main ERF Building, the chimney structure and any visible emissions that may be generated during operation. The main, largest, ERF building occupy the triangle shaped area (in plan view) within the planning redline boundary that is edged by Canteen Road, Balaclava Road and Incline Road. This part of the application site is currently a relatively flat area of cleared, but previously developed, brownfield land which lies at the transition between the Grade II Listed Inner Harbour Wall and the rising slopes of the northeast tip of the Isle of Portland.</p>	<p>It is agreed that this is a brownfield site with the precedent of previous development.</p> <p>It also forms part of the Portland Northern Arc which is intended to ‘cement’ the location as a vital employment zone for the benefit of local people and the economic wellbeing of the Island.</p> <p>It is also identified as a key employment site under policy ECON2 of the West Dorset District Council and Weymouth & Portland Borough Council joint adopted Local Plan 2011-2031.</p> <p>The site also has an extant planning permission for the development of an energy plant fuelled by vegetable oil and waste crumb from end-of-life tyres, which could be implemented in the absence of the proposed development. It is also located in an industrial port where the Port authority has been granted rights by the Secretary of State to allow it to develop structures of a similar height to the proposed development. The principle of a large-scale industrial building at this location has been accepted by the Council.</p>

Comment	Response
<p>The location of the main buildings and chimney are such that they occupy a very exposed position on the edge of the harbour. Incline Road runs between the new buildings and the start of the rising landform of this side of the Isle of Portland. Incline Road and the service yard area has the effect of further separating the proposed buildings from the rising landform of Portland. The separation of the buildings slightly away from the bottom of the sloping Portland landform means that in some views they will be seen against a backdrop of completely open sky. From these viewpoints the profile of the new built structures will create their own, entirely new skyline sitting alongside the Isle of Portland skyline.</p> <p>In that respect, this particular site differs from much of the developed Portland Port and most of the other developed areas along Portland's northern edge. These other sites are more capable of accommodating large development where there is the backdrop of the Portland landmass rising up behind the development and within the context of other built development and substantial buildings. Where the application site appears to be set out on its own away from the toe of the Portland landform, other developments benefit from appearing more nestle into the lower slopes, visually less exposed with the backdrop of the Isle of Portland rising up behind them and usually in the immediate context of other large buildings.</p> <p>The effect of having the Portland landform as a backdrop does begin to help provide a degree of mitigation, to this proposed development site as the viewer travels further to the east along the Dorset Coast and within the designated Dorset Area of Outstanding Natural Beauty (AONB). It is also the case that these north-eastern, land based views are from a greater distance.</p>	<p>Mr. Peacock has confirmed that he has not visited the site and therefore his view is based on desktop research only. Had Mr. Peacock requested a site visit we would have arranged that, as we have done for all other landscape specialists (previous Dorset LO, Dorset AONB LO TetraTech LO) who have responded on the proposal and not found a reason to object to the proposal.</p> <p>The benefit of a site visit is that it allows one to view the site and gain a greater understanding of its immediate context within an industrial port area. This is not possible by desktop review.</p> <p>Mr. Peacock fails to recognise that the site is located in an industrial port where large vessels (in some cases larger and taller than the proposed development) frequently visit with over 1,175 berthing days in 2022. As such the Isle of Portland skyline he considers as a baseline case is already impacted due to the port current activities.</p> <p>Mr. Peacock claims the new built structures will form a new skyline. This is accepted to a point, noting the existing situation where the port area is often impacted by visiting vessels. We also note the October 2022 proposal for a 37m high silo in a more prominent position closer to the areas that concern Mr. Peacock. This was reviewed by Ms. Barber (a senior landscape architect at Dorset Council). Ms. Barber also noted that the silo would likely form a new “<i>sky-line</i>” from a number of areas but, unlike Mr. Peacock and consistent with other landscape input received on this application, did not feel this justified an objection.</p>

Comment	Response
	<p>Mr. Peacock again appears to focus on near views from the A354 causeway and the SWCP between Small Mouth Cove and Sandsfoot Castle within approximately 4km of the site.</p> <p>He appears to concede that from other viewpoints (including views from the AONB) the impact of the proposed development is mitigated by distance and the dominating Portland landmass behind.</p> <p>The experience of visual receptors changes as they move through the landscape and within some views the former naval block 'Prince Andrew House' and Ocean Views Apartments, the sailing academy and Portland Marina buildings become a silhouette on the skyline of the Isle of Portland.</p> <p>In a subsequent meeting with Mr. Peacock following his objection we highlighted this to him, showing him the proposed building modelled into google earth and explaining how the experience of walkers changes as you traverse through the landscape. We illustrated how as you move across the causeway the former naval block 'Prince Andrew House' and Ocean Views Apartments, the sailing academy and Portland Marina buildings become a silhouette on the skyline of the Isle of Portland and that they screen the proposed ERF from view.</p> <p>We do not agree that this site differs from much of the developed Portland Port or that other areas are more capable of accommodating large development. As noted below a characteristic of the harbour is buildings, ships, and various structures establishing a man-made skyline. The proposals would not be uncharacteristic in this regard.</p>

Comment	Response
<p>It is accepted that this is a busy working harbour and that associated development, including buildings, ships and even the harbour walls themselves already form a substantial element 'man-made' skyline in this exposed location. However, the main difference in terms of the wider landscape impacts is that these existing built structures are of a smaller scale than the proposals submitted here. Most of the existing buildings in the more exposed parts of the port are less than 20m in height. The relatively low-lying nature of much of the existing built form means that it effectively appears as waterfront development which does not extend its influence up to a height and scale where, from distant views, it begins to compete with the larger dramatic and dominating landform of the Isle of Portland.</p> <p>The large ships that are sometimes docked within the harbour can also create a prominent, man-made feature and their impacts will be increased due to the fact that they are physically closer to the visual receptors from some of the sensitive views around the north and north-western edges of Portland Harbour. However, these are clearly transitional impacts. Large ships that are very obviously a temporary feature form part of the activity, variety, and interest that you would expect from views across a busy working port.</p>	<p>We do not accept that the proposed development competes with the landform of the Isle of Portland. While it is of a large scale it sits below the East Weare undercliff and is in keeping with Portland Port buildings and shipping as well as the former naval block 'Prince Andrew House' and Ocean Views Apartments.</p> <p>In a subsequent meeting with Mr. Peacock, we queried why he had chosen 20m in height as being acceptable and he confirmed this was an arbitrary figure. We pointed out that the approved Ocean Views development was over 31.4m high and was set at a higher elevation than our development and we note the recent proposal (supported by Dorset Council) for a 37m high silo in a more prominent position than the proposed development.</p> <p>Mr. Peacock accepts that large ships are a prominent man-made feature of the port and that they will be physically closer to the visual receptors from some of the sensitive views around the north and north-western edges of Portland Harbour. He sees them as a temporary feature to the port activity, however this is a busy working port with over 1,175 berthing days in 2022 and is seeking to attract more cruise liners to secure greater economic benefit for Portland and the wider Dorset area.</p>
<p>Section 4: Landscape Character</p>	
<p>The development site is located within the Limestone Peninsula Landscape Character Type (LCT) of the Dorset wide, Dorset Landscape Character Assessment of 2009. It is within the Portland Peninsula Landscape Character area of the Weymouth and Portland Landscape Borough Council Character Assessment of 2013. It is also within LCA2: The Grove and The Verne in the January 2020</p>	<p>Mr. Peacock is incorrect in his statement that the site is within LCA2: The Grove and The Verne. It actually lies within LCA1: Fortuneswell, Chesil Beach and Osprey Quay.</p> <p>We agree it is located within the other areas as noted in the LVIA.</p>

Comment	Response
<p>Referendum Version of the Neighbourhood Plan for Portland 2017-2031. At the national level scale, this site lies within National Character Area 137. Isle of Portland.</p> <p>Due to the scale of these proposals, they would also be visible from and have the potential to impact on surrounding landscape character areas. The surrounding landscape character areas are identified and the potential effects upon each examined in more detail within the LVIA section below. Several of the Landscape Character Assessments specifically highlight the distinctive shape and landform of the Isle of Portland as a Key Characteristic of the landscape.</p>	<p>This is noted in the LVIA. Each of the character areas identifies a number of key characteristics of the landscape, of which the shape and landform of the Isle of Portland is one such characteristic.</p>
<p>Section 5: Visible plume from emissions</p>	
<p>The Guidelines for landscape and Visual Impact Assessment Third Edition (GLVIA3) highlights the requirement that the operational characteristics of a proposed development are assessed during the LVIA process. GLVIA3 quotes 'visible plumes from chimneys' as an operational aspect that would need consideration. Appendix J of the LVIA does provide further details of the plume. However, the implications of these are not covered in the narrative covering the descriptions of the Landscape Effects on the different selected landscape receptors.</p> <p>The potential visibility of the plume is discussed in the Visual Effects section of the LVIA and I discuss this in more detail in section 8 of my comments below. If a vapour plume is also emitted, even on a very infrequent basis, this would add a further significant adverse landscape and visual impact. As well as the visual appearance of the vapour plume, the perception of this additional element would need consideration. The presence of visible emissions gives the perception of a more industrial use and development on this part of Portland Peninsular.</p>	<p>The August 2021 DAS Addendum Section 2 confirms that based on the historic regional data for the last five years, on average, the plume would have been visible against a clear sky / partial cloud for 24.2 hours each year which represents 0.55% of all daylight hours. The analysis confirms that the plume will only be visible for limited hours, typically during the months of February to April, i.e. outside the main tourist season.</p> <p>Mr. Peacock's response does not include this detail, presumably because he was not aware of this given the only other credible reason for not providing this transparency would be because it is not consistent with the overall objection argument he is looking to make.</p> <p>Dorset Council confirmed that it did not have sufficient in-house expertise to assess the plume and engaged TetraTech as independent landscape consultants.</p> <p>The independent landscape consultant commented in December 2021 that <i>"The ES Addendum explains that the vapour plume would be</i></p>

