

Portland Green Energy Plant

Portland

W4BRE Limited

Environmental Statement
Chapter 8
Landscape and Visual Impact

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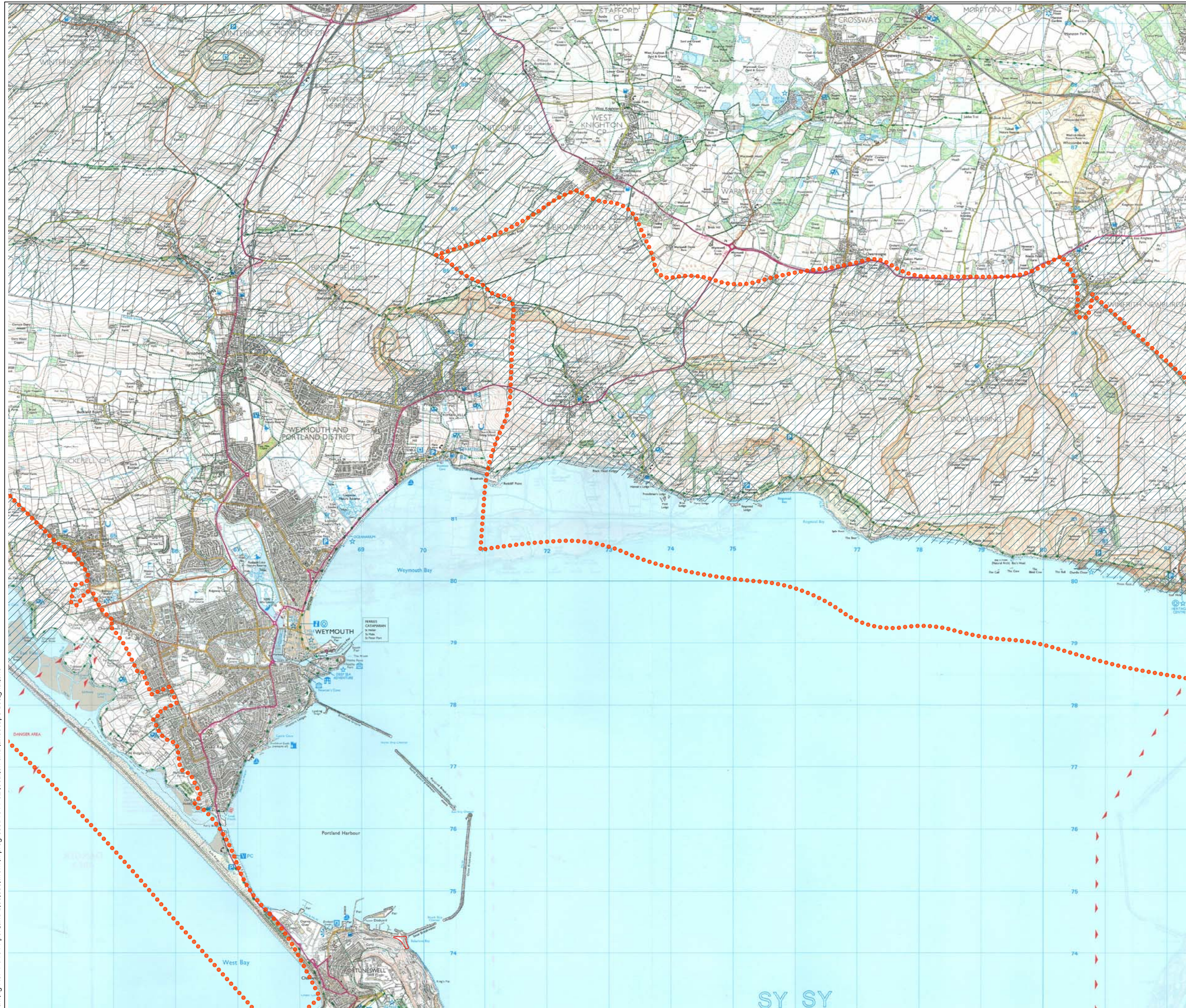
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
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Appendix 8.1:	Landscape and Visual Impact Assessment Methodology
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Appendix 8.4	Schedule of Visual Impact Assessment



KEY

 Area of Outstanding Natural Beauty

 Heritage Coast

 Site Boundary



Suites 55 and 58 Cherry Orchard East Kembrey Park Swindon SN2 8UQ
 T 01793 818100 F 01793 818101 E rps@rpsgroup.com W www.rpsgroup.com


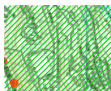
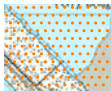
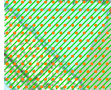


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Project:	Portland Green Energy Plant
Title:	Site Location and Landscape Designations (Wide area)
Date:	9Jun09
Scale:	NTRS
Original Paper Size:	A3
Drawn:	GP
Checked:	HD
Job Ref:	R1311

Figure 8.1 Rev:

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KEY

-  Conservation Areas (Closest to Site)
-  Areas of Local Landscape Importance
-  World Heritage Site including buffer zone
-  World Heritage Site including buffer zone and Areas of Local Landscape Importance (Shown thus when there is an overlap)
-  Heritage Coast or Portland Coastline
-  Site Boundary

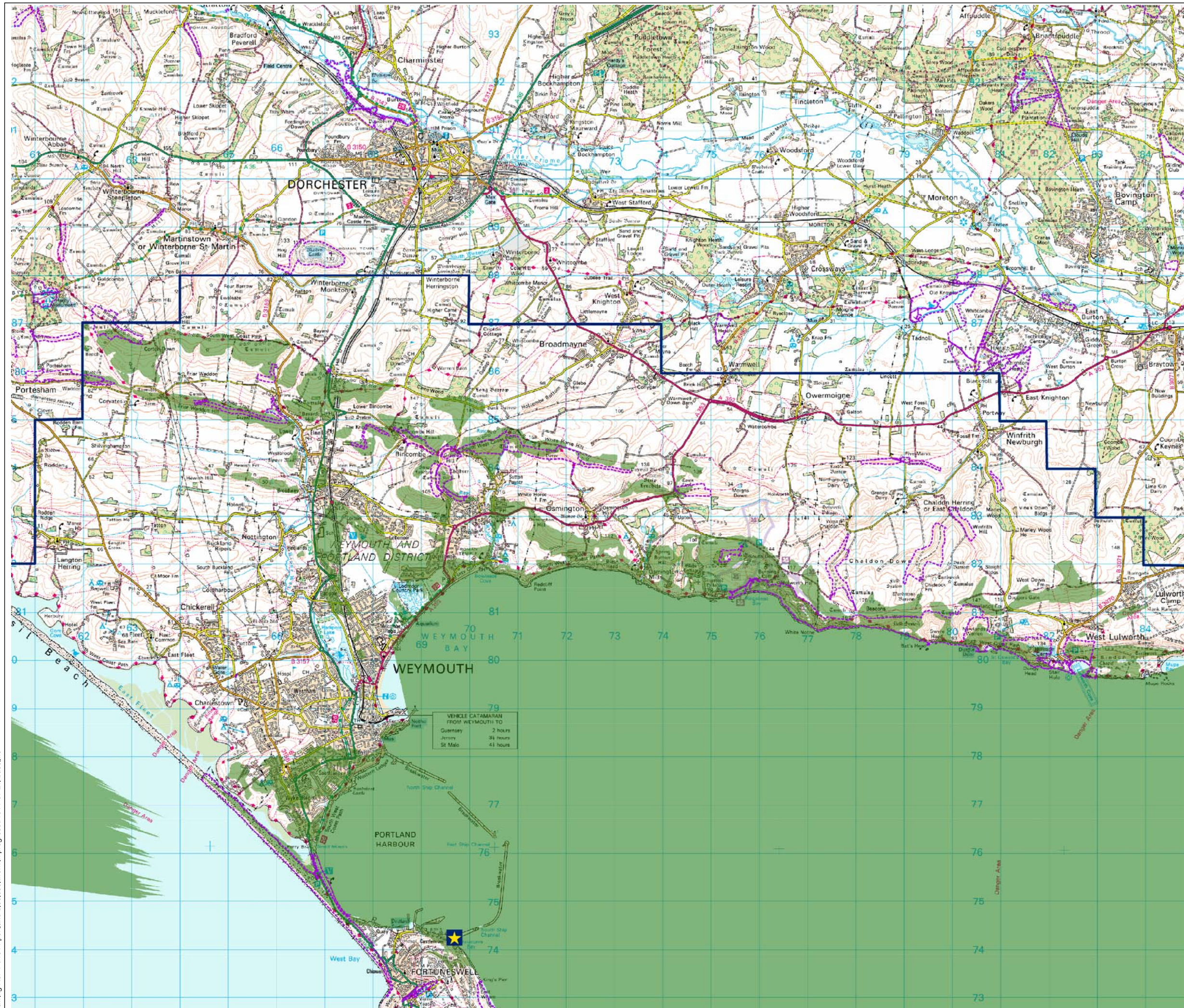
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Client:	W4BRE Ltd.
Project:	Portland Green Energy Plant
Title:	Landscape and Other Designations (Close range)
Date:	9Jun09
Scale:	NTRS
Original Paper Size:	A3
Drawn:	GP
Checked:	HD
Job Ref:	R1311

Figure 8.2 Rev:

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KEY

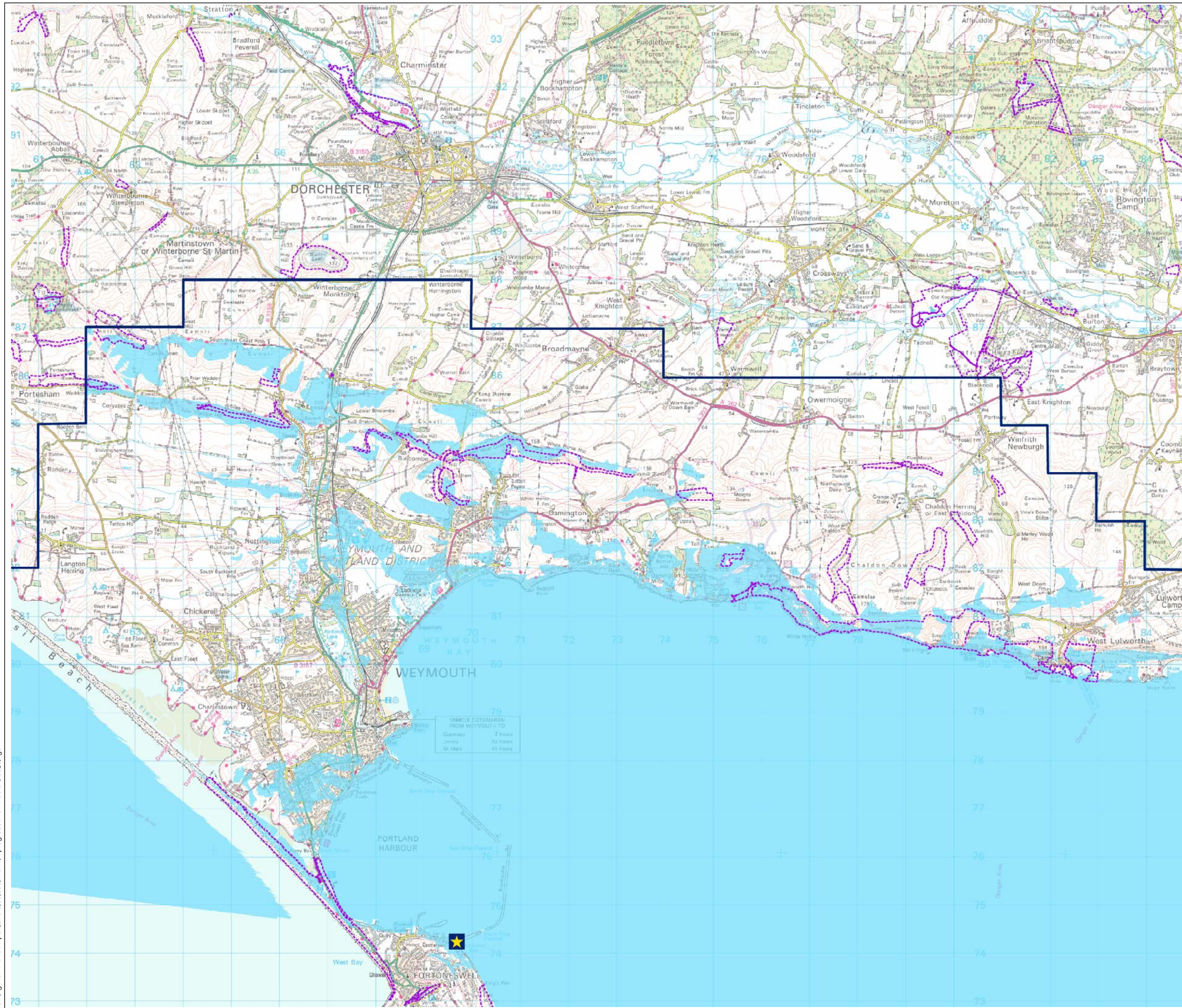
-  Site Location
-  Extents of Analysis
-  Access land
-  Areas where existing site buildings are Theoretically Visible