Comment	Response
<p>From the data provided in the August 2021 Addendum Design and Access Statement, there also appears to be a seasonal variation in the likely effects caused by the plume. Certain atmospheric conditions result in the plume becoming a visible element associated with the operation of this development. From the tables provided it would appear that these conditions are most likely to occur at certain times of the year, in particular from February to April.</p> <p>Whilst the overall conclusion is that averaged over a year of normal weather conditions the percentage occurrence is small. It does appear that the occurrences that do arise will be relatively concentrated during this specific time of the year. This seasonal variation in potential impacts from the plume should have been considered as part of the LVIA process.</p>	<p>visible for 24.2 hours per year and that the length of the vapour plume would not be consistent for the entire duration.” Paragraph 8.12 of the ES Addendum then goes on to state <i>“that the plume is likely to produce only a minor alteration to the view for a very limited number of hours”</i> and that <i>“the visual effects for each of the receptors... remain as originally assessed.”</i> She provides confirmation that: <i>“Based on the additional visualisations provided, I would agree with the above statement.”</i></p> <p>The independent landscape consultant further commented: <i>“Whilst the vapour plume would extend beyond the approximate extent of the proposals for viewpoints 8 and 9, the proportion of the angle of view which the vapour plume would be visible would be small and would be viewed over a very short time period per year.”</i></p> <p>She continued: <i>“Photomontages have been produced for 4 viewpoints that show the vapour plume during the worst-case scenario, which addresses previous concerns. The photomontages have demonstrated that the plume would not result in a significant adverse visual effect.”</i></p> <p>Finally, having considered the impact of the plume and any change required to the visual effects for each of the receptors under the LVIA she concluded that <i>“There are no serious landscape objections to this application.”</i></p> <p>Mr. Peacock is correct that the plume is likely to occur at certain times of the year, in particular from February to April, however the hours are approximately 24.2 hours over a year with no plume during the peak summer months and only 4 hours on average where the plume is</p>

Comment	Response
	<p>potentially between 100m and 200m in length. For 13.8 of these hours the plume is less than 50m in length. In a subsequent meeting with Mr. Peacock, he has acknowledged that he was not aware of TetraTech’s involvement or report prior to submitting his position.</p> <p>In relation to landscape effects, Mr. Peacock is correct that the character assessment tables do not provide a narrative on the occurrence of the plume.</p> <p>This is because of the extremely limited presence of a plume within an industrial port environment where there are currently ships with visible plumes that accrued 1,175 berthed days in 2022.</p> <p>Appendix J of the LVIA sets out the plume visibility modelling results and this information on the plume was taken into account within the original assessment of the effects on the key characteristics but given the existing port activity which includes plumes from berthed ships the conclusions reached in relation to landscape did not change and so no update was required.</p> <p>We note that the proposed development will provide the ability for the port to offer shore power to visiting ships, which otherwise will not be possible. In addition to improving the general air quality in the area this will also reduce the impact of visible plumes from berthed vessels and therefore should improve the landscape and visual impact of the port area in relation to visible plumes.</p>
Section 6: LVIA General Comments	

Comment	Response
<p>A full landscape and visual impact assessment (LVIA) was submitted in September 2020 as part of the Portland ERF Planning Application. Following the subsequent Regulation 25 requests Addendum LVIA documents were submitted as additions and revisions to the original 2020 LVIA. These include new LVIA figures 9.38 to 9.41 where the vapour plume has been added to the photomontages.</p>	<p>Agreed.</p>
<p>The applicant states that the updated and new figures do not result in any changes to the original LVIA analysis. Therefore, all LVIA analysis and conclusions remain as originally assessed in the 2020 LVIA.</p>	<p>Agreed.</p> <p>The original LVIA analysis was reviewed by the Dorset LO who confirmed he generally agreed with the LVIA findings (except where specifically noted) and confirmed he had no serious objections to the application.</p> <p>Following submission of the updated figures Dorset Council confirmed that it did not have sufficient in-house expertise to assess the plume and engaged TetraTech as independent landscape consultants.</p> <p>The independent landscape consultant confirmed in December 2021 that she agreed with the position that the updated and new figures do not result in any changes to the original LVIA analysis and further confirmed that there were no serious landscape objections to this proposal.</p>
<p>The Landscape and Visual Impact Assessment (LVIA) accompanying this application has understated the significance of some of the landscape and visual effects that will be created by this development. There are also some omissions in the way in which the viewpoints and existing documentation has been applied during this assessment. These are covered in more detail in the further LVIA sections of my comments below.</p>	<p>We do not agree with any part of this statement and provide responses below.</p>

Comment	Response
<p>The methodology applied to the assessment of these impacts is in accordance with the Guidelines for Landscape and Visual Impacts Assessment (3rd Edition) and is appropriate. However, I do not agree with many of the judgements that have been reached in applying the methodology.</p>	<p>Mr. Peacock helpfully confirms that the assessment for the impacts is in accordance with the Guidelines for Landscape and Visual Impacts Assessment (3rd Edition) and is appropriate. We note this methodology was also agreed with the Dorset LO and the Dorset AONB LO.</p> <p>Mr. Peacock goes on to state that he does not agree with judgments that have been reached in applying the methodology.</p> <p>We note that the judgments reached in the LVIA have been accepted and validated by three other landscape specialists including the Dorset Council LO the external independent TetraTech landscape consultant and the Dorset AONB LO.</p> <p>Mr. Peacock has the right to arrive at a different judgement to all previous landscape specialists. However, to justify his position should apply the agreed methodology to explain how he reaches this different conclusion.</p> <p>If Mr. Peacock does not provide this analysis, then the Planning Officer should take this into account in considering his submission as, unlike the LVIA position that others have agreed with, it would not represent a robust and evidenced position. It would simply represent Mr. Peacock's unsubstantiated opinion.</p>
<p>I also have some reservations regarding the application of the selected viewpoints in assessing visual impacts. Rather than assessing viewpoints individually, these are mostly combined to relate to a more general group of visual receptors. As a result of this approach, when</p>	<p>Mr. Peacock confirms in the paragraph above that the methodology applied to the assessment of these impacts is in accordance with the Guidelines for Landscape and Visual Impacts Assessment (3rd Edition)</p>

Comment	Response
<p>reading the accompanying narrative to some viewpoints they are also intended to account for a range of views, which may be very different from the one illustrated. This may contribute to some of the differences in the judgements arising and I have highlighted below, some examples where I believe the resulting judgements understate the ultimate level of significance of visual effect.</p>	<p>and is appropriate. The methodology was agreed with Dorset LO and Dorset AONB LO.</p> <p>It is therefore disappointing that Mr. Peacock does not appear to fully understand either the agreed LVIA methodology or the GLVIA3. We would refer him to Appendix J of the Technical Appendices which clearly sets out the agreed methodology.</p> <p>The visual assessment judges the potential effects of the proposals on the visual receptors that have been identified.</p> <p>Appendix J paragraph 2.54 states that <i>“A visual receptor is a particular person or group of people who would be experiencing the view.”</i> The viewpoints are only intended to be representative views chosen for example at certain points to represent the views of certain users of a public right of way or road.</p> <p>The GLVIA3 paragraph 6.13 states that <i>“The baseline studies must therefore identify the people within the area who will be affected by the changes in views and visual amenity – usually referred to as ‘visual receptors’. They may include people living in the area, people who work there, people passing through on road, rail or other forms of transport, people visiting promoted landscapes or attractions, and people engaged in recreations of different types.”</i></p> <p>Paragraph 6.18 of the GLVIA3 states that <i>“the viewpoints to be used in an assessment of visual effects should be selected initially through discussions with the competent authority and other interested parties at the scoping stage.”</i></p>