NOTE: The ZTV is based on topographical data only. It does not make allowances for buildings or vegetation blocks



Suites 55 and 58 Cherry Orchard East Kembrey Park Swindon SN2 8UQ
 T 01793 818100 F 01793 818101 E rps@rpsgroup.com W www.rpsgroup.com

Client:	W4BRE Ltd Power Plant
Project:	Portland Green Energy Plant
Title:	Zone of Theoretical Visibility Existing Site Buildings
Date:	6may09 Scale: NTRS Original Paper Size: A3
Drawn:	GP Checked: HD Job Ref: R1311
Figure 8.3	Rev:



- KEY**
-  Site Location
 -  Extents of Analysis
 -  Access land
 -  Areas where proposed site buildings will be Theoretically Visible

NOTE: The ZTV is based on topographical data only. It does not make allowances for buildings or vegetation blocks



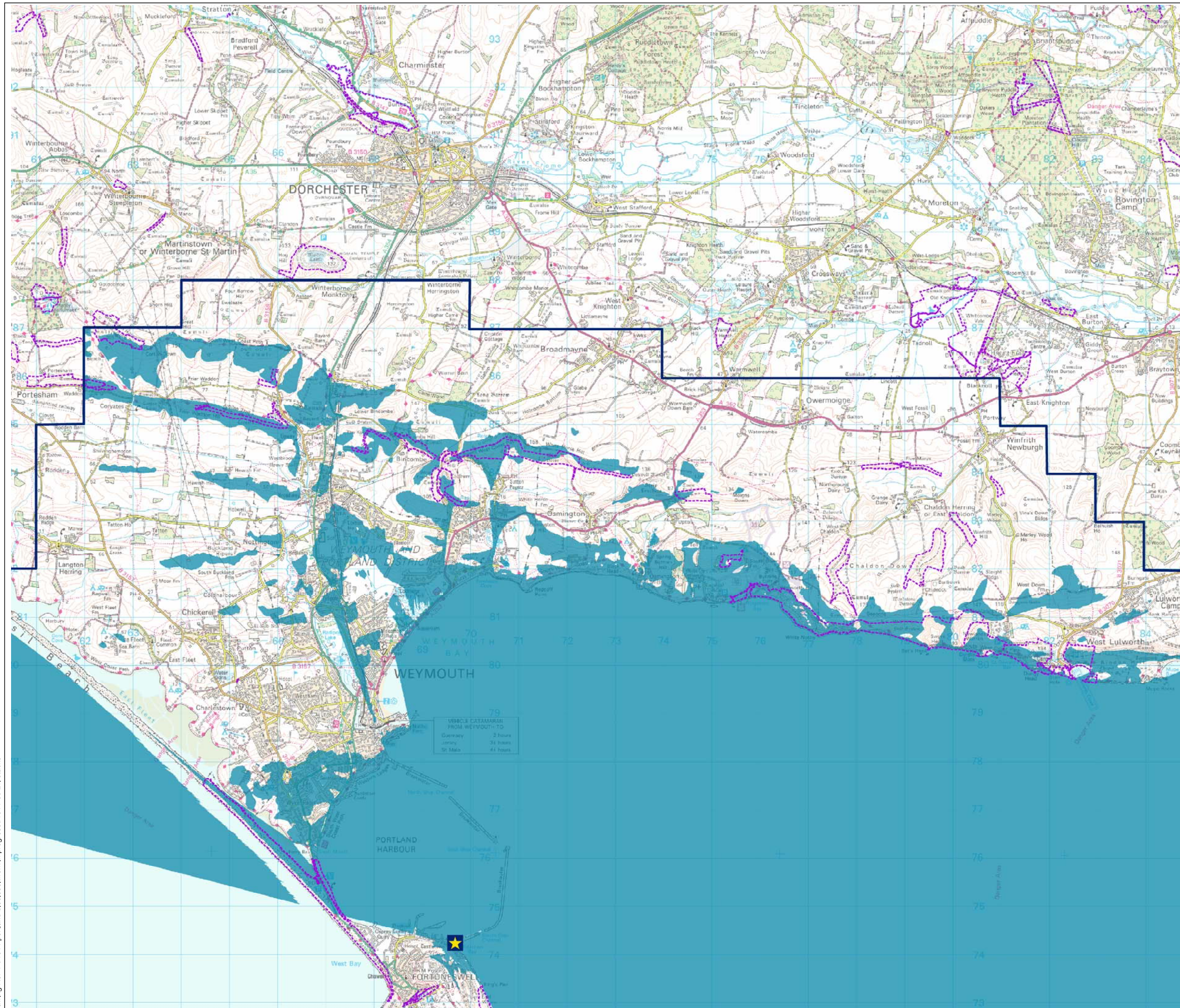
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Client:	W4BRE Ltd Power Plant
Project:	Portland Green Energy Plant
Title:	Zone of Theoretical Visibility Proposed Buildings
Date:	6may09 Scale: NTRS Original Paper Size: A3
Drawn:	GP Checked: HD Job Ref: R1311

Figure 8.4 Rev:

www.rpsgroup.com

Drawing Ref: r1311 portland biodiesel/works in progress/r1311-08 ztv buildings






- KEY**
-  Site Location
 -  Areas where proposed stacks will be Theoretically Visible
 -  Access land
 -  Extents of Analysis

NOTE: The ZTV is based on topographical data only. It does not make allowances for buildings or vegetation blocks

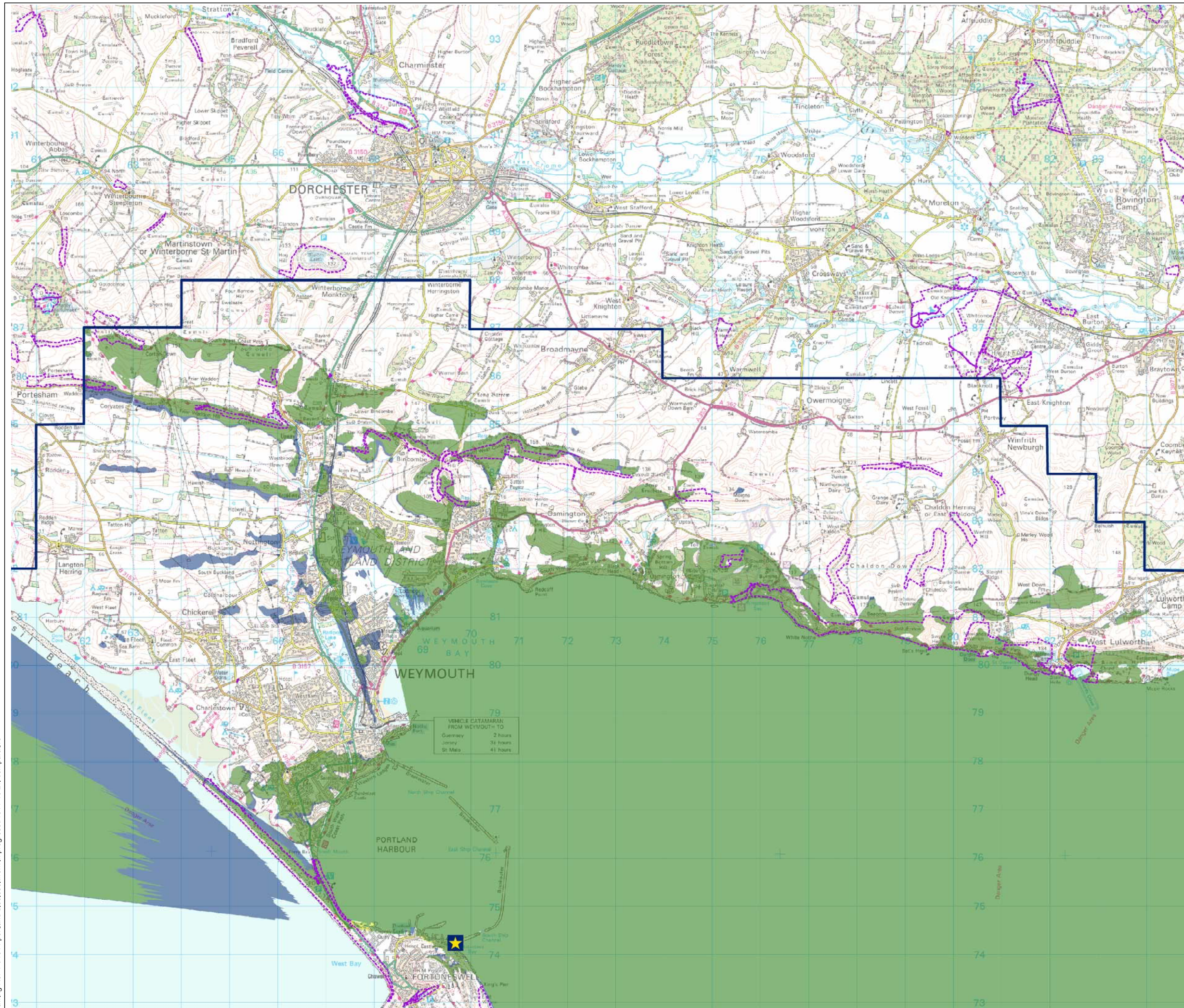


Suites 55 and 58 Cherry Orchard East Kembrey Park Swindon SN2 8UQ
 T 01793 818100 F 01793 818101 E rps@rpsgroup.com W www.rpsgroup.com

 Client:	W4BRE Ltd Power Plant
 Project:	Portland Green Energy Plant
Title:	Zone of Theoretical Visibility Proposed Stacks
Date:	6may09 Scale: NTRS Original Paper Size: A3
Drawn:	GP Checked: HD Job Ref: R1311
 Figure 8.5	Rev:

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Drawing Ref: r1311 portland biodiesel/work in progress/r1311-09 ztv stacks



KEY

- Extents of Analysis
- Access land
- ★ Site Location

Theoretically Visible

- Baseline only visible
- Additional due to Scheme
- Scheme and Baseline

NOTE: The ZTV is based on topographical data only. It does not make allowances for buildings or vegetation blocks



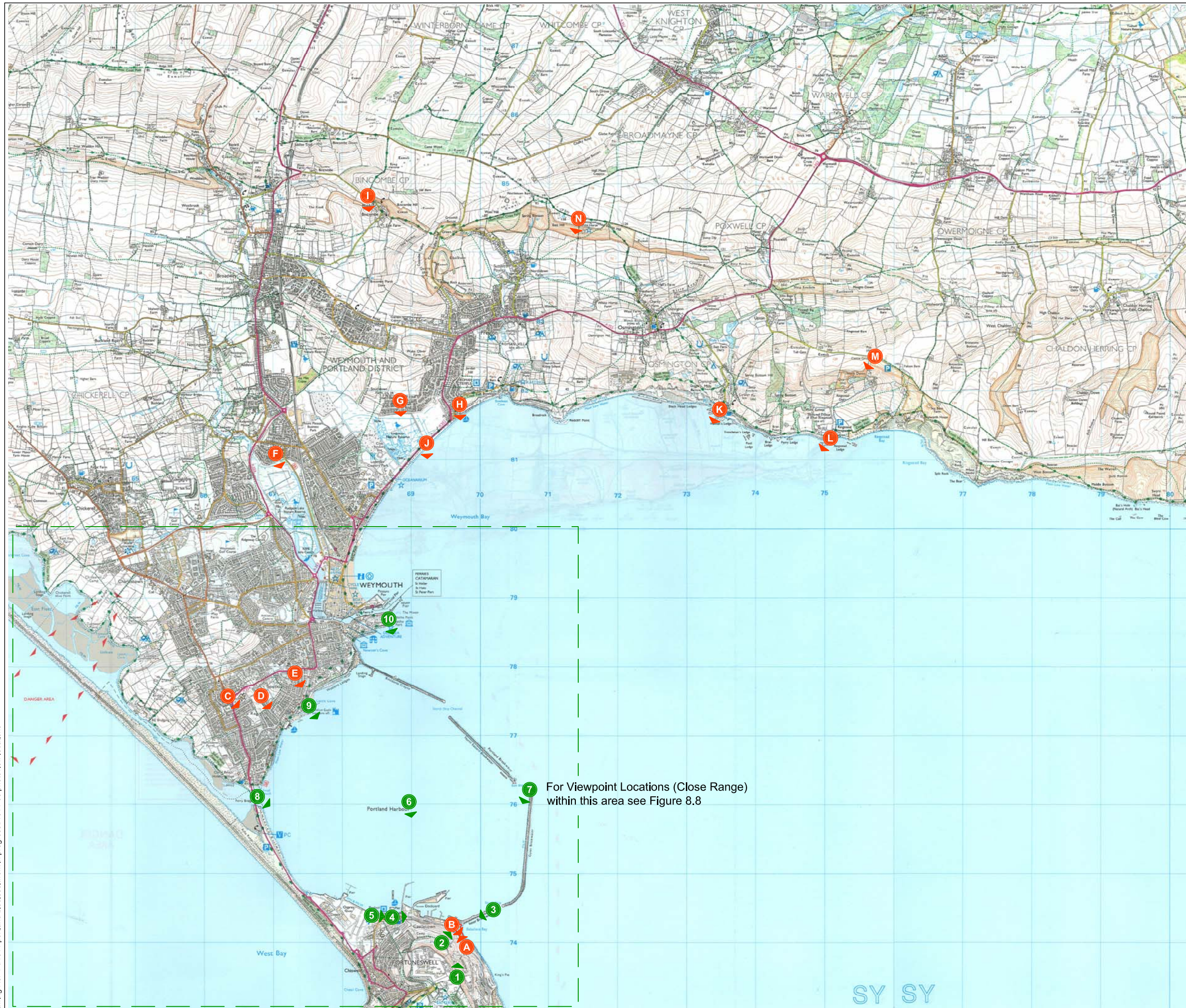
Suites 55 and 58 Cherry Orchard East Kembrey Park Swindon SN2 8UQ
 T 01793 818100 F 01793 818101 E rps@rpsgroup.com W www.rpsgroup.com