Comment	Response
	<p>Appendix J paragraph 2.26 and the GLVIA3 paragraph 6.19 set out the categories of viewpoints. These fall into 3 groups, representative views, specific views and illustrative views.</p> <p>Each table within the visual assessment relates to a visual receptor and the experience of these people are assessed. They may be people passing through on a road or walking along a footpath or people visiting a promoted attraction/area. It is not the specific viewpoints that are assessed as the viewpoints are intended to be representative. There are no specific viewpoints identified. A specific viewpoint is described in the LVIA methodology and the GLVIA as a particular view from a key or prompted viewpoint.</p> <p>All viewpoints were discussed and agreed with the Dorset Council LO and the Dorset AONB LO at the start of the project, to ensure compliance with the agreed methodology.</p>
<p>It is important to note that the submitted LVIA does conclude that there will be significant effects from this development.</p>	<p>It is correct that the LVIA identified some significant effects, but it is also important to note that these were only moderate and moderate to slight on a limited number of close visual receptors.</p> <p>The previous Dorset Council LO and the independent TetraTech landscape specialist were fully aware of these effects and concluded that there were no serious landscape objections to the proposed development.</p> <p>Mr. Peacock should explain why he arrives at a different conclusion, using the agreed methodology.</p>

Comment	Response
<p>Despite the omissions, which I describe in more detail below, the submitted LVIA concludes that there will be significant visual effects arising from this development on several of the visual receptors within Portland Harbour area and from the Isle of Portland itself. Quoting from 'summary of significant residual effects' section paragraph 9.149 states;-</p> <p>"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."</p>	<p>Mr. Peacock has selectively cut and pasted part of this paragraph, excluding both the introduction and the conclusion.</p> <p>It is unclear why he would have done this. We note the sections Mr. Peacock has excluded would, if included, damage his argument for reaching an objection position.</p> <p>For completeness the full paragraph is provided below, with the sections Mr. Peacock chose to exclude highlighted for emphasis:</p> <p><i>"It is important to note that no significant effects are predicted on the character of the landscape or seascape predicted.</i></p> <p><i>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.</i></p> <p><i>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."</i></p>
<p>It should be remembered that the LVIA forms part of the wider EIA and that resulting effects that have been assessed as moderate or above (including moderate to slight) are classed as significant effects in EIA terms.</p>	<p>This is undisputed; however, it is also important to note that set out within the agreed LVIA methodology there are degrees of significance ranging from moderate to slight up to very substantial.</p> <p>The highest degree of effect predicted is moderate with some impacts being moderate to slight. As a result, other landscape specialists who have reviewed this proposal have not identified a reason to object.</p>

Comment	Response
<p>LVI A Table 9.3 also seems to indicate that the LVI A is concluding that there will be significant Landscape and Seascape effects arising from this development of moderate or moderate to slight significance following completion. LVI A Table 9.3 seems to be later contradicted by paragraph 9.149 which states;- “ It is important to note that no significant effects are predicted on the character of the landscape or seascape”.</p>	<p>Mr. Peacock appears to misunderstand the position here.</p> <p>As explained in paragraph 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.</p> <p>Table 9.3 does not include any landscape effects that are not considered to be significant as, consistent with the statement in paragraph 9.149, none are predicted.</p> <p>Table 9.3 lists the significant visual effects that have been identified in the previous assessment tables to provide a summary position to ensure any reader can fully identify the significant effects (across landscape and visual) that have been identified by applying the methodology to the agreed receptors.</p>
<p>I have split my analysis of the submitted LVI A documents into separate sections below. The first sub-section focusses on the assessment of the landscape effects of these proposals. This section reviews the LVI A findings in terms of its assessment on the effects of the landscape as a resource. The next section considers the visual effects of these proposals. This section reviews the LVI A findings in terms of its assessment on the effects on views and visual amenity as experienced by people (the visual effects).</p> <p>The potential impacts of the plume are not discussed within the LVI A in any of the analysis of Landscape Effects and in relation to the surrounding Landscape Character Areas.</p>	<p>No comment.</p>
	<p>Mr. Peacock is correct that the character assessment tables do not provide a narrative on the occurrence of the plume.</p>

Comment	Response
	<p>Appendix J of the LVIA sets out the plume visibility modelling results. The extremely limited presence of a plume for approximately 24.2 hours each year which represents 0.55% of all daylight hours within an industrial port environment where there are currently ships with visible plumes that accrued 1,175 berthed days in 2022. This information on the plume was taken into account within the original assessment of the effects on the key characteristics which were assessed as not significant.</p> <p>We note that the proposed development will provide the ability for the port to offer shore power to visiting ships, which otherwise will not be possible. In addition to improving the general air quality in the area this will also reduce the impact of visible plumes from berthed vessels and therefore should improve the landscape and visual impact of the port area in relation to visible plumes.</p>
Section 7: LVIA Landscape Effects	
<p>The LVIA fails to identify and give due consideration to the district level Landscape Character Area in which the application site is located. The 'Portland Peninsula Landscape Character Area' is not assessed in terms of the potential landscape effects of this development on this character area. Paragraph 9.35 lists the Weymouth and Portland (WPBC) LCA February 2013 character areas but omits the Portland Peninsula Landscape Character Area from this list.</p>	<p>The LVIA does identify the district level Landscape Character Area in which the application site is located or is experienced from. Figure 9.12 identifies its location and paragraph 9.35 lists the Portland Peninsula. It is not omitted as asserted.</p> <p>Mr. Peacock is correct that a specific assessment of this character area was not completed.</p> <p>The ZTV illustrates that only a very small part of the Portland Peninsula LCA (approximately 6%) will have any landscape or visual effects. As a whole there are only limited impacts on the key characteristics. The areas of Portland that may have any landscape effects are assessed within the finer grain character areas LCA1 Fortuneswell, Chesil Beach</p>

Comment	Response
	<p>and Osprey Quay and LCA2 The Grove and The Verne, both of which are assessed in full.</p> <p>There are no landscape effects on other areas of the Portland Peninsula LCA including LCA3 Easton and Weston, LCA4 Southwell, LCA5 Portland Bill and The Jurassic Coast and LCA6 Quarries and Open Space.</p>
<p>The Portland Peninsula LCA is shown in LVIA Figure 9.12 but is not given any further consideration beyond this. Paragraph 9.39 lists the character areas/types that the baseline study indicates will be assessed further through the LVIA process. Neither the paragraph 9.39 list, or the subsequent analysis includes reference to the Portland Peninsula Landscape Character Area.</p>	<p>Paragraph 9.39 lists the character areas to be assessed. Figure 9.15 illustrates the landscape character areas to be assessed. It can be easily identified that all areas on the Isle of Portland that lie within the ZTV are subject to assessment.</p> <p>Mr. Peacock is correct that the Portland Peninsula LCA was not assessed. This was because there was a duplication of boundaries at a county level as well as a neighbourhood level and a finer grained assessment for the Isle of Portland was available within the neighbourhood plan that sub-divided the whole of the Isle of Portland.</p> <p>The Isle of Portland Heritage and Character Assessment March 2017 describes that <i>“Existing character assessments have been reviewed to provide some context to this more detailed assessment.”</i> And that <i>“The results of the desk study and fieldwork have been analysed and six distinct character areas have been identified.”</i></p> <p>Two of these character areas lie within the ZTV and therefore were assessed within the LVIA. These are LCA1 and LCA2. The remaining areas on the Isle of Portland lie outside the ZTV and are not impacted by the proposed development.</p>

Comment	Response
<p>This is the most important character area to be considered with regards to assessing the landscape effects of this development. The purpose of this stage of the LVIA process is to assess the effects of the development on the actual landscape as a resource in its own right. A key part of this process is in assessing the proposed development with regards to the Key Characteristics of that landscape as identified in the relevant Landscape Character Assessments.</p> <p>The WPBC Landscape Character Assessment has identified several key characteristics that define the Portland Peninsula Landscape Character Area. These should have been considered by this LVIA. These include the following key characteristics:-</p> <p>A dramatic and distinctive wedge shaped limestone peninsula with prominent cliffs.</p> <p>An open skyline with sweeping views along the coast.</p> <p>The pale grey Portland limestone rock dominates the natural and built landscape, and results in areas of calcareous grassland.</p> <p>An exposed, windswept, rocky and raw landscape</p> <p>Quarrying and military activity has and continues to significantly impact upon the island's character.</p> <p>Little tree cover on the plateau and an historic strip field pattern, traditionally separated by dry stone walls.</p> <p>Areas of the more sheltered north eastern coast are dominated by scrub, trees and woodland.</p> <p>Networks of open spaces separate the settlements and provide an important buffer to urban and industrial development.</p> <p>Restored quarried landscapes of high amenity, biodiversity and recreational value.</p>	<p>This application was submitted in September 2020. At no point during the two-year consultation process since then, including as part of two Regulation 25 requests was a landscape assessment of the Portland Peninsula Landscape Character Area requested by any party, including the Dorset Council LO, the independent TetraTech landscape specialist and the Dorset AONB LO.</p> <p>The areas of Portland that may have any landscape effects are assessed within the finer grain character areas LCA1 Fortuneswell, Chesil Beach and Osprey Quay and LCA2 The Grove and The Verne.</p> <p>There are no landscape effects on LCA3 Easton and Weston, LCA4 Southwell, LCA5 Portland Bill and The Jurassic Coast and LCA6 Quarries and Open Space.</p> <p>We do not disagree with the defining characteristics of the Portland Peninsula landscape character area but, for completeness, note that Mr. Peacock has missed some detrimental key features: <i>“Urban fringe land uses, including equine development have resulted in the erosion of the historic field pattern. Traditional stone wall field boundaries are often in poor condition or have been removed and replaced with wire or temporary plastic fencing.”</i></p> <p>Had we been asked to assess the Portland Peninsula Landscape Character Area it is our view that there would have been no significant adverse effects on the key characteristics, consistent with the position reached for LCA1 and LCA2.</p>