Client:	W4BRE Ltd Power Plant
Project:	Portland Green Energy Plant
Title:	Comparative Zone of Theoretical Visibility Existing Buildings and Proposed Scheme
Date:	6may09 Scale: NTRS Original Paper Size: A3
Drawn:	GP Checked: HD Job Ref: R1311




Figure 8.6 Rev:

www.rpsgroup.com

Drawing Ref: r:\r1311 portland biodiesel\work in progress\r1311-10 ztv comparative



KEY

-  Site Boundary
-  Photograph Viewpoint Locations
-  Photomontage Locations



Suites 55 and 58 Cherry Orchard East Kembrey Park Swindon SN2 8UQ
 T 01793 818100 F 01793 818101 E rps@rpsgroup.com W www.rpsgroup.com

Client: W4BRE Ltd Power Plant
 Project: Portland Green Energy Plant
 Title: Viewpoint Locations (Wide Area)

Date: 6may09 Scale: NTRS Original Paper Size: A3

Drawn: GP Checked: HD Job Ref: R1311

Figure 8.7 Rev:

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- KEY
- Site Boundary
 - 15 Photomontage locations
 - A Photograph locations

RPS

Suites 55 and 58 Cherry Orchard East Kembrey Park Swindon SN2 8UQ
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Client: W4BRE Ltd Power Plant
 Project: Portland Green Energy Plant
 Title: Viewpoint Locations (Close Range)

Date: 6may09 Scale: 1:25000 Original Paper Size: A3
 Drawn: GP Checked: HD Job Ref: R1311

Figure 8.8 Rev:

Drawing Ref: r1r1311_portland_biodieselwork_in_progress/r1311-01_photo_location

Appendix 8.1

Landscape and Visual Impact Assessment Methodology

Appendix 8.1

LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY

LANDSCAPE IMPACT ASSESSMENT

Introduction

The assessment has been undertaken in accordance with "Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Second Edition" by the Landscape Institute and Institute of Environmental Management and Assessment (2002) and "Landscape Character Assessment – Guidance for England and Scotland" by The Countryside Agency and Scottish Natural Heritage (2002).

The landscape assessment is concerned with the changes in the physical landscape in terms of elements/features that may give rise to changes in the character of the landscape / townscape. Changes may result in adverse or beneficial impacts. The assessment is carried out using a combination of desktop research and field survey work to establish the landscape / townscape baseline against which impacts may be assessed. Sources of baseline information comprise existing data from statutory agencies and local planning authorities, Ordnance Survey maps and other relevant data. The principal landscape elements are recorded, which, depending on their prominence and importance, contribute to the overall character of the area. Typical elements may include topography, land use, watercourses, vegetation, built development and public rights of way. Special values attributed by others, such as landscape designations, are also recorded.

In order to reach an understanding of the effects of development on a landscape resource, it is necessary to consider the different aspects of the landscape, as follows:

- **Elements:** The individual elements that make up the landscape, including prominent or eye-catching features such as hills, valleys, woods, trees and hedges, ponds, buildings and roads. They are generally quantifiable and can be easily described.
- **Characteristics:** Elements or combinations of elements that make up a particular contribution to the character of an area, including experiential characteristics such as tranquillity and wildness.
- **Character:** The distinct and recognisable pattern of elements that occurs consistently in a particular type of landscape and how this is perceived by people. It reflects particular combinations of geology, landform, soils, vegetation, land use and human settlement. It creates the particular sense of place of different areas of the landscape. Character is identified through the process of characterisation, which classifies, maps and describes areas of similar character.

Appraisal

The assessment includes a combination of objective and subjective judgements. The development proposals, including any landscape mitigation are assessed against the baseline information to enable an evaluation of the impacts that the proposals would have upon the existing landscape resource.

*The landscape impacts are defined as the result of the interaction between the **sensitivity** of the landscape resource to change and the **magnitude of change**.*

SENSITIVITY OF THE LANDSCAPE RESOURCE

Factors that will influence professional judgement when assessing the degree to which a particular landscape type or area can accommodate change arising from a particular development, without detrimental effects on its character would typically include:

- the value placed on the landscape;
- condition or the physical state of the landscape;
- the nature of existing land uses;
- the pattern and scale of the landscape;
- visual enclosure/openness of views, and distribution of visual receptors;
- the scope for mitigation, which would be in character with the existing landscape
- the contribution of the receptor to landscape character.
- the degree to which the particular element or characteristic can be replaced or substituted

Example assessment categories are listed below:

Very High:	Typically internationally recognised landscape resource of strong landscape structure with distinct features worthy of conservation.
High:	Typically of national recognition and of recognisable landscape structure with some features worthy of conservation; may contain occasional detracting features.
Medium:	Typically of designated regional or district recognition or undesignated but value expressed through consensus, demonstrable use or non-official publications. Distinguishable landscape structure; few or no features worthy of conservation; some detracting features.
Low:	Typically of local recognition, undesignated areas identified as having some redeeming qualities, possibly for improvement. No features worthy of conservation. Weak landscape structure; evidence of degradation; frequent detracting features.
Very Low:	Typically areas identified for recovery. Damaged landscape structure; evidence of severe disturbance or dereliction; detracting features dominate.

MAGNITUDE OF CHANGE

The magnitude of change is concerned with the degree of change, and its duration. Change may be adverse or beneficial.

Degree of Change

Example assessment categories are listed below:

Very High	Total loss or comprehensive enhancement of the landscape resource.
High:	Substantial loss or enhancement of the landscape resource
Medium:	Partial loss/alteration or moderate enhancement of the landscape resource.
Low:	Slight loss/alteration or slight enhancement of the landscape resource.
Very Low:	Minor loss/alteration or minor enhancement of the landscape resource.

Duration of Change

The duration of the effect depends upon the length of time over which it occurs, i.e.:

Long Term (more than 5 years)

Medium Term (1-5 years)

Short Term (less than 12 months)

LANDSCAPE IMPACT SIGNIFICANCE CRITERIA

The descriptions relating to each category within the following indicative scale are a function of *the sensitivity* of the landscape resource to change and the *magnitude of change*.

It should be emphasised that while the methodology is designed to be robust and transparent, professional judgement is ultimately applied to determine the significance of each impact.

Example assessment categories are listed below:

Major Adverse:	Typically where the proposed changes would be uncharacteristic and/or would noticeably damage a valued aspect of (or a high quality) townscape / landscape
Moderate Adverse:	Typically where proposed changes would be noticeably out of scale or at odds with the character of an area
Minor Adverse:	Typically where proposed changes would be at slight variance with the character of an area

Neutral:	Typically where proposals would be in keeping with the landscape character of the area and/or would maintain landscape / townscape quality, or where the benefits of proposed mitigation would balance adverse impacts
Minor Beneficial:	Typically where proposed changes would be in keeping with the existing landscape / townscape and also slightly enhance character and quality
Moderate Beneficial:	Typically where proposed changes would sit well with the existing landscape / townscape and also noticeably enhance character and quality
Major Beneficial:	Typically where proposed changes not only fit in well with existing landscape / townscape and also greatly enhance character and quality, eg. through the removal of damage or dereliction

VISUAL IMPACT ASSESSMENT

Introduction

The assessment has been undertaken in accordance with "Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Second Edition" by the Landscape Institute and Institute of Environmental Management and Assessment (2002) and "Landscape Character Assessment – Guidance for England and Scotland" by The Countryside Agency and Scottish Natural Heritage (2002).

The visual assessment is concerned with the changes that arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes, and to the overall impacts on visual amenity. The assessment is carried out using a combination of desktop research and field survey work to establish the visual baseline. Sources of information comprise existing data from statutory agencies and local planning authorities, Ordnance Survey maps and other relevant data.

Principal viewpoints, sensitive visual receptors and the approximate visibility of the development proposals are recorded. All photographs are taken with the equivalent 50mm lens in portrait format. Photographs are taken at eye level, approximately 1.6m above ground level, from public viewpoints. No access to private properties is obtained, and where impact to residential and other private views (e.g. commercial occupiers) is noted this has necessarily been estimated.

Appraisal

The assessment includes a combination of objective and subjective judgements. The development proposals, including any landscape mitigation are assessed against the baseline information to enable an evaluation of the impacts that the proposals would have upon the existing views.

Visual impacts are defined as the relationship between the receptor sensitivity and the magnitude of change.

RECEPTOR SENSITIVITY

The sensitivity of the visual receptor will be influenced by the following factors:

- Location and the context of the view,
- Characteristics of the view e.g. whether it is continuous or intermittent and static or transient.
- The importance of the view and the activity or expectations of the receptor;
- Numbers of people affected;
- The popularity of the view; and
- Significance of the view in relation to valued landscapes or features.

Example assessment categories are listed below:

Very High:	The most sensitive receptors would typically include users of well used public rights of way whose attention or interest would be focussed on a landscape of acknowledged importance or value. Residential properties that are listed or are located within Conservation Areas would also typically be considered as the most sensitive receptors.
High:	Typically receptors may include users of public rights of way whose attention or interest may be focussed on the landscape and occupiers of residential properties with ground floor views directly affected by the development.
Medium:	Typically receptors may include occupiers of residential properties with views from upper floors, people travelling through or past the affected landscape along permissive footpaths, in cars along main transport routes or on trains/other transport modes.
Low:	Typically receptors may include intermittent views for people travelling through or past the affected landscape in cars along minor transport routes.
Very Low:	The least sensitive receptors are likely to be people at their place of work, or engaged in similar activities, whose attention may be focussed on their work or activity and who may therefore be potentially less susceptible to changes in the view.

MAGNITUDE OF CHANGE

The magnitude or scale of change is described by reference to:-

- The scale of change in the view with respect to the loss or addition of features in the view and changes in its composition including the proportion of the view occupied by the proposed development;
- The degree of contrast or integration of new features within the existing landscape in terms of form, scale and mass, line, height, colour and texture;
- The duration of the effect, and whether permanent or temporary;
- The distance and angle of the view, varying from direct to oblique.

Changes may be adverse or beneficial in nature.

Views are categorised into three ranges depending on the proximity of the viewpoint i.e.:

Close	less than 500m
Medium	between 500m and 2km
Long	more than 2km

The duration of the effect depends upon the length of time over which it occurs, i.e.:

Long Term (more than 5 years)

Medium Term (1-5 years)

Short Term (less than 12 months)

In establishing the significance of visual effects, the following general guidance is taken into account:-

- Large-scale changes which introduce new, discordant or intrusive elements into the view are more likely to be significant than small changes or changes involving elements already present within the view;
- Changes in views from recognised and important viewpoints are likely to be more significant than changes affecting other less important paths and roads; and
- Changes affecting large numbers of people are generally more significant than those affecting a relatively small group of users. However, in wilderness areas the sensitivity of the people who use these areas may be very high and this will be reflected in the significance of the change.

Magnitude of Change: Summary

The categories below apply to both beneficial and adverse changes to the existing view. Example assessment categories are listed below:

Very High:	Typically the proposals form a dominant or immediately apparent feature within the view that significantly affects and changes overall landscape character. Views affected would typically be direct and close range in nature.
High:	Typically the proposals would form a visible and recognisable new element within the view that affects and changes overall landscape character.
Medium:	Typically the proposals constitute a distinct feature within the view that would not change the existing overall landscape character.
Low:	Typically the proposals constitute only a minor component of the wider view, which might be missed by the casual observer or receptor. Awareness of the proposals would not have a marked effect on the overall quality of views.
Very Low:	Typically only a very small part of the proposals is discernible and/or they are at such a distance that they are scarcely appreciated.. The proposals would have very little effect on views that would typically be long range and/or oblique in nature.