Comment	Response
<p>A number of distinctive landmark features such as Portland Bill and the lighthouse, and The Verne. Detrimental features that impact on landscape character are also listed in the LCA and include the following:-</p> <p>The open skylines are dominated by manmade structures and features. Impacts of active quarrying works through visual intrusion, noise and movement of large scale plant.</p> <p>Often a neglected and disjointed feel, resulting from a complex and diverse range of land uses both historic and current.</p> <p>I believe that if the LVIA had assessed the Landscape effects on this particular landscape receptor, that adverse effects at a significant level would have been identified. This is in conflict with the current concluding statement on landscape effects which appears in paragraph 9.149 of the LVIA. Paragraph 9.149 summarises the landscape effects predicted by the LVIA and currently states that “It is important to note that no significant effects are predicted on the character of the landscape or seascape”</p>	<p>We disagree with this statement. The LVIA, reviewed and agreed by three other landscape specialists, concludes that no significant effects are predicted on the character of the landscape or the seascape.</p> <p>If Mr. Peacock believes in his statement, then he should provide evidence, by reference to the agreed methodology, to justify his position.</p>
<p>It should also be noted that the Limestone Peninsula Landscape Character Type (LCT) from the Dorset County Landscape Character Assessment could also have been considered in the full LVIA assessment. Again, this LCT has been identified in the relevant figure (Figure 9.10) of the LVIA but not been considered any further than this. I could understand an argument for not including generic and repeated LCTs if they occur at several locations throughout a County. However, in this instance the Limestone Peninsula LCT is unique in its occurrence only on the Portland Peninsula within Dorset. Further to this, other Landscape Character Types (Harbour/Wetland/Lagoon) have been given full assessment under this LVIA.</p> <p>Key characteristics of the Limestone Peninsula LCT include:-</p>	<p>The Limestone Peninsula was not assessed for the same reasons that the Portland Peninsula LCA was not assessed, being that there was a duplication of boundaries at a county level as well as a neighbourhood level and a finer grained assessment for the Isle of Portland was available within the neighbourhood plan that sub-divided the whole of the Isle of Portland.</p> <p>This application was submitted in September 2020. At no point during the two-year consultation process since then, including as part of two Regulation 25 requests was a landscape assessment of the Limestone Peninsula Landscape Character Area requested by any party, including the Dorset Council LO, the independent TetraTech landscape specialist and the Dorset AONB LO.</p>

Comment	Response
<p>A dramatic and distinctive wedge shaped limestone peninsula at the end of Chesil Beach with prominent cliffs</p> <p>A unique coastal landmark with sweeping views along the coast</p> <p>The pale grey Portland limestone rock dominates the natural and built landscape</p> <p>Exposed, windswept and rocky landscape</p> <p>Quarrying and military activity has and continues to significantly impact on the islands character</p> <p>Little tree cover and a historic pattern of small fields separated by low stonewalls</p> <p>an open skyline dominated by manmade structures and features many key nature conservation sites of importance</p> <p>Portland Bill and the lighthouse are key landscape features.</p> <p>Key land management guidance notes include:-</p> <p>maintain the sensitive skyline from inappropriate development by ensuring any new development is sited off the skyline when viewed from key locations such rights of way</p> <p>manage and control the impact of quarry spoil heaps and industrial buildings, in particular by controlling their heights, profiles and colour</p> <p>maintain the open character of the cliff tops e.g. by limiting the amount size and position of development and by considered zoning and/or identifying key cliff top character area.</p> <p>As can be seen from the above lists of Key Characteristics and detracting features/pressures on landscape character at least one, if not both, the Limestone Peninsula LCT and Portland Peninsula LCA should have been given full consideration as part of the LVIA for these development proposals.</p> <p>Both of these Landscape Character Assessments identify the distinctive shape and profile of the Portland landform as the first</p>	<p>Had we been asked to assess the Limestone Peninsula Landscape Character Type it is our view that there would have been no significant adverse effects on the key characteristics, consistent with the position reached for LCA1 and LCA2.</p> <p>We do not disagree with the defining characteristics of the Limestone Peninsula landscape character area. However, Mr. Peacock has missed a couple of key features from his list for the Limestone Peninsula LCT:</p> <p>“a disjointed, untidy and neglected feel and features many key nature conservation sites of importance”</p> <p>There are also some key land management guidance notes missed:</p> <p>“Conserve and enhance the rugged and rocky character of Portland by limiting the desire to ‘tidy up’ the landscape</p> <p>Conserve and enhance local stonewalls particularly around ancient field boundaries</p> <p>Promote the islands industrial heritage</p> <p>Conserve and enhance the biodiversity and landscape value of limestone grasslands and in quarry restoration schemes</p> <p>Tree planting is not a desired management objective in this windswept coastal landscape</p> <p>Prevention of spread of non-indigenous scrub like cotoneaster is a priority, while rotational scrub management of native species is desirable</p> <p>promote existing and future grazing initiatives as a way of controlling scrub and increasing biodiversity interest</p>

Comment	Response
<p>Landscape Characteristic defining this particular character area/type. We can therefore see the importance that should be given to any new development that has the ability to impact on that key characteristic.</p>	<p>Encourage and promote a strategic approach to landscape restoration e.g. to link up future open spaces and/or habitats.</p> <p>Many of these key land management notes are being undertaken as part of the proposed development and should be noted as enhancements for example, promoting the islands industrial heritage, clearance of encroaching scrub around the scheduled monument including the provision of an interpretation board and enhanced public access by providing a permissive pathway between two existing PROW.</p>
<p>The buildings of this very large scale have the potential to compete with and become new additions alongside the existing distinctive shape and silhouette of the isle of Portland. Thereby eroding the most important key characteristic, the distinctive shape of the landform, that is referred to in the immediate Landscape character types as well as a reference in influencing other nearby landscape character areas.</p>	<p>Mr. Peacock repeats his earlier point that he believes the most important key characteristic is the distinctive shape of the landform.</p> <p>As stated in our response above there is no hierarchy to landscape key characteristics and Mr. Peacock is incorrect to assert that the proposed development will compete with the existing landform “thereby eroding the most important key characteristic, the distinctive share of the landform”. This cannot be any more important than the other key characteristics for the landscape character area which we note include “open skylines dominated by manmade structures and features” and “often a neglected and disjointed feel, resulting from a complex and diverse range of land uses both historic and current”. All key characteristics for the landscape character area should be given equal weight.</p>
<p>The Portland Neighbourhood Plan Character areas have been assessed as part of the Landscape effects LVIA analysis. However, these are not intended to supersede or be used in place of the district level Landscape Character Assessment. The district level LCA was</p>	<p>A finer grained assessment for the Isle of Portland was available within the neighbourhood plan that sub-divided the whole of the Isle of Portland.</p>

Comment	Response
<p>carried out in full compliance with the 'Landscape Character Assessment Guidance for England and Scotland'.</p>	<p>The Portland Neighbourhood Plan Landscape Character areas have been assessed within the LVIA and concluded that the landscape effects were slight and not significant.</p>
<p>The Landscape Effects section of the LVIA does not consider the potential impacts arising from an emissions plume. The occasional, visible presence of the emissions plume would add further to the landscape impacts both on the immediate and surrounding landscape receptors.</p>	<p>Mr. Peacock repeats an earlier point here.</p> <p>In relation to landscape effects, Mr. Peacock is correct that the character assessment tables do not provide a narrative on the occurrence of the plume.</p> <p>There is extremely limited presence of a plume within an industrial port environment where there are currently ships with visible plumes that accrued 1,175 berthed days in 2022.</p> <p>Appendix J of the LVIA sets out the plume visibility modelling results and this information on the plume was taken into account within the original assessment of the effects on the key characteristics but given the existing port activity the conclusions reached in relation to landscape did not change and so no update was required.</p> <p>We note that the proposed development will provide the ability for the port to offer shore power to visiting ships, which otherwise will not be possible. In addition to improving the general air quality in the area this will also reduce the impact of visible plumes from berthed vessels and therefore should improve the landscape and visual impact of the port area in relation to visible plumes.</p>
<p>The Guidelines for Landscape and Visual Impact Assessment Third edition (GLVIA3) highlights the requirement that the operational characteristics of a proposed development are assessed during the</p>	<p>Please see our previous response.</p>