VISUAL IMPACT SIGNIFICANCE CRITERIA

The descriptions relating to each category within the following scale are a function of the *receptor sensitivity* combined with the *magnitude of change*. The categories are indicative of the set of criteria used to determine significance. It should be emphasised that while the methodology is designed to be robust and transparent, professional judgement is ultimately applied to determine the significance of each impact. Example assessment categories are listed below:

Major Adverse:	Typically where the proposed changes would be intrusive and/or would noticeably damage a valued view or a view of high scenic quality
Moderate Adverse:	Typically where proposed changes to views would be noticeably out of scale or at odds with the existing view
Minor Adverse:	Typically where proposed changes to views, although discernible, would only be at slight variance with the existing view
Neutral:	Typically where proposals would retain existing views or represent a barely discernible change, or where on balance the proposed mitigation would maintain the quality of views (ie. adverse impacts are balanced by beneficial effects).
Minor Beneficial:	Typically where proposed changes to existing views would be in keeping with the visual resource and also slightly enhance the quality of views / visual amenity
Moderate Beneficial:	Typically where proposed changes to the existing view would be in keeping with the visual resource and also noticeably enhance the quality of views / visual amenity
Major Beneficial:	Typically where proposed changes to existing views would not only be in keeping with, but would also cause a pronounced improvement in the quality of views / visual amenity

Appendix 8.2

Photomontages



From the end of the footpath on the clifftop to the south of the site, looking north - View I (Existing)



From the end of the footpath on the clifftop to the south of the site, looking north - View I (Proposed)



From footpath across Verne Common, looking north east - View 2 (Existing)



From footpath across Verne Common, looking north east - View 2 (Proposed)



From the end of Inner Breakwater, looking south west - View 3 (Existing)



From the end of Inner Breakwater, looking south west - View 3 (Proposed)



From Castletown Pier, looking east - View 4 (Existing)

Views of proposed site blocked by
intervening buildings/structures



From Castletown Pier, looking east - View 4 (Proposed)



From the upper levels of Portland Castle, looking east - View 5 (Existing)

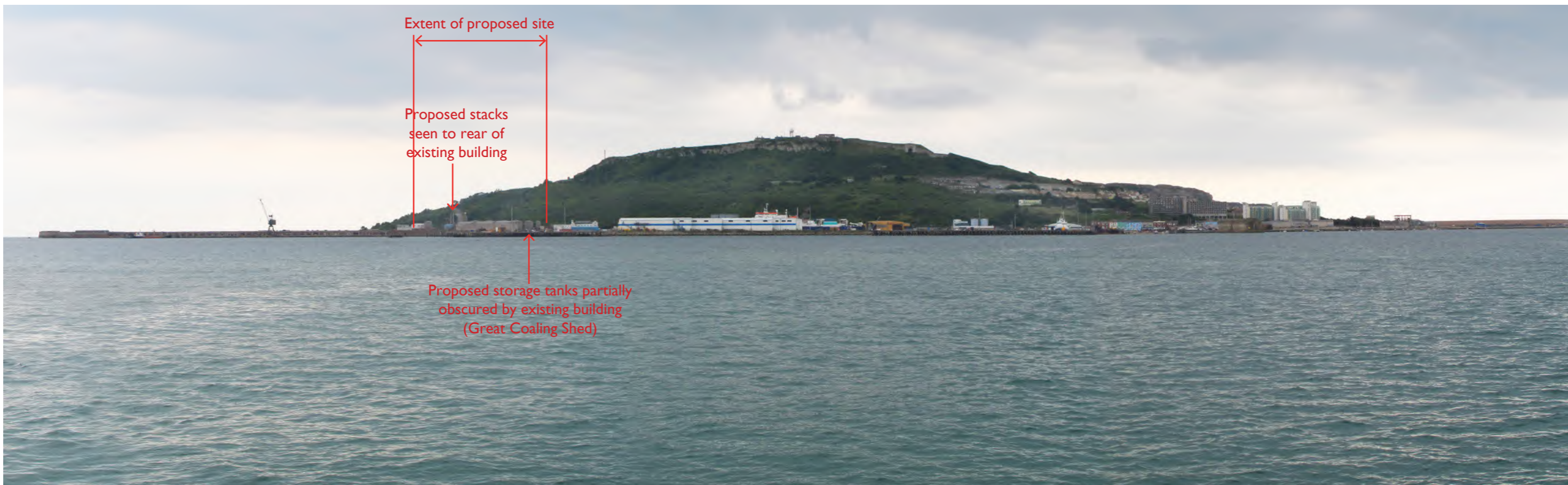
Views of proposed site blocked by
intervening buildings/structures



From the upper levels of Portland Castle, looking east - View 5 (Proposed)



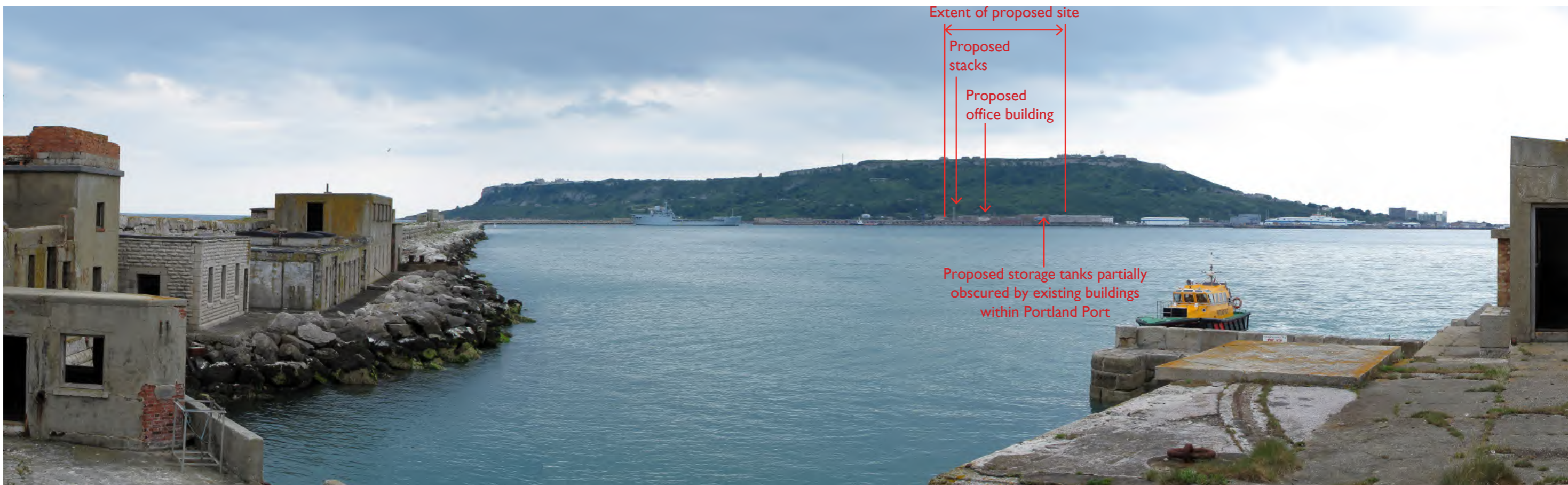
From a ship in Portland Harbour, looking south east - View 6 (Existing)



From a ship in Portland Harbour, looking south east - View 6 (Proposed)



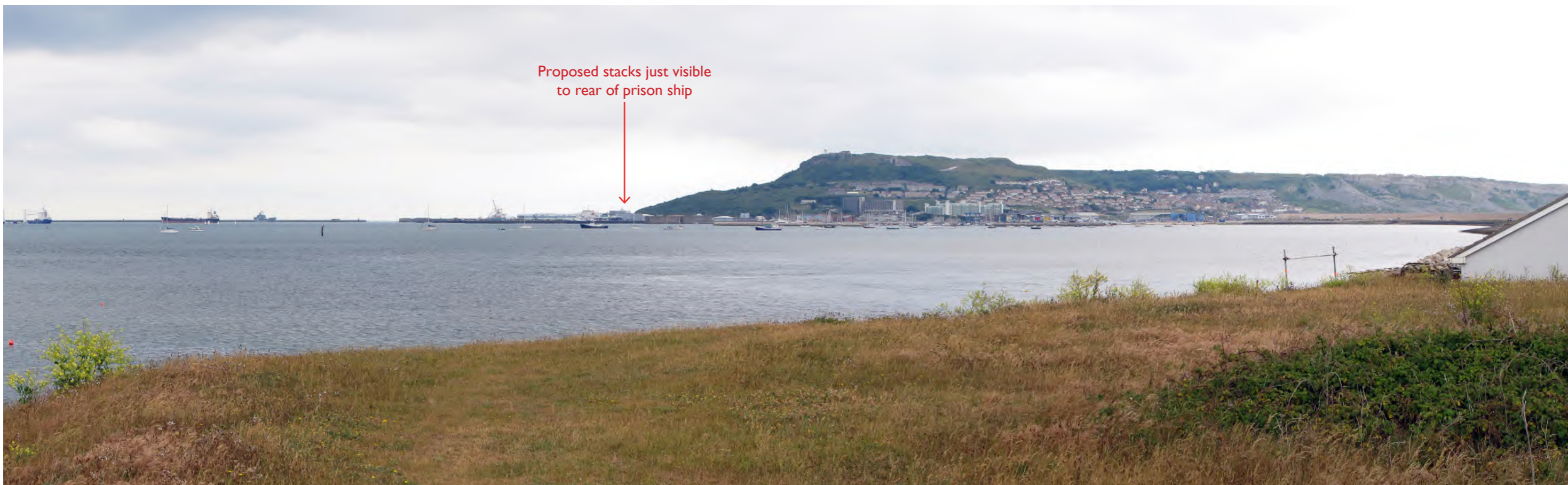
From Breakwater Fort, looking south - View 7 (Existing)



From Breakwater Fort, looking south - View 7 (Proposed)



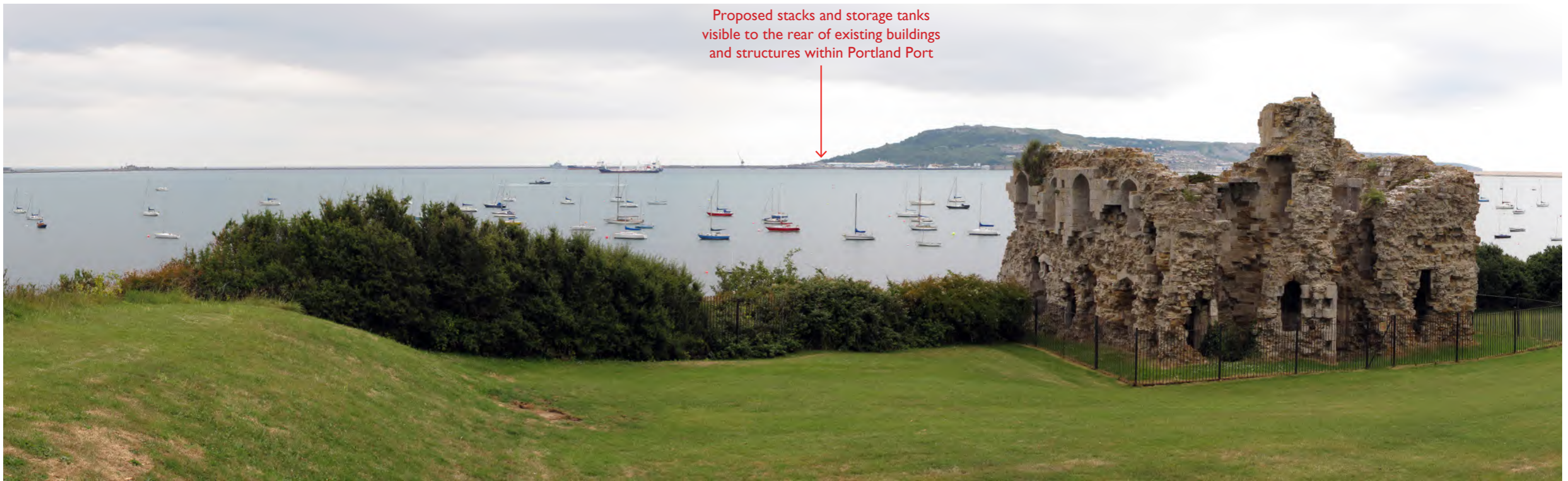
Adjacent to Small Mouth, looking south east - View 8 (Existing)



Adjacent to Small Mouth, looking south east - View 8 (Proposed)



Adjacent to Sandsfoot Castle, looking south east - View 9a (Existing)



Adjacent to Sandsfoot Castle, looking south east - View 9a (Proposed)



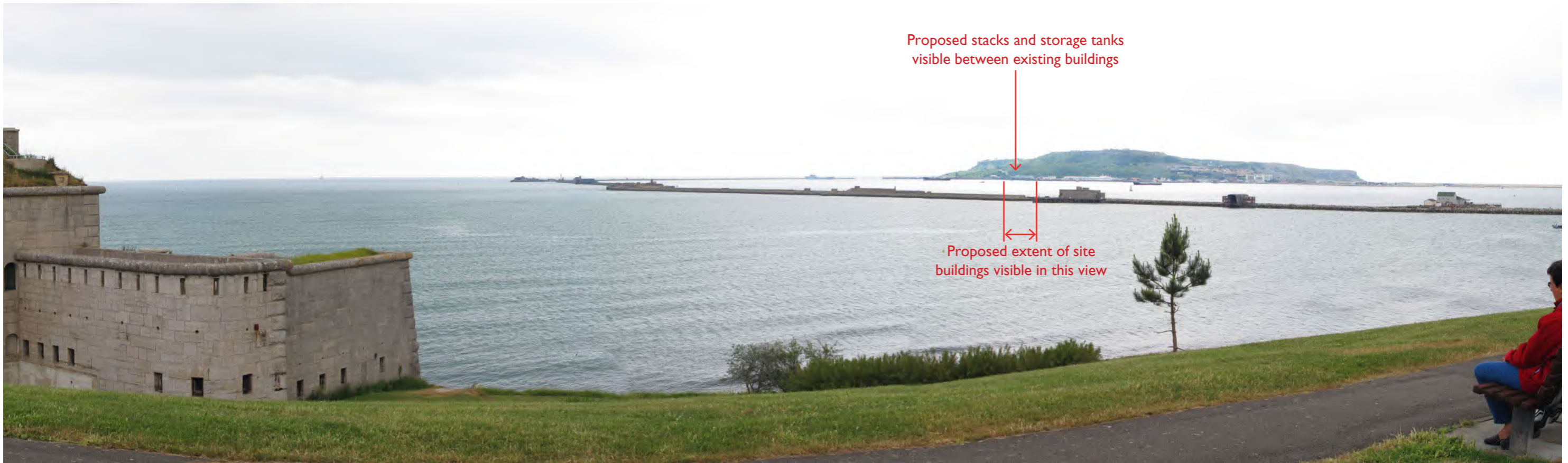
Adjacent to Sandsfoot Castle, looking south east (night view) - View 9b (Existing)



Adjacent to Sandsfoot Castle, looking south east (night view) - View 9b (Proposed)



Adjacent to Nothe Fort, looking south - View 10a (Existing)



Adjacent to Nothe Fort, looking south - View 10a(Proposed)



Adjacent to Nothe Fort, looking south (night view) - View 10b (Existing)



Adjacent to Nothe Fort, looking south (night view) - View 10b (Proposed)

Appendix 8.3

Photographs



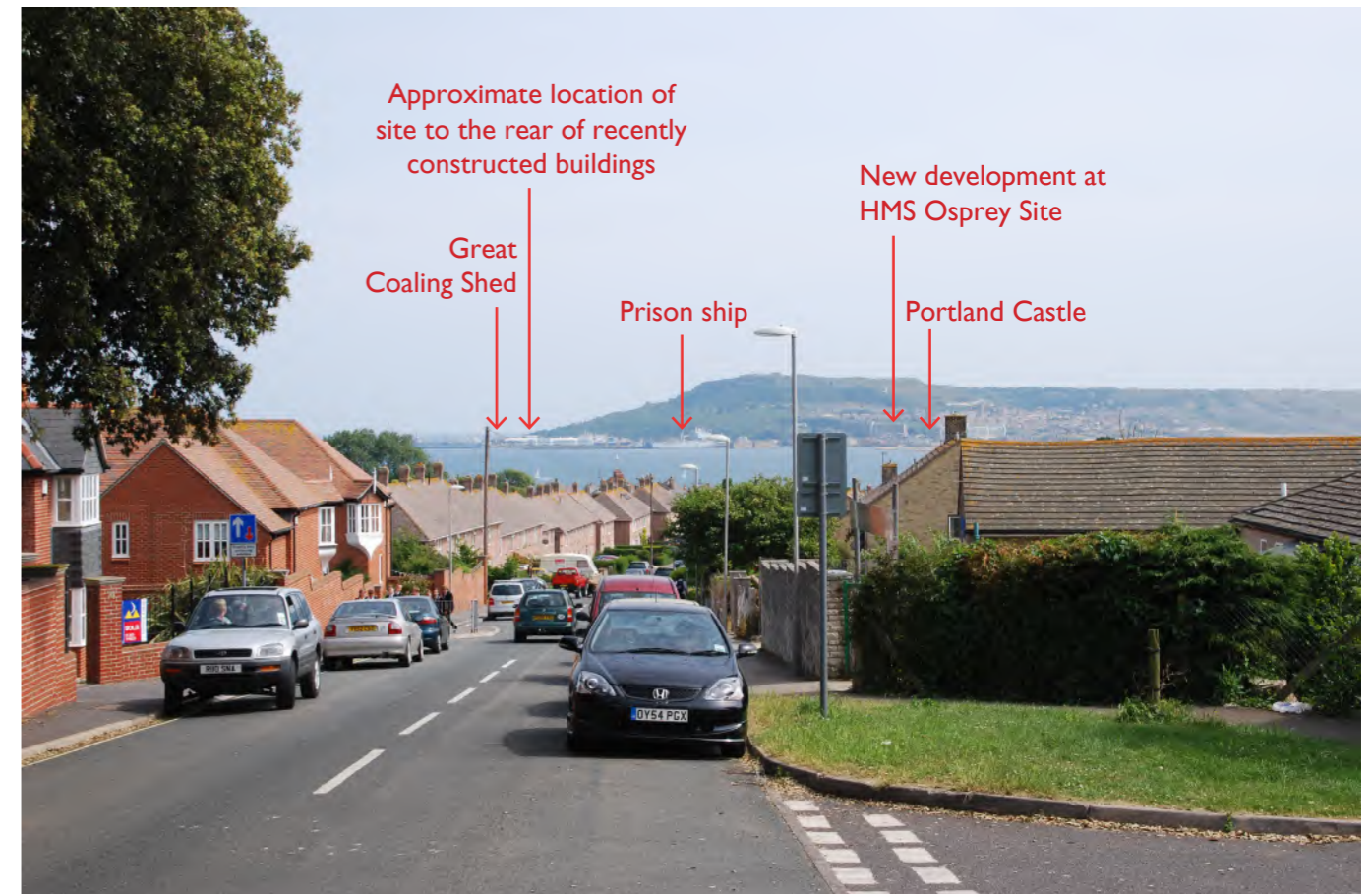
Viewpoint A: From From southern edge - looking north west



Viewpoint B: Looking south east towards Incline Road



Viewpoint C: From B3156 in Wyke Regis - looking south east



Viewpoint D: From Rylands Lane, Southlands - looking south east

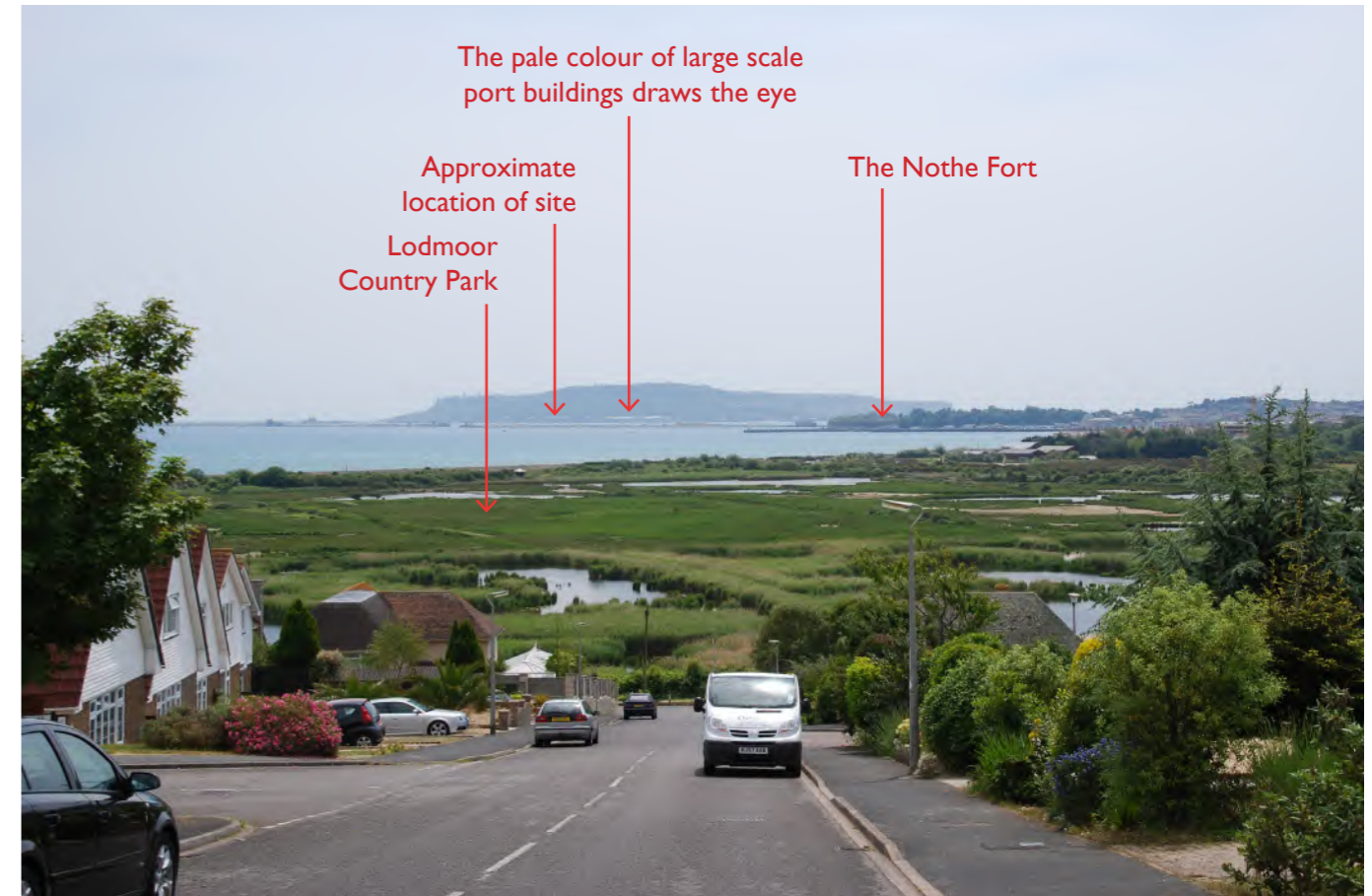


Viewpoint E: From Southlands Road, Southlands - looking south east



Views of buildings within
Portland Port blocked
by intervening housing

Viewpoint F: From Ullswater Crescent, Radipole - looking south east



The pale colour of large scale
port buildings draws the eye

Approximate
location of site

Lodmoor
Country Park

The Nothe Fort

Viewpoint G: From Hazeldown Avenue, Lodmoor - looking south



Apparent extent of development
on northern coast of Portland

Portland
Shellfish

Great Coaling
Shed

The Nothe
Fort



Viewpoint I: From location adjacent to Granary House, Bincombe - looking south



Viewpoint J: From From Preston Beach - looking south



Viewpoint K: From Osmington Mills - looking south west



Viewpoint L: From Ringstead Bay - looking south west



R1311-Photoviews Viewpoint M: From National Trust Car Park above Ringstead Bay - looking south west



Viewpoint N: From White Horse Hill, above the Osmington White Horse - looking south

Appendix 8.4

Schedule of Visual Impact Assessment

Appendix 8.4 - Visual Impact Schedule

These schedules should be read in conjunction with the Viewpoint Location Plan (Figures 7 and *) and the Photographs and Photomontages (Appendices B and C)