Comment	Response
<p>L VIA process. GLVIA3 quotes 'visible plumes from chimneys' as an operational aspect that would need consideration. Appendix J of the L VIA does provide further details of the plume. However, the implications of these are not covered in the narrative covering the descriptions of the landscape effects on the different Landscape receptors. The presence of the plume does have the potential to impact on the key characteristics and perceptions of character of the different landscape receptors and this needs to be assessed during this stage of the L VIA process.</p> <p>The seasonal variation in the potential for additional impacts from the emissions plume should also be given consideration in the relevant sections of both the landscape effects and visual effects tables within the L VIA.</p>	
<p>Section 8: L VIA: Visual effects</p> <p>I have some reservations regarding the application of the selected viewpoints in assessing visual impacts. Rather than assessing viewpoints individually, these are mostly combined to relate to a more general group of visual receptors. As a result of this approach, when reading the accompanying analysis to some viewpoints the descriptions are also intended to account for a range of views, which may be very different from the one illustrated.</p>	<p>Mr. Peacock confirms in his response that the methodology applied to the assessment of these impacts is in accordance with the Guidelines for Landscape and Visual Impacts Assessment (3rd Edition) and is appropriate. The methodology was agreed with the Dorset LO and Dorset AONB LO.</p> <p>It is therefore disappointing that Mr. Peacock does not appear to fully understand either the agreed L VIA methodology or the GLVIA3. We would refer him to Appendix J of the Technical Appendices which clearly sets out the agreed methodology.</p> <p>The visual assessment judges the potential effects of the proposals on the visual receptors that have been identified. Appendix J paragraph 2.54 states that “<i>A visual receptor is a particular person or group of people who would be experiencing the view.</i>” The viewpoints are only intended to be representative views chosen for example at certain</p>

Comment	Response
	<p>points to represent the views of certain users of a public right of way or road.</p> <p>The GLVIA3 paragraph 6.13 states that <i>“The baseline studies must therefore identify the people within the area who will be affected by the changes in views and visual amenity – usually referred to as ‘visual receptors’. They may include people living in the area, people who work there, people passing through on road, rail or other forms of transport, people visiting promoted landscapes or attractions, and people engaged in recreations of different types.”</i></p> <p>Paragraph 6.18 of the GLVIA3 states that <i>“the viewpoints to be used in an assessment of visual effects should be selected initially through discussions with the competent authority and other interested parties at the scoping stage.”</i></p> <p>Appendix J paragraph 2.26 and the GLVIA3 paragraph 6.19 set out the categories of viewpoints. These fall into 3 groups, representative views, specific views and illustrative views.</p> <p>Each table within the visual assessment relates to a visual receptor and the experience of these people are assessed. They may be people passing through on a road or walking along a footpath or people visiting a promoted attraction/area. It is not the specific viewpoints that are assessed as the viewpoints are intended to be representative. There are no specific viewpoints identified. A specific viewpoint is described in the LVIA methodology and the GLVIA as a particular view from a key or prompted viewpoint.</p>

Comment	Response
<p><u>Viewpoint 8 (figures 9.24 & 9.32, Data sheet 9.136)</u></p> <p>Viewpoint 8 is the representative viewpoint on the causeway between Weymouth and Portland just to the north of Ferrybridge. There are continuous views across the harbour towards the development site from the SWCP, from Small Mouth Bay to the north until the viewer gets towards Portland Marina and Osprey Quay development as the SWCP reaches the main Isle of Portland to the south.</p> <p>The sensitivity of this visual receptor is judged to be of low sensitivity by the LVIA. I disagree with the narrative and judgements made by the LVIA in reaching this judgement. There are a number of recreational walkers travelling along the SWCP with open views across the harbour who should also be regarded as visual receptors from this viewpoint. This viewpoint is also representative of the continual views along this section of SWCP, the many informal harbourside paths along here and people visiting the length of beach and shoreline to the south of Ferrybridge. Figures 9.24 and 9.32 are set some way back from the waters edge, when a significant number of the more sensitive receptors walk along the water's edge at various points along this causeway.</p>	<p>All viewpoints were discussed and agreed with the Dorset Council LO and the Dorset AONB LO at the start of the project, to ensure compliance with the agreed methodology.</p> <p>We believe that Mr. Peacock has made a reference error and is referring to figure 9.25 rather than figure 9.24.</p> <p>Data sheet 9.136 does not assess an individual view but assesses the visual receptors that would be using the A354 within the extent of the study area. This was agreed with Dorset Council LO and the AONB LO in pre-application discussions and correspondence and is consistent with the agreed methodology and the requirements of GLVIA3.</p> <p>A representative viewpoint is identified as Viewpoint 8. This was selected as it was likely the 'worst case' viewpoint for the visual receptors of people travelling along the A354. We also proposed a second representative viewpoint from Foorads Corner roundabout but following discussions the Dorset LO and the Dorset AONB LO suggested this view be removed due to barely any visibility.</p> <p>Mr. Peacock confirms he accepts the methodology applied. Applying the agreed methodology, the sensitivity of the users of this road is characterised as "Low" when assessing the value and susceptibility of the road users as set out in Figure 9.4 and table 9.136.</p> <p>Using table 9.4 regarding "Value", the conclusion must be that receptors using the A354 are experiencing "views from <i>undesigned landscapes or townscapes</i>" which would be classified as "Low". On "Susceptibility", the required level must be "users of urban roads, railways and footways whose attention is unlikely to be on the landscape/townscape", again classified as "Low".</p>

Comment	Response
	<p>Even if Mr. Peacock disagrees with this assessment, he does not state any disagreement with the assessment of the magnitude of visual effects which is characterised as “<i>negligible adverse</i>”.</p> <p>The ERF is only likely to be visible from a limited number of locations on the A354 as illustrated by the ZTV. This visibility will be 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.</p> <p>Along the entire length of the A354 within the study area which totals approximately 16.42km there will be 2.15km of potential visibility as it crosses the causeway to Portland. This equates to potential visibility for approximately one minute and 22 seconds when travelling by car at the national speed limit of 60mph along the causeway dropping to 50mph at Hamm Roundabout on Portland. An average cyclist travelling at 13.5mph would cover the distance in approximately 6 minutes. When travelling from Portland to Weymouth there will be no visibility of the proposed ERF, as the building will be behind the viewer.</p> <p>Applying the agreed methodology as illustrated in Figure 9.6, Mr. Peacock would therefore need to disagree with both the sensitivity of the visual receptor and the magnitude of change to such an extent that he would need to reclassify the sensitivity as medium or high (from the current level of Low) and he would have to disagree with the magnitude of change to achieve an overall degree of effect that was moderate and therefore significant. This clearly is not a defensible approach given the criteria required to be met under Figure 9.4 to classify the sensitivity of a visual receptor as “<i>medium</i>”.</p>

Comment	Response
<p>Viewpoint 8 is close to the designated Heritage Coast area and the continued views from this section of waterfront south of Ferrybridge are within the designated Heritage Coast area.</p>	<p>Viewpoint 8 is not within the Heritage Coast.</p>
<p>I would have expected viewpoint 8 to have, at least, a similar level of visual effects to those experienced from viewpoint 9 at Sandsfoot Castle. The Sandsfoot castle viewpoint 9 is considered by the LVIA to experience moderate and significant visual effects when considering the final site on completion. These judgements seem more appropriate here.</p>	<p>As previously stated, the agreed methodology (see Appendix J) considers the potential effects of the proposals on the visual receptors that have been identified. It does not assess a particular viewpoint. Viewpoint 8 is representative of the users travelling along the A354 and as described above is considered appropriate as it represents the likely “<i>worst case</i>” viewpoint.</p> <p>The visual effects from people visiting Sandsfoot Castle, Park and Garden are assessed in data sheet 9.139 with the representative viewpoint being viewpoint 9.</p> <p>The view itself is not assessed but the experience of people visiting this scheduled monument and listed building. Given that Sandsfoot Castle is of historical importance and a potential tourist destination the judgements and effects are different to that of a regular road user.</p>
<p>The LVIA has attempted to group all the sensitive recreational walkers along the SWCP as being addressed by a separate table (data sheet 9.129). However, this table also fails to fully consider the continuous visual impacts on these sections of the SWCP that run closer to the development site.</p>	<p>The assessment of the users of the SWCP was agreed with the Dorset Council LO and the AONB LO in pre-application meetings and emails.</p> <p>Mr. Peacock suggests that the table fails to fully consider the “<i>continuous visual impacts on these sections of the SWCP that run closer to the development site</i>”. We assume that Mr. Peacock again is referring to the small section of the SWCP (also part of the Rodwell Trail) between Sandsfoot Castle and the Isle of Portland that has potential views of the proposed development. The table describes the</p>