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description of views	Distance and angle of view	Magnitude of Change	Duration	
Close Range Visual Receptors (less than 500m from site)							
Public Right of Way	Footpath at cliff top to the east of The Verne (Viewpoint 1)	High	<p>Existing: Users of this footpath are able to look down at close range over the southern parts of the Portland Port inaccessible area. Various, typically stone built, buildings are visible between large stands of scrubby vegetation. A structure with a large green coloured clad roof blocks most views towards the proposed site area. The Great Coaling Shed and other buildings beyond the proposed site can be seen at the water's edge. The Breakwaters and the historic crane lead the eye into the bay and onto the Dorset coastline beyond.</p>	500m - Close range, oblique.			
			<p>Operational Phase: The tops of the proposed stacks would just be visible in between the existing green roofed building and the brown coloured building beyond the site. The proposed office / workshop building can just be seen to the rear of intervening vegetation. This view may be more extensive when the leaves are off the vegetation.</p> <p>The proposals would form a minor element in the wider view. (Photomontage 1)</p>		Low	Long term	Minor Adverse
Public Right of Way	Footpath along the cliff leading from Verne Common past the Naval Cemetery (Viewpoint 2)	High	<p>Existing: Dense scrubby vegetation prevents views towards the site for most of this footpath. There is one brief glimpse towards the end of the path. From here, the roof of the Great Coaling Shed is visible, along with more modern buildings including those on the proposed site, to its right. The Breakwaters and old crane draw the eye out into the bay and to the Dorset coastline beyond. Large ships temporarily moored in Portland Harbour may also feature in this view at times.</p>	300m - Close range, direct			
			<p>Operational Phase: The top of several of the storage tanks and the power oil process unit would appear in front of the existing modern harbourside buildings. The proposed office / workshop building at the end of the Inner Breakwater and the proposed stacks would appear to the right of the view.</p> <p>Whilst the proposals would appear as components of the existing port area in the middle ground of the view, the sea and the coastline beyond would remain the principle focus of this view. (Photomontage 2)</p>		Low	Long Term	Minor Adverse

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description of views	Distance and angle of view	Magnitude of Change	Duration	
People at their place of work / users of recreational craft	Commercial and leisure users of Portland Harbour / waters just outside the harbour (Viewpoint 3)	Very Low / Medium	<p>Existing: This close range view is represented by the view from the end of the Inner Breakwater, although the actual view may vary with the height of the tide and the vessel that they are in. Typically the view would be transitory as their vessel moved across the sea.</p> <p>The existing site buildings and piles of rubble are seen between other buildings in this area of the port, for example, the Portland Shellfish building to the left of the view and the Great Coaling Shed to the right. The dismantled railway structures and the coastal protection form horizontal features towards the base of the cliff. The exposed rocks and The Verne dominate the cliff top.</p> <p>The harbourside crane forms a noticeable vertical element which breaks the skyline.</p>	Various - Close range, direct			
			<p>Operational Phase: The Fuel Treatment House, the Engine House and the stacks replace views of the piles of rubble to the left of the view. To the right, the fuel storage tanks and the office building replace views of the existing buildings. Although the tanks are taller than the existing buildings, they do not appear out of scale with other adjacent buildings, such as the Great Coaling Shed.</p> <p>Whilst the stack provides a new tall vertical element in the view, it does not break the skyline. (Photomontage 3)</p>				
People at their place of work	Workers within Portland Port	Very Low	<p>Existing: The wider Portland Port area comprises a number of commercial or institutional operations, each one generally restricted to a dedicated area of the port. However, an access road runs from the western entrance to the site at Castletown, past the proposed development site, and then up the Incline Road to further commercial operations. Workers have direct and open views of the existing piles of rubble and buildings (up to 9.3m high) on the current site.</p>	Various - Close range, direct			
			<p>Operational Phase: The rubble and existing buildings would be replaced by a series of storage tanks, power and processing units, and a small number of buildings. The access road would go around the edge of the site rather than through it. Security fencing and bunds would restrict access to the proposed site. Views to the sea from the short section of the main access road as it passes through the site would be prevented by the proposals.</p>				

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description of views	Distance and angle of view	Magnitude of Change	Duration	
Institutional Residents	Inmates at HM Prison The Weare	Medium	Existing: There may be views of the upper parts of the existing site buildings from some areas of the prison ship. These are likely to be oblique and in places obscured by other existing buildings or structures within the port. Large ships moored within the harbour are also likely to act as temporary blocks to views towards the site.	400m - Close range, oblique			
			Operational Phase: There may be views of the tops of the storage tanks and other structures within the proposed development. These would be seen in the context of other buildings and structures within the commercial / industrial port.		Low	Long term	Neutral to Minor Adverse
Medium Range Visual Receptors (500m to 2km from site)							
Conservation Area	Public areas within Castletown Extension Conservation Area (Viewpoint 4)	High	Existing: The closest parts of the Conservation Area to the site are the public houses / hotels / commercial operations etc located near the public pier just beyond the security gates at the western edge of the Portland Port site. There are no views of the existing site due to intervening buildings and structures within Portland Port.	800m - Medium range			
			Operational Phase: There would be no view of the proposed development from within the Conservation Area (Photomontage 4)		None		None
Publicly accessible viewpoint	Portland Castle (Viewpoint 5)	High	Existing: Intervening buildings within Portland Port prevent views of the existing site, including from upper publicly accessible levels within the Castle.	1.2km - Medium range			
			Operational Phase: There would be no view of the proposed development from Portland Castle. (Photomontage 5)		None		None

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description of views	Distance and angle of view	Magnitude of Change	Duration	
People at their place of work / users of recreational craft	Portland Harbour (Viewpoints 6 and 7)	Very Low / Medium	<p>Existing: Views from vessels within Portland Harbour will vary with the height of the tide, the size of their vessel and their exact location in relation to the proposed site. Typically views are transitory as they travel across the sea. Two sample views are provided from within the centre of Portland Harbour and from the Outer Breakwater Fort.</p> <p>In some views the existing site buildings and piles of rubble are seen between the Portland Shellfish building and Great Coaling Shed. Elsewhere other buildings within the port obscure views. However, the firm horizontal line of the units along the Inner Breakwater, give an impression of development along the north coast of Portland which appears to extend from the high rise buildings on the former HMS Osprey site on the right of the view, to beyond the proposed development site on the left. The Incline Road is also a noticeable feature in some views.</p>	Various - Medium range, direct			
			<p>Operational Phase: The proposed buildings and structures would be visible between other buildings and structures along the north coast of Portland. With the exception of the stacks, the other elements of the proposed scheme appear to be of a similar height to other large buildings in the vicinity, such as the Great Coaling Shed. Thus they appear to be part of the existing development within the Port area. The colour of the development is illustrated as being a neutral colour of a slightly darker tone to that of the stone built Great Coaling Shed. This allows the proposed buildings to recede in the views.</p> <p>The stacks appear as a slender new vertical element, but their visual impact is lessened by the proposed neutral and recessive colour and because they are seen against the back drop of the cliff, rather than the sky. (Photomontages 6 and 7)</p>		Low	Long term	Neutral to Minor Adverse

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description	Distance and angle of view	Magnitude of Change	Duration	
Long Range Visual Receptors							
<i>Residential Properties</i>							
Residential properties	Wyke Regis including the Conservation Area (Viewpoint C)	Very High / High	<p>Existing: Wyke Regis rises up from Portland Harbour to a high ridge which includes parts of the Conservation Area. Roads within the Conservation Area are tight and twisting, and the properties densely arranged, preventing views towards site from most public areas. There may be glimpses towards the site from windows in some properties, where garden vegetation or other built form does not intervene. However views of the site itself are likely to be blocked by intervening large scale buildings within Portland Port. Existing views would be comparable with those taken from Viewpoint C. (Photograph C)</p>	4.6km - Long range, direct or oblique			
			<p>Operational Phase: There may be limited views of a small upper section of the proposed stack, seen above the existing buildings within Portland Port.</p>				
Residential properties	Southlands (Viewpoints D and E)	High	<p>Existing: The Southlands district also rises up to a high ridge from Portland Harbour. There are direct views towards the existing site from some properties which face towards the harbour. Elsewhere properties are arranged roughly perpendicular to this and views from these properties would be oblique. Direct views would be comparable with those taken from Viewpoints X (Rylands Road) and Y (Southlands Road). (Photographs D and E)</p>	4.0km - Long range, direct or oblique			
			<p>Operational Phase: From some locations, parts of the proposed buildings and structures may be seen between and to the rear of the Great Coaling Shed and other buildings within the port. In some views the proposed stacks may break the skyline over the lower parts of the cliffs, as some of the existing lighting columns.</p>				
Residential properties	Radipole (Viewpoint F)	High	<p>Existing: Although parts of Radipole are at a raised level, there are few public viewpoints from where there are views towards Portland, due to intervening built form and garden vegetation, as illustrated in Photograph F. There may be views from a limited number of residential properties facing towards the site. In views from this distance the site cannot readily be discerned. (Photograph F)</p>	7.3km - Long range, direct or oblique			
			<p>Operational Phase: The proposed site buildings and structures may be partially visible between existing development elsewhere in Portland Port from a small number of properties in the more raised parts of Radipole.</p>				

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description	Distance and angle of view	Magnitude of Change	Duration	
Residential properties	Lodmoor and Overcombe (Viewpoint G)	High	<p>Existing: There are views of existing site buildings from the raised areas within Lodmoor. The arrangement of housing and roads within Lodmoor means that in places housing restricts views from other properties, or that views are oblique rather than direct. Individual large scale buildings within Portland Port can be discerned, but views are affected by weather conditions such as haze over the sea.</p> <p>There are occasional glimpses towards Portland from some of the raised areas of Overcombe, however views from most properties are strongly contained by the arrangement of the roads and other housing or garden vegetation.</p> <p>(Photograph G)</p>	7.5km - Long range, direct or oblique			
			<p>Operational Phase: The proposed main buildings and structures would be visible between the Portland Shellfish building and the Great Coaling Shed. The proposed colour allows the buildings to recede into the existing development area along the north Portland coastline. The stacks would appear as a vertical element, taller than other buildings within the port, but their relative narrowness and proposed colour means that they are a very minor element in the wider view.</p>		Very Low	Long term	Neutral
Residential properties	Bowleaze (Viewpoint H)	High	<p>Existing: A small number of residential properties adjacent to the public open space above Furzy Cliff face directly towards Portland. From here existing development is visible across much of the north Portland coastline, and the current site buildings are seen in this context. As with other views, weather and lighting conditions can strongly affect whether individual elements are visible.</p> <p>(Photograph H)</p>	7.5km - Long range, direct or oblique			
			<p>Operational Phase: The proposed buildings and structures would be visible between the Portland Shellfish building and the Great Coaling Shed. The stacks would appear with the cliffs as a backdrop.</p>		Very Low	Long term	Neutral

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description	Distance and angle of view	Magnitude of Change	Duration	
Residential properties	Preston	High	Existing: There are no views of the site for large parts of Preston. There may be private views from a small number of properties towards the eastern end of the village, but these may be constrained by vegetation or other buildings. The alignment of roads and garden vegetation towards the western end of village mean that any views towards the existing site would tend to be from upper floor windows. There appear to be no views from the roads in this area. Any views that are available from private residences in Preston would tend to be of the site buildings seen between other existing port buildings and structures. These would form a very minor part of the overall view.	8.5km - Long range, direct or oblique			
			Operational Phase: The proposed development would replace the existing buildings in the view. The neutral colour of the proposals would allow the buildings to recede compared to other existing buildings in the Port.		Very Low	Long term	Neutral
Residential properties	Littlemoor	High	Existing: There are no views from existing housing within Littlemoor. Views from the Louviers Road area are prevented by vegetation along the footpath by the reservoir and play area.	8.7km - Long range, direct or oblique			
			Operational Phase: There would continue to be no views from Littlemoor after construction.		None		None
Residential properties	Bincombe (Viewpoint I)	High	Existing: There are views towards Portland from more elevated properties within the hamlet of Bincombe. These properties are over 10km distant from the site so it is difficult to perceive individual buildings on site, although large scale buildings within Portland Port are individually discernible. (Photograph I)	10.5km - Long range, direct or oblique			
			Operational Phase: The proposals would be seen between other buildings within Portland Port, and would be likely to be perceived as part of the existing developed north coast of Portland. Weather and lighting conditions strongly affect views from this distance.		Very Low	Long term	Neutral
<i>Public Rights of Way and Public Open Spaces</i>							
Public Right of Way / Access Land	Smallmouth (Viewpoint 8)	High	Existing: The South West Coast Path crosses the narrow spit of land linking Portland to Weymouth. In places it passes through Access Land. Various different viewpoints were reviewed, but there are no views in this vicinity of the existing site due to other buildings or structures within Portland Port.	3.3km - Long range, direct			
			Operational Phase: The very tops of the proposed stack would be visible against the sky to the rear of the prison ship. Ship masts and lighting provide similar vertical elements in the view. (Photomontage 8)		Very Low	Long term	Neutral