Comment	Response
	<p>visual effects from close views along the Portland causeway and describes the geographical extent of the visual effects including the causeway, the sailing academy and Osprey Quay. There are no visual effects from the SWCP once walkers get onto the Isle of Portland apart from those described in the LVIA and there will be barely any visual effects from the SWCP to the west of the study area from Chickerell to Small Mouth and there will be no visual effects as a walker goes from Portland towards Weymouth as the ERF will be behind them. The LVIA also notes that 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 the Portland cliffs as a backdrop.</p> <p>As described above there are number of reasons why the significance of visual effects cannot be considered significant in EIA terms.</p>
<p><u>Visual effects on receptors along the South West Coast Path (SWCP). Data Sheet 9.129</u></p> <p>The visual effects on recreational users along the South West Coast Path (SWCP) long distance walking route have not been given sufficient consideration by the LVIA. LVIA Data Sheet 9.129 is described as assessing the visual impacts from the SWCP which it has acknowledges as a highly sensitive visual receptor. However, the only viewpoints considered as representative in this part of the assessment are the more distant viewpoints 6, 7 and 14.</p> <p>Data sheet 9.129 gives only minimal consideration to the fact that the SWCP continues southwards around Portland Harbour and has much closer views toward the site that are continuous views along substantial sections of the SWCP. In addition, for most of these closer views the impacts are at their greatest due to the northwestern directions from which the views are available meaning that the new</p>	<p>Again, consistent with the agreed methodology, it is not the viewpoints that are assessed but the people using the SWCP. It is their experience when walking the coast path that is assessed. Viewpoints 6, 7 and 14 are representative views but are not individually assessed.</p> <p>The assessment table in 9.129 describes the visual effects from close views along the Portland causeway and describes the geographical extent of the visual effects including the causeway, the sailing academy and Osprey Quay. It states that <i>“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.”</i></p> <p>It should also be noted however that the views from the causeway are extensive being over 180-degrees that also extend across Chesil</p>

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<p>building appears alongside the backdrop of the Isle of Portland landform. Therefore, these views are such that the entire upper outline of the proposed development is seen against a backdrop of open sky, the effect of the separation of the proposed buildings from the bottom of Portland landform is very apparent.</p>	<p>beach to the south west and are not focused entirely on the port to the south east. The proposals will only form a small element within a wide field of view as the narrowest part of the building will be seen. It will be viewed in the context of Osprey Quay and Portland Port including its cruise ships. The building is smaller in scale than the cruise ships which visit the port as illustrated in figure 1.1 page 7, figure 2.16 page 41 and figure 2.18 page 43 of the DAS Addendum August 2021. It should also be noted that when walking from Portland to Weymouth there will be no views of the proposed ERF from along the causeway as it will be behind the walkers, something that the LO fails to acknowledge.</p> <p>The conclusions are that the visual effects will be small/negligible, and that the degree of effect will be slight and not significant.</p>
<p>For many of these closer visual receptors along the SWCP I believe that the relevant LVIA conclusions that the significance of visual effect is 'slight' and 'not significant' is an understatement of their significance.</p>	<p>We do not agree. If the agreed LVIA methodology is followed, then the visual effects will be slight and not significant.</p>
<p>A section of the SWCP route, between Sandfoot Castle and Small Mouth Bay, also forms part of the Rodwell Trail recreational walking and cycling route. There is an existing interpretation board along this route which explains the historic value of the route. As further evidence of the importance of views along this section, another existing Interpretation board depicts a large image of this view across the harbour towards the Isle of Portland from this route. The clearly distinguishable, existing landmarks along the northern edges of Portland are identified and described on this board.</p>	<p>The assessment of the visual receptors using the Rodwell Trail were not requested by Dorset Council's LO, the AONB LO or Tetra Tech's landscape consultant during any of the 2-year consultation process including regulation 25 requests.</p> <p>The northern half of the Rodwell Trail has no visibility at all and lies outside of the ZTV. The southern half of the Rodwell Trail follows the same route as the SWCP and has therefore been assessed as part of the SWCP within data sheet 9.129.</p>
<p>From the numerous viewpoints along the northern edge of Portland Harbour, the viewer is clearly able to see the entire Portland landform. This gives an awareness of the Isle's distinctive overall shape and</p>	<p>It is not the viewpoints themselves that are being assessed but the visual receptors (people) experiencing the views. These were agreed</p>

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<p>profile which is referred to in the various character assessments. This view of the Isle in its entirety applies to Viewpoints 9 and 8 and the continuous views that are available between these points. In clear conditions the viewer is able to see the whole profile of the Isle of Portland within their central field of vision.</p> <p><u>Visual effects on receptors along the Dorset and East Devon Coast UNESCO World Heritage Site. Data Sheet 9.143</u></p> <p>The World Heritage Site (WHS) continues for around 2km along the northern shoreline of the Portland Harbour and visual receptors along these stretches of coastline, which includes popular beaches, will be subject to some of the most conspicuous views of the development. These views will also be where the development is seen against open sky as the angle from which the development is viewed means that it will appear at the base of the Portland landform.</p> <p>Visual receptors within the WHS include those from the causeway and top of Chesil Beach shingle bank.</p> <p>The representative viewpoints 1, 5, 7 and 14 do not give the impression that the viewer gets from these closer views from the northwestern direction where the visual effects of this development would be at their greatest.</p> <p>I do not agree with the LVIA findings in this respect that visual impacts on views from the WHS will be of negligible adverse magnitude and that the overall degree of visual effect will be slight and not significant.</p>	<p>with Dorset Council LO and the AONB LO in pre-application discussions and correspondence.</p> <p>Again, consistent with the agreed methodology, it is not the viewpoints that are being assessed but the people within the WHS. It is their experience that is assessed. Viewpoints 1, 5, 7 and 14 are representative views but are not individually assessed.</p> <p>The assessment table in 9.143 describes the visual effects. Using the agreed methodology even when viewed 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. 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. It will cause a minor alteration to the composition of the view and therefore a slight and not significant visual effect.</p> <p>It is also important to note that in the Jurassic Coast Trust consultation response they stated that “Standing advice to us, from Historic England, is that the experiential setting of the Jurassic Coast is not a feature in and of itself. Instead, it relates to experiences that enable an understanding of or appreciation for the geological elements of the WHS that underpin its attributes and Outstanding Universal Value (OUV). In this way, potential negative impacts on the setting of</p>

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	<p><i>the WHS are not equivalent to impacts on wider landscape character and quality and are in fact far more constrained.”</i></p> <p>We would further note the response from the Jurassic Coast Trust that stated <i>“the context of the ERF as it will sit in the landscape, and how it will be largely viewed from the WHS, is within an already industrialised port area, backed by the much larger silhouette of Portland itself”</i> and that <i>“I therefore do not consider that the building itself represents significant damage to the setting of the WHS”</i>.</p> <p>If Mr. Peacock disagrees with the LVIA conclusions, and all specialist landscape responses received to date, then he needs to make clear and evidence (by reference to the methodology agreed with Dorset Council and Dorset AONB LO) the basis for this position.</p>
<p><u>Visual effects from the West Dorset Heritage Coastline. Data Sheet 9.142</u></p> <p>The designated West Dorset Heritage Coastline also has some conspicuous views towards the proposed development. These are relatively close views from the western shoreline of Portland Harbour where the angle of viewing is again from the northwest. The direction of these viewpoints means that the building and stack will appear on the skyline alongside the Portland landform. There are other port developments and built structures visible in the foreground however, the scale of the proposed development is such that it will tower above these.</p> <p>The representative viewpoints 7, 11, 12 and 14 do not give the impression that the viewer gets from these closer views from the north-western direction where the visual effects of this development would be</p>	<p>The closer views within the Dorset Heritage Coastline are assessed in data sheet table 9.142. 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. 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 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.</p>

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<p>at their greatest. Viewpoints 7, 11, 12 and 14 are all taken for a much greater distance away and from the north and northeast of the development where the Portland landform does provide a backdrop to the proposed development.</p>	<p>The viewpoint locations were all agreed with the Dorset Council LO and the Dorset AONB LO.</p> <p>Again, it is not the viewpoints that are being assessed but the people within the West Dorset Heritage Coastline. It is their experience that is assessed. Viewpoints 7, 11, 12 and 14 are representative views but are not individually assessed. The descriptive text within the assessment table provides the assessment of peoples' experience.</p> <p>If Mr. Peacock disagrees with the LVIA conclusions, and all specialist landscape responses received to date, then he needs to make clear and evidence (by reference to the methodology agreed with Dorset Council and Dorset AONB LO) the basis for this position.</p>
<p><u>Assessment of the Visual Impacts caused by the plume</u></p> <p>Selected LVIA Photomontages were updated and resubmitted in an August 2021 Addendum to show the presence of an emissions plume arising from the stack. Figures 9.38 to 9.41 were revised. The narrative accompanying the LVIA scoring process within the data tables remained unchanged from the original 2020 submission. The narrative does mention the occasional possibility of a visible plume, but I believe it understates the additional visual impacts that will be created when the plume is visible.</p> <p>The plume, even when at its lesser scale, will be a conspicuous new element that will in turn draw further attention towards the new stack and industrial building.</p>	<p>Figures 9.38 to 9.41 were produced as additional visual information following a Regulation 25 request. The narrative accompanying the LVIA scoring process within the data tables remained unchanged from the original 2020 submission as the plume had been assessed within the assessment data sheets in the original submission.</p> <p>It is important to note that the visualisations of the plume produced for the LVIA are illustrating the 'worst case' plume at 187.89m which is the maximum length of visible plume, during daylight hours on a non-cloudy day with the wind direction coming from the south west, the predominant wind direction.</p> <p>This maximum length of visible plume would only have been visible once within the last 5 years for a period of 1 hour in February 2016.</p>

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<p>Considering two examples of the plume from viewpoints 8 and 9 as illustrated by photomontages in the revised figures 9.38 and 9.39 respectively.</p> <p>The two LVIA data sheets that analyse these views (data sheets 9.136 and 9.139) both quote that “the plume is likely to produce only a very minor alteration to the view for a limited number of hours”. Whilst the duration of hours for which the plume is visible may be limited, I disagree that the plume when visible will only create a minor alteration.</p> <p>The seasonal variation in the potential for additional impacts from the emissions plume should also be given consideration in the relevant sections of both the landscape effects and visual effects tables within the LVIA.</p>	<p>Mr. Peacock does not mention the August 2021 DAS Addendum Section 2 that gives a detailed explanation of the plume occurrence and visibility and Section 3 the plume comparison with the objectors’ photomontages.</p> <p>The DAS explains that based on the historic regional data for the last 5 years, on average, the plume would have been visible against a clear sky / partial cloud for 24.2 hours each year which represents 0.55% of all daylight hours.</p> <p>Dorset Council confirmed that it did not have sufficient in-house expertise to assess this area and engaged TetraTech as independent landscape consultants.</p> <p>The independent landscape consultant commented in December 2021 that <i>“The ES Addendum explains that the vapour plume would be visible for 24.2 hours per year and that the length of the vapour plume would not be consistent for the entire duration”</i>. Paragraph 8.12 of the ES Addendum then goes on to state <i>“that the plume is likely to produce only a minor alteration to the view for a very limited number of hours”</i> and that <i>“the visual effects for each of the receptors... remain as originally assessed.”</i> She provides confirmation that: <i>“Based on the additional visualisations provided, I would agree with the above statement.”</i></p> <p>The independent landscape consultant further commented: <i>“Whilst the vapour plume would extend beyond the approximate extent of the proposals for viewpoints 8 and 9, the proportion of the angle of view</i></p>

Comment	Response
<p>Summary of significant residual effects</p> <p>In paragraph 9.149 the LVIA concludes there will be significant visual impacts arising from this development. The LVIA concludes that significant visual effects will occur 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, Sandfoot Castle and Nothe Fort. The highest degree of effect predicted is moderate.</p> <p>I agree with the identification that all the above areas will be subject to significant visual impacts. I believe that this should also have been extended to include the continuous viewpoints from north and western</p>	<p><i>which the vapour plume would be visible would be small and would be viewed over a very short time period per year.</i></p> <p>She continued: <i>“Photomontages have been produced for 4 viewpoints that show the vapour plume during the worst-case scenario, which addresses previous concerns. The photomontages have demonstrated that the plume would not result in a significant adverse visual effect.”</i></p> <p>Finally, having considered the impact of the plume and any change required to the visual effects for each of the receptors under the LVIA she concluded that <i>“There are no serious landscape objections to this application.”</i></p> <p>In a subsequent meeting with Mr. Peacock, he has acknowledged that he was not aware of TetraTech’s involvement or report prior to submitting his position.</p>
<p>The fact that there will be certain significant visual impacts arising from the development is undisputed; however, it is also important to note that as set out within the agreed LVIA methodology there are degrees of significant ranging from moderate to slight up to very substantial.</p> <p>The LVIA conclusions only predict the highest degree of visual effects to be moderate or moderate to slight.</p> <p>It is also important to recognise that there are no significant visual effects from any land with landscape statutory designations including</p>	<p>The fact that there will be certain significant visual impacts arising from the development is undisputed; however, it is also important to note that as set out within the agreed LVIA methodology there are degrees of significant ranging from moderate to slight up to very substantial.</p> <p>The LVIA conclusions only predict the highest degree of visual effects to be moderate or moderate to slight.</p> <p>It is also important to recognise that there are no significant visual effects from any land with landscape statutory designations including</p>

Comment	Response
<p>edges of Portland Harbour, including from viewpoint 8. These significant visual effects would be experienced by recreational walkers, cyclists etc. using the SWCP, parts of the Rodwell Trail, and from within the Dorset and East Devon Coast UNESCO World Heritage Site, West Dorset Heritage Coastline.</p>	<p>the Dorset AONB, West Dorset Heritage Coastline and the Dorset and East Devon Coast UNESCO WHS.</p> <p>In accordance with the agreed methodology, it is not a single viewpoint that should be assessed but the people (visual receptors) using the footpaths, roads or visiting areas. Mr. Peacock consistently fails to understand this in his response.</p> <p>While Mr. Peacock disagrees with the conclusions, he does not actually make an assessment of each visual receptor using the agreed methodology, to clearly show why he comes to a different conclusion.</p> <p>If Mr. Peacock does not provide this analysis, then the Planning Officer should take this into account in considering his submission as, unlike the LVIA position that others have agreed with, it would not represent a robust and evidenced position in line with the LI Guidance. It would simply represent Mr. Peacock's unsubstantiated opinion.</p>

Comment	Response
<p>Section 9: Building Design and finish</p> <p>The largest eastern elevation faces of the group of new buildings will be seen in views from the sea and distant land-based views from the east and northeast. From these views the entire 201m building length will be apparent. The architects have designed a building whose eastern elevations, in particular, take their inspiration from the shapes and geology of the Portland landmass that will be their backdrop. The rooflines of the buildings, their relative positions and overlap and detailing have been designed to help the building sit as sympathetically as possible within the sensitive location.</p> <p>The main concepts are an imaginative solution to help address some of the issues faced by the siting of such a large industrial building in this very exposed location. I have concerns over the printed PVC mesh finish and discuss these in more detail below.</p> <p>The areas of building designed as 'broken' light grey with darker bands seem to be an appropriate concept for this site. This also responds well to the landscape character descriptions of pale grey Portland limestone dominating the existing natural and built landscape.</p> <p>The concept of printed Portland vegetation images on a PVC mesh causes several concerns. As well as the concerns over how robust this finish will be, it is very prone to appearing out of tune with the colours and textures of the surrounding native vegetated cliff faces throughout the changing seasons and light conditions. The images that that have been depicted appear out of scale, the individual bushes and other cliffside scrub type vegetation are at a much larger scale than the real vegetation would be. In certain views, the abrupt and straight outer edges (forming the tops and sides of the printed vegetation images) will appear alien and at odds with the printed image of varied, textured natural vegetation. A fully vegetated cliff face such as this would naturally form a varied and uneven outer edge as its profile.</p>	<p>Early discussions were held with the Dorset Council LO and the Dorset AONB LO in February 2020 to discuss the general architectural approach. Further information was provided in July 2020 and pre-application advice was received from both officers in August 2020. A number of architectural options were tabled, and the PVC mesh finish emerged as one of the preferred options.</p> <p>Following submission there were a number of queries regarding the printed mesh and a DAS addendum was produced in August 2021 to provide further details.</p> <p>The council then employed TetraTech's landscape consultant to provide independent advice on the mesh. They concluded that:</p> <p><i>“The addendum also provides more detail regarding the mesh, which helps to address previous concerns.”</i> And concluded that:-</p> <p><i>“There are no serious landscape objections to this application.”</i></p> <p>The printed image on the PVC mesh is something that we would expect to be conditioned and that Dorset Council and Dorset AONB would have further input to decide the final image.</p>