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description	Distance and angle of view	Magnitude of Change	Duration	
Public open space	Sandsfoot Castle (Viewpoint 9)	High	Existing: Sandsfoot Castle is located adjacent to the coastline within well used public gardens. From here there are direct views towards the site across Portland Harbour. Parts of the existing buildings can be seen to the rear of the Great Coaling Shed and other port buildings.	3.7km - Long range, direct			
			Operational Phase: The proposed stacks and storage tanks would be visible to the rear of existing buildings and structures. With the proposed recessive colour, these would form very minor elements in the wider view. (Photomontage 9A)		Very Low	Long term	Neutral
Public open space / Public Right of Way	The Nothe Fort (Viewpoint 10)	High	Existing: There are well used public gardens around the listed Nothe Fort. The South West Coast Path passes close to the Fort. From the gardens there are views across Portland Harbour and Weymouth Bay. The Breakwaters sit in the middle ground of the view, with the Isle of Portland forming the backdrop. The existing site buildings are visible as part of the wider development along the north coast of Portland.	4.5km - Long range, direct			
			Operational Phase: The proposed stacks and storage tanks would be visible between existing port buildings, with the cliffs forming the backdrop to the stacks. (Photomontage 10A)		Very Low	Long term	Neutral
Public open space / Public Right of Way	Preston Beach (Viewpoint J)	High	Existing: Preston Beach lies at the foot of a high sea wall which runs along the A353, Preston Road to the east of Weymouth. The South West Coast Path passes along the beach. Portland and its developed northern coastline form the backdrop of the view across Weymouth Bay and Portland Harbour. The Breakwaters partially obscure views of the existing site buildings. (Photograph J)	7.0km - Long range, direct			
			Operational Phase: Partial views of the proposed development would replace the current partial views of site buildings.		Very Low	Long term	Neutral

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description	Distance and angle of view	Magnitude of Change	Duration	
Public Right of Way	Furzy Cliff, Bowleaze (Viewpoint H)	High	<p>Existing: The South West Coast Path travels along the upper edge of the elevated public open space on Furzy Cliff. This well used grassed area slopes down towards Weymouth Bay and affords wide views across Weymouth and Portland. It is anticipated that this will provide an important viewing area for the sailing events in the 2012 Olympics. The existing site buildings are just discernible although the Breakwaters and associated forts obscure most of them.</p> <p>(Photograph H)</p>	7.5km - Long range, direct			
			<p>Operational Phase: Partial views of the proposed development would replace the current partial views of site buildings. These would be seen in the context of other development at Portland Port.</p>		Very Low	Long term	Neutral
Public Right of Way	Littlemoor	High	<p>Existing: A bridleway crosses a ridge on open land to the south of Littlemoor, some 8.5km from the proposed development site. The developed north coast of Portland can be seen from here, but it is difficult to discern the existing site buildings. Housing and other buildings in Weymouth form the middle ground to the view.</p>	8.5km - Long range, direct			
			<p>Operational Phase: The new development would be seen as part of the existing development across the north Portland coastline. The recessive colour would help the proposals to blend into the surrounding buildings, in contrast to paler coloured buildings elsewhere within the port.</p>		Very Low	Long term	Neutral
Public Right of Way	Osmington Mills (Viewpoint K)	High	<p>Existing: Osmington Mills is a small community stretched out along a minor road leading to the coast. The South West Coast Path rejoins the coast here. From the cliff top there are views across Weymouth Bay towards Portland. It is difficult to discern the individual existing site buildings from amongst the other development along the coast. They are partially obscured by the Breakwaters and the associated forts.</p> <p>(Photograph K)</p>	8.5km - Long range, direct			
			<p>Operational Phase: The proposals would form part of the developed edge of the northern Portland coast, seen to the rear of the Breakwaters.</p>		Very Low	Long term	Neutral

Visual Receptor			Anticipated Visual Effects				Nature and Significance of Impact
Description	Location	Receptor Sensitivity	Description	Distance and angle of view	Magnitude of Change	Duration	
Public Right of Way	Ringstead Bay (Viewpoint L)	High	Existing: A small number of properties are located on Norman Road in Lower Somercotes. The road rises steeply up from the B600 road, so that most properties do. (Photograph L)	9.3km - Long range, direct or oblique			
			Operational Phase: The roof of the proposed main building would be seen above the furniture auction warehouse. This would form a minor element in the		Low	Long term	Neutral
Public Right of Way	NT Car Park (Viewpoint M)	Low / High	Existing: A small number of properties are located on Norman Road in Lower Somercotes. The road rises steeply up from the B600 road, so that most properties do. (Photograph M)	10.3km - Long range, direct or oblique			
			Operational Phase: The roof of the proposed main building would be seen above the furniture auction warehouse. This would form a minor element in the		Low	Long term	Neutral
Public Right of Way	Osmington White Horse (Viewpoint L)	Low / High	Existing: A small number of properties are located on Norman Road in Lower Somercotes. The road rises steeply up from the B600 road, so that most properties do. (Photograph L)	10.2km - Long range, direct or oblique			
			Operational Phase: The roof of the proposed main building would be seen above the furniture auction warehouse. This would form a minor element in the		Low	Long term	Neutral

8 Landscape and Visual Impact

8.1 Introduction

- 8.1.1 This chapter of the ES assesses the likely significant impacts of the Proposed Development in terms of landscape and visual impacts and is supported by Figures 8.1 to 8.8, and by Appendices 8.1 to 8.4.
- 8.1.2 The chapter describes the assessment methodology; the baseline conditions currently existing at the application site and surroundings; the likely significant environmental impacts; the mitigation measures required to prevent, reduce or offset any significant adverse impacts and the likely residual effects after these mitigation measures have been employed.
- 8.1.3 Within this chapter references to Portland Port, unless explicitly stated otherwise, refer to the whole of the privately owned and operated area which extends to the west and south of the proposed development site, and also up the cliff sides in places. Public access to this area is prevented by security fencing.

8.2 Legislation and Policy Context

- 8.2.1 A detailed review of the Development Plan documents and planning context in relation to the development proposals is provided in Chapter 3.
- 8.2.2 This section summarises those policies that are directly relevant to landscape and visual issues.

National Policy & Legislation

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development, February 2005

- 8.2.3 PPS1 forms the backbone of the new national planning policy and sets out the Government's objectives for creating sustainable communities whilst ensuring a better quality of life for everyone, using the plan led system.
- 8.2.4 The Government is committed to protecting and enhancing the quality of the natural and historic environment, in both rural and urban areas. Planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole. A high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources. Those with national and international designations should receive the highest level of protection.

Planning Policy Statement: Planning and Climate Change – Supplement to Planning Policy Statement 1 (December 2007)

- 8.2.5 This PPS on planning and climate change supplements PPS1 and deals with, amongst other things energy supply derived from renewables.
- 8.2.6 Local authorities should ensure any local approach to protecting landscape and townscape is consistent with PPS22 (Renewable Energy, December 2004).
- Planning Policy Guidance 20 (PPG20): Coastal Planning, September 1992.*
- 8.2.7 This note covers the planning policy for coastal areas of England and Wales. It sets out the general policy context and planning policy for coastal development.
- 8.2.8 With regards to coastal development, the PPG states that;

- 8.2.9 *'Major power station developments on the coast need to balance the national interest for new power stations against the potential impact on the environment, both in landscape and ecological terms'.*
- 8.2.10 This document also includes guidance on the designation of Heritage Coasts, which are non-statutory.
- 8.2.11 The main objectives of Heritage Coasts are *"to conserve, protect and enhance the natural beauty of the coasts"*.
- 8.2.12 Under the section on Conservation Policies, the PPG states *"these policies aim to protect and enhance the natural character and landscape of the undeveloped coastline. In areas designated for their natural or historic landscapes, policies will tend to limit development, particularly that which would be visually intrusive. Coastal areas are particularly vulnerable to visual intrusion, because of the high visibility of development on the foreshore, on the skyline and affecting views along stretches of undeveloped coast."*
- 8.2.13 The PPG also notes that *"The coast, particularly the undeveloped coast, is well-endowed with nature conservation and landscape designations."*

Regional Policy and Legislation

Regional Planning Guide (RPG) 10 for the South West, September 2001.

- 8.2.14 RPG 10 includes Policy EN1: Landscape and Biodiversity, which seeks to *"provide for the strong protection and enhancement of the region's internationally and nationally important landscape areas and nature conservation sites"*. Consideration must be given to the conservation and enhancement of local character, including through the minimisation of light pollution.
- 8.2.15 The Draft South West Regional Spatial Strategy (RSS), which was published in September 2006, similarly seeks to protect and enhance the quality, character, diversity and local distinctiveness of the natural and historic environment. In this regard, it recognises parts of the coastline around Weymouth and Portland as a heritage costs.

County Policy and Legislation

Bournemouth, Dorset and Poole Structure Plan, September 2000

- 8.2.16 The Structure Plan was published in 2001 and covers the period up to 2011. Policies contained within this plan have been saved by the Government Office for the South West until such time as they are replaced by the adopted RSS.
- 8.2.17 Environment Policy F requires that *"The quality and diversity of the Dorset landscape should be maintained and enhanced"*.

Local Policy and Legislation

Weymouth and Portland Local Plan (Saved Policies) - December 2008

- 8.2.18 The saved policies from the Local Plan include:
- Policy N11 – Area of Outstanding Natural Beauty (AONB) Policy Area;
 - Policy N12 – Area of Local Landscape Importance (ALLI);
 - Policy N13 – Heritage Coast and Portland Coastline.
- 8.2.19 Policy D3 General Development Criteria states that *"existing landscape, townscape, riverine, coastal, nature conservation, and other environmental features should be respected for their intrinsic value and retained, protected or enhanced, where possible"*.

Discussion

- 8.2.20 Part of the thrust of the above policies at national, regional, county and local levels is to protect and enhance the quality and character of the countryside and urban areas. Specific mention is made to coastlines and their potential vulnerability. A range of designations including AONB, Heritage Coast and local landscape designation, ALLI, have been put in place to meet these aims.
- 8.2.21 There are two AONB on the mainland of Dorset. The proposed development is not located within either AONB (refer to Figure 8.1), therefore the provisions of these policies concerning development within these areas do not apply to the proposals.
- 8.2.22 In places the AONB designations overlap with the Heritage Coast, which also extends beyond the shoreline. The site does not fall within the Heritage Coast (refer to Figure 8.1), so the provisions of the various policies do not apply to the proposed development.
- 8.2.23 In a review of the West Dorset Heritage Coast in the Weymouth and Portland area carried out in 1996, it was considered that parts of the Portland coastline were also of exceptional value and could be vulnerable to development pressure. Consequently these areas of the Portland coastline were given parity with the Heritage Coast in the Bournemouth, Dorset and Poole Structure Plan. The site is not located within the area designated as Portland Coastline (refer to Figure 8.2), so the provisions of the local plan policy do not apply to the proposed development. It is noted that the cliffs above the site are included in the designation.
- 8.2.24 Similarly the locally designated ALLI which covers large areas of the Portland does not include the proposed development site (refer to Figure 8.2).
- 8.2.25 UNESCO has designated large parts of the Dorset and Devon coastlines as a World Heritage Site (WHS) due to its geological interest. The WHS does not cover the same area as the Heritage Coast designation. The WHS site designation is non-statutory but does highlight the geological importance of the coastline in this area. The proposed development does not lie within the WHS.
- 8.2.26 In line with the requirements of the above planning policies, this landscape and visual assessment considers the impact of the proposals on the quality and character of the landscape, and the visibility of the proposed development, including from within designated areas.

8.3 Assessment Methodology

Relevant Guidance

- 8.3.1 As a matter of best practice, this assessment has been undertaken based on the relevant guidance on landscape and visual impact assessment. This includes:
- 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA) – Landscape Institute and the Institute of Environmental Management and Assessment, 2002;
 - 'Landscape Character Assessment - Guidance for England and Scotland' - Countryside Agency and Scottish Natural Heritage 2002.

Consultation

- 8.3.2 As detailed in chapter 1, a formal scoping exercise has been undertaken to inform the scope of the Environmental Assessment. The formal Scoping response is included at Appendix 1.2. The exercise highlighted in the following issues relevant to landscape and visual impact.
- Landscape and Visual Impact of the proposed development;
 - Consideration of light intensity/pollution

In addition to the formal Scoping exercise, the following informal consultations and discussions have informed this chapter:

- The approach to assessment was agreed with Weymouth and Portland Borough Council. The assessment would identify a series of key viewpoints which would be representative of the views available towards the site. These key viewpoints and the locations from which photomontages for the landscape and visual assessment should be prepared were agreed with the Weymouth and Portland Landscape Officer, in consultation with the case Planning Officer;
- The area of landscape to be included within the computer generated Zone of Theoretical Visibility (ZTV) used in this assessment was also agreed with the same officers.