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<p>In some of the elevation drawings it can be seen that the vegetated image will also be added to the western building elevations. This means that it would be seen in views out to sea from the Isle and from the west of the building. In these instances, the printed vegetation finish does not make sense.</p> <p>The additional level of fixings and the outer material give an increased requirement for maintenance, which if not undertaken very regularly would soon lead to a rapid deterioration in the quality of the buildings finish.</p> <p>To my mind the concept of using a photographic image in this application is simply too literal. The image that is used can only ever be a snapshot in time. This makes it at far greater risk of appearing artificial and highlighting any scale or tonal differences that constantly occur in the highly changeable natural world.</p> <p>The Addendum D&A Statement of August 2021, suggests other possible finishes to try and achieve the same intended results. I feel that some of these more recent ideas could be developed further and be more successful to this end.</p>	
<p>The greatest land based adverse landscape and visual impacts arising from these proposals are from the closest public views from the north and northwest. In particular from viewpoints 9, 8 and between and south of these viewpoints. From here the issue is with the scale of the building and its relative position with regards to the Portland landform. It begins to appear separated from the Portland landform and forms its own new skyline. The issue here is of the silhouette of the building</p>	<p>Figure 1.1 'Unwrapped' Isle of Portland elevation showing the built context of the proposals within the DAS Addendum August 2021 clearly shows that the scale of the proposed building is in keeping with Portland Port buildings and shipping as well as the former naval block 'Prince Andrew House' and Ocean Views Apartments.</p> <p>The materials of the building change from a 'green wall' on the eastern façade to a grey, profiled metal cladding on the northern façade to</p>

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<p>which is determined by the buildings mass and scale and is less able to be influenced by details of the buildings finish.</p> <p>With regards to the closer views from the northern and western shores of Portland Harbour, I agree that the building has probably been orientated as well as it can be in order to present its narrowest elevations towards these vantage points. However, its sheer size and height means that this is still a conspicuous and substantial new element from these viewpoints.</p> <p>In summary measures have been taken to reduce the landscape and visual impacts of this building, and these have been able to lessen some of the potential impacts. However, the very large scale of this building and its highly exposed location will still result in significant impacts from many of the viewpoints, particularly around the north and western edges of Portland Harbour.</p>	<p>ensure that the building is read as part of the collection of Portland Port buildings when viewed from the north west.</p> <p>The experience of visual receptors changes as they move through the landscape and within some views the former naval block 'Prince Andrew House' and Ocean Views Apartments, the sailing academy and Portland Marina buildings become a silhouette on the skyline of the Isle of Portland.</p> <p>In the virtual meeting with Mr. Peacock following his objection we highlighted this to him, showing him the proposed building modelled into google earth and explaining how the experience of walkers changes as you traverse through the landscape. We illustrated how as you move across the causeway the former naval block 'Prince Andrew House' and Ocean Views Apartments, the sailing academy and Portland Marina buildings become a silhouette on the skyline of the Isle of Portland and that they do in fact screen the proposed ERF from view.</p>
<p>Section 10: Previous Development and Planning Permissions granted at this site</p>	
<p>This is a brownfield site and with the precedent of previous development here. It forms part of the Portland Northern Arc, a key employment area. Employment related buildings of a smaller scale than these proposals are likely to be considered acceptable here.</p> <p>Smaller buildings, of less than 20m in height would be more effectively screened, and their impacts lessened, by the foreground activity of boats and existing structures, caissons and general busy activity of the port. However, the proposed ERF building is at such a scale that it will tower above these same foreground features.</p>	<p>It is agreed that this is a brownfield site with the precedent of previous development. It forms part of the Portland Northern Arc which is intended to 'cement' the location as a vital employment zone for the benefit of local people and the economic wellbeing of the Island. It is also identified as a key employment site under policy ECON2 of the West Dorset District Council and Weymouth & Portland Borough Council joint adopted Local Plan 2011-2031.</p> <p>The site also has an extant planning permission for the development of an energy plant fuelled by vegetable oil and waste crumb from end-of-</p>

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	<p>life tyres, which could be implemented in the absence of the proposed development.</p> <p>In a subsequent meeting with Mr. Peacock, we queried why he had chosen 20m in height as being acceptable and he confirmed this was an arbitrary figure. We pointed out that the approved Ocean Views development was over 31.4m high and was set at a higher elevation than our development and we note the recent proposal (supported by Dorset Council) for a 37m high silo in a more prominent position than the proposed development.</p> <p>Mr. Peacock accepts that large ships are a prominent man-made feature of the port and that they will be physically closer to the visual receptors from some of the sensitive views around the north and north-western edges of Portland Harbour. He sees them as a temporary feature to the port activity, however this is a busy working port with over 1,175 berthing days in 2022 and is seeking to attract more cruise liners to secure greater economic benefit for Portland and the wider Dorset area.</p>
<p>Section 11: Conclusion</p> <p>The combination of the scale of the proposed buildings and stack at this very exposed location at the base of the Portland Landform leads to significant landscape concerns with this development. There are numerous sensitive viewpoints around the edge of the harbour where the changes created by these proposals would be at their most apparent. The new buildings would create a substantial new built form sitting alongside, and detracting from, the very distinctive form of the Isle of Portland.</p>	<p>We do not believe that the LVIA understates some of the visual impacts. We note that the LVIA has been reviewed by the previous Dorset Council LO, the independent TetraTech landscape specialist and the Dorset AONB LO, none of whom raised the issues that Mr. Peacock has identified.</p> <p>It is undisputed that the LVIA concludes that significant visual effects will occur within the area of Portland Port and the breakwaters, including the Sailing Academy, Portland Marina and Portland Harbour,</p>

Comment	Response
<p>The LVIA document that supports this planning application understates some of the Landscape and Visual Impacts that will be associated with this development. Despite this the submitted LVIA still concludes that there will be significant adverse Visual effects arising from this development.</p> <p>The LVIA concludes that significant visual effects will occur 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.</p>	<p>public rights of way S3/68, S3/70, S3/72 and S3/81 immediately adjacent to the site, Sandsfoot Castle and Nothe Fort, however, it is also important to note that set out within the agreed LVIA methodology there are degrees of significance ranging from moderate to slight up to very substantial.</p> <p>The LVIA conclusions only predict the highest degree of visual effects to be moderate with some visual effects being moderate to slight. There were no substantial or very substantial visual effects predicted.</p> <p>There are no significant visual effects predicted from the Dorset AONB, West Dorset Heritage Coastline and the Dorset and East Devon Coast UNESCO WHS.</p> <p>Mr. Peacock disagrees with the conclusions, but he does not actually make an assessment of each visual receptor using the agreed methodology, to clearly show why he comes to a different conclusion.</p> <p>If Mr. Peacock does not provide this analysis, then the Planning Officer should take this into account in considering his submission as, unlike the LVIA position that others have agreed with, it would not represent a robust and evidenced position in line with the LI Guidance. It would simply represent Mr. Peacock's unsubstantiated opinion.</p>
<p>The building design, layout and orientation has been carefully considered to attempt to minimise these impacts as far as possible. There are still some details of the building finishes that are yet to be fully resolved. I do feel that the work undertaken in this respect has reduced the impacts as far as possible considering the constraints on this development at this site. However, the very large scale of the</p>	<p>The building was designed through extensive consultation with the Dorset Council LO and planning officer, the Dorset AONB LO and the Jurassic Coast Trust.</p> <p>The orientation of the building, and the massing and materials have been carefully considered to ensure that the visual impacts are</p>

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<p>buildings, combined with the highly prominent and exposed location means that there will still be significant adverse landscape and visual impacts.</p> <p>The significance of these impacts combined with the number and sensitive nature of the many viewpoints that are affected means that I do not believe that these proposals are acceptable in landscape terms.</p> <p>I therefore object to these development proposals due to their resulting significant landscape and visual impacts.</p>	<p>minimised and that the building responds to the port setting and does not conflict with the backdrop of the Portland cliffs.</p> <p>We are disappointed that we have not had the opportunity to consult with Martin Peacock.</p> <p>Over the last two years we have consulted extensively with his colleagues within planning and landscape, the Dorset AONB landscape officer, the Jurassic Coast Trust and TetraTech's planning and landscape consultants and have facilitated site visits into the secure port area. They have therefore had the opportunity to gain a full detailed knowledge of the site, the proposals and the architectural concept. Mr. Peacock has not benefited from a similar experience.</p> <p>Mr. Peacock's position directly contradicts previous consultation responses provided by the Dorset Council LO, the independent TetraTech landscape specialist, and the Dorset AONB LO. His approach, and his focus on localised impacts on the northern and western shorelines within approximately 4km of the site also contradict the October 2022 submission by his colleague, Ms. Barber who supported the proposal for a new 37m silo development in a more prominent position than the proposed development. Had Ms. Barber adopted the approach of Mr. Peacock she would have been required to object to the proposal.</p> <p>Mr. Peacock disagrees with the LVIA, and other specialists, but he does not actually make an assessment of each visual receptor using the agreed methodology, to clearly show why he comes to a different conclusion.</p>

Comment	Response
	<p>If Mr. Peacock does not provide this analysis, then the Planning Officer should take this into account in considering his submission as, unlike the LVIA position that others have agreed with, it would not represent a robust and evidenced position in line with the LI Guidance. It would simply represent Mr. Peacock's unsubstantiated opinion.</p>