Methodology

- 8.3.3 The methodology used for this assessment is set out at Appendix A. It is based on the guidance stated above. The assessment aims to establish the following:
- A clear understanding of the site and its wider landscape setting, identifying its landscape character and sensitivity to the proposed development;
 - The nature of the proposals and any mitigation measures;
 - The potential direct and indirect effects of the proposals on the landscape resource (ie landscape elements and character) and on visual receptors;
 - Conclusions concerning the residual effects of the development proposal.
- 8.3.4 This assessment reviews the existing situation, and considers then the potential impact of the proposals on the baseline during construction and operation phases.

Baseline

- 8.3.5 A desk top review of published data, such as landscape character assessments, OS maps and landscape planning policies, was carried out. This identified potential landscape and visual receptors that could be affected by the proposals. A field survey visit was carried out in April 2009 to confirm the initial findings of the desk top review. The visit was used to establish the areas where the existing site and the proposed development were potentially visible from and to identify the scale and significance of the proposed site in the view. A suggested area of study was drawn up and this was provided, with photographs illustrating current views towards the site, to Weymouth and Portland Borough Council. Agreement was reached on key view points, locations for photomontages and the area which would be included in a computer generated ZTV.
- 8.3.6 Separate ZTVs were prepared for the existing buildings on site, the proposed site buildings and the proposed chimney stacks (refers to Figure 8.3 to 8.5). These were overlain to identify any new areas where the new proposals could be visible from but which had no views of the current site (refer to Figure 8.6).
- 8.3.7 The ZTVs were generated using a digital terrain model (DTM) of the agreed study area. This was based on landform data with a resolution of 5m. The specialist software analysed the topographic data in order to indicate where views may theoretically be possible from. This does not take account of existing buildings or areas of vegetation, such as woodland or hedgerows, which may prevent actual views. The ZTVs which were generated were used to identify existing or potentially new areas from which views could be available. The publicly accessible areas identified were then reviewed through further field survey work in June 2009.

Assessment of Significance

- 8.3.8 Landscape and visual impacts are a function of the receptor sensitivity combined with the magnitude of change. The categories set out in Table 8.1 below are indicative of the set of criteria used to determine significance. It should be emphasised that while the methodology is designed to be robust and transparent, professional judgement is ultimately applied to determine the significance of each impact.
- 8.3.9 In order to assess the significance of the impacts the following definitions of potential significance have been assumed as follows:

Table 8.1 - Townscape and Visual Impact Assessment Criteria

Impact Significance	Townscape / Landscape	Visual Resource / Amenity
Major Adverse	Typically where the proposed changes would be uncharacteristic and/or would noticeably damage a valued aspect of (or a high quality) townscape / landscape	Typically where the proposed changes would be intrusive and/or would noticeably damage a valued view or a view of high scenic quality
Moderate Adverse	Typically where proposed changes would be noticeably out of scale or at odds with the character of an area	Typically where proposed changes to views would be noticeably out of scale or at odds with the existing view
Minor Adverse	Typically where proposed changes would be at slight variance with the character of an area	Typically where proposed changes to views, although discernible, would only be at slight variance with the existing view
Neutral	Typically where proposals would be in keeping with the landscape character of the area and/or would maintain landscape / townscape quality, or where the benefits of proposed mitigation would balance adverse impacts	Typically where proposals would retain existing views or represent a barely discernible change, or where on balance the proposed mitigation would maintain the quality of views (ie. adverse impacts are balanced by beneficial effects).
Minor Beneficial	Typically where proposed changes would be in keeping with the existing landscape / townscape and also slightly enhance character and quality	Typically where proposed changes to existing views would be in keeping with the visual resource and also slightly enhance the quality of views / visual amenity
Moderate Beneficial	Typically where proposed changes would sit well with the existing landscape / townscape and also noticeably enhance character and quality	Typically where proposed changes to existing views would be in keeping with the visual resource and also slightly enhance the quality of views / visual amenity
Major Beneficial	Typically where proposed changes not only fit in well with existing landscape / townscape and also greatly enhance character and quality, eg. through the removal of damage or dereliction	Typically where proposed changes to existing views would not only be in keeping with, but would also cause a pronounced improvement in the quality of views / visual amenity

Cumulative Impacts [Methodology of]

8.3.10 The cumulative landscape and visual impact of the following proposed developments has been considered as part of this assessment:

- Osprey Quay a 33 hectare waterfront development which will include 50,000sqm of development, plus a marina. The development will include a hotel, nursery, creche, shops, cafes and restaurants;
- Portland Gas storage facility located at Upper Osprey;
- Development of a southern lay-by berth Port development;
- Camber Basin Port development;
- Olympic Park Port development.

8.3.11 The same methodology was used for the cumulative impact assessment.

Limitations of the Assessment

- 8.3.12 This assessment is based on views from publicly accessible locations, and where impact to residential and other private views (e.g. commercial occupiers) is noted this has necessarily been estimated.
- 8.3.13 The ZTVs prepared for this assessment are based on topographical data only. They do not take account of buildings and vegetation such as hedgerows or woodland. These ZTVs were used to inform the field survey work through identifying areas of potential views towards site. These areas were then reviewed to see the impact of intervening buildings or vegetation on the views, and also to see the impact of distance from site.
- 8.3.14 Given the scale of areas from which the scheme could potentially be visible from, it was agreed with Weymouth and Portland Borough Council that the assessment would review key viewpoints from which the potential impact could be identified, rather than everywhere that the site could be seen from. The key viewpoints would be illustrative of the potential impact from a range of receptors including residences, rights of way, public open spaces, commercial operations, the roads network etc. In addition, the ZTVs provided give an indication of the theoretical extent of the visual impact eg within the AONB.

8.4 Baseline Conditions

- 8.4.1 This section sets out the baseline conditions for the site and the wider area.

Location and site context

- 8.4.2 The site is located close to Portland Harbour / Balaclava Bay at the base of the cliffs on the north eastern edge of the Isle of Portland (refer to Figure 1). It lies within the commercial / industrial Portland Port area, which has developed in the former naval dockyard. There is no public right of access to the port area.
- 8.4.3 Portland Harbour is protected by a series of historical breakwaters on its eastern side. A narrow spit of land on the western side of the harbour links the Isle of Portland to the mainland and Weymouth. On the northern side of the harbour are the residential districts of Wyke Regis, Southlands and Rodwell.
- 8.4.4 Beyond the harbour lies Weymouth Bay and further residential and commercial areas of Weymouth. A series of villages and hamlets lie within the wider rural landscape beyond Weymouth.
- 8.4.5 A number of villages are located on the Isle of Portland. Some are on the relatively flat upper parts of the island. Others, such as Fortuneswell, are located on its steep sided cliffs. The island is also home to HM Prison at the Verne and the HM Young Offenders Institution at Grove. Elsewhere, there are active and former quarry sites, some of which are now important for nature conservation or house tourist attractions, such as Tout Quarry Sculpture Park.

Topography and Landform

- 8.4.6 The northern side of the Isle of Portland rises steeply upwards from Portland Harbour, with cliffs reaching up to approximately 125m AOD. From here the landform gradually slopes down towards Portland Bill on the southern tip of the island, at around 20 m AOD.
- 8.4.7 The coastal areas of the Dorset mainland rise more gently towards a series of inland ridges, extending very approximately east – west. The southern sides of these ridges face towards Portland.
- 8.4.8 The Chesil Beach forms a distinct and narrow shingle bank extending from Portland in a north westerly direction into Lyme Bay. To its northern side are water bodies such as The Fleet.
- 8.4.9 The land around the Weymouth port area is generally low lying and extends northwards into a series of lakes and wetland areas, around Radipole and Lodmoor. The landform rises up towards the residential districts of Wyke Regis and Rodwell on the south western edge of Weymouth, closest to Portland.

Landscape Designations

- 8.4.10 As has been set out in Section 8.2 – Legislation and Planning Context, large areas of Dorset around Weymouth and Portland are subject to a series of landscape and similar designations, such as AONB, Heritage Coast, World Heritage Site and Area of Local Landscape Importance. The proposed site location lies outside of all of these designated areas (refer to Figures 8.1 and 8.2).

Other Designations

- 8.4.11 Weymouth and Portland contain a number of Conservation Areas. Whilst the impact of the proposals on Conservation Areas is considered more fully within the Archaeology and Cultural Heritage Chapter, in terms of the Methodology used for this assessment, such areas are considered to have a heightened sensitivity to visual changes.
- 8.4.12 The proposed site does not lie within any Conservation Area, but there may be views of it from the Castletown Extension to the Underhill Conservation Area to the north of Portland, and also from the Wyke Regis and Belle Vue Road Conservation Areas to the north of Portland Harbour.

Public Rights of Way and Access Land

- 8.4.13 There are no public rights of way across the site or within Portland Port.
- 8.4.14 A network of public rights of way criss-crosses Portland. The closest rights of way to the site are the footpath across Verne Common (via the Naval Cemetery), and a short section of footpath close to the south eastern side of The Verne Prison (refer to Figure 8.2). Both of these footpaths reach dead ends where they are terminated by security fences which surround the Portland Port area.
- 8.4.15 On Portland the South West Coast Path travels up the cliffs from Chiswell, and then passes through the centre of the island before emerging at the coast above East Weare on the east coast of the island. This avoids the coast and cliff top to the north of Portland. It then completes a circuit around the coast of the remainder of the island.
- 8.4.16 From the edge of Portland, the South West Coast Path then passes via the spit of land linking Portland with the mainland at Wyke Regis. It then passes along the northern edge of Portland Harbour round into Weymouth Bay, and then along the cliff tops or bottoms across much of the south Dorset coast.
- 8.4.17 Another section of the South West Coast Path runs along the top of the inland ridges, close to the hamlet of Bincombe and the Osmington White Horse carved into the hillside above the village of Osmington. From here the path drops down via Osmington, before joining the other section of the South West Coast Path near the coast at Osmington Mills.
- 8.4.18 Other rights of way cross much of the Dorset rural landscape.
- 8.4.19 The locations of Access land in the study area are illustrated on the ZTVs for the proposals (refer to Figures 8.3 to 8.6). There are areas of Access Land along several stretches of the south Dorset coast, and along the tops of some of the inland ridges.
- 8.4.20 Access Land on Portland close to the site covers land around the public viewpoints at Portland Heights, parts of the east coast of the island south of King's Pier (approximately 850m south of the site), and also the Chesil Beach and land to the west of the A354 linking Portland and Weymouth.

Published Landscape Character Assessments

Countryside Agency Landscape Character Areas

- 8.4.21 The site and surrounding area fall into the Isle of Portland / Weymouth Lowlands Character Area 137/138 in The Countryside Agency landscape character assessment. The Key Characteristics are:
- *“Varied area, united by underlying broad ridge and valley pattern and spectacular coastline;*

- *Open, largely treeless, ridge tops with large, commonly arable fields;*
- *Valleys with villages, mixed farming and valley-side woodlands;*
- *Exposed, windswept coastal grassland;*
- *Distinctive coastline of Chesil Beach enclosing the brackish lagoons of The Fleet;*
- *Dramatic wedge-shaped peninsula of the Isle of Portland with its distinctive untidy character and strong sense of history;*
- *Extensive urban and urban fringe land use around Weymouth."*

Dorset County Landscape Assessment

8.4.22 The 'Dorset County Landscape Assessment', prepared by Landscape Design Associates, was published in 1993. This was developed into 'A New View of Dorset' (Burden and Le Pard, 1996). Within this latter document Portland is placed into the Isle of Portland and Chesil Beach landscape character area. The key characteristic features of Portland include:

- *"...The local pale grey Portland Limestone is a dominant visual influence, on natural exposures, quarry faces, field walls and buildings...."*
- *Considerable evidence of past stone working and military activities..."*

Weymouth and Portland Borough Council Draft Issues Paper 5: Landscape, June 2009

8.4.23 Weymouth and Portland Borough Council published a draft of Issues Paper 5: Landscape as part of their Core Strategy Documents in June 2009. The proposed development site appears to be located at the junction of two local landscape areas (LLA): Portland Coast and Cliffs; and Portland Harbour.

8.4.24 The Portland Coast and Cliffs LLA includes the undercliffs, the cliffs and their immediate tops. The Context comments that many Naval Defence and Training facilities were made redundant when the Navy moved away from Portland. The Description and Characteristics notes that *"Much of the undercliff that had been used by the Navy has been granted planning permission to reuse the 'brownfield' sites. Nevertheless, much of the land is within the Portland Coast / Heritage Coast and of wildlife, heritage and landscape interest. The bright light, reflections from the sea, and the contrasting grey and green coast of Portland against the white chalk cliffs of South Dorset give this area a Mediterranean atmosphere."*

8.4.25 In relation to the eastern weares, the Assessment notes that *"There is a continuum where the character subtly changes."*

8.4.26 The Context of the Portland Harbour LLA notes that *"the port facilities give particular character to one quarter"* of Portland Harbour. The Description and Characteristics comments that *"the southern port side has a much busier and more industrial appearance and atmosphere. The quays and machinery can be seen from across the water."*

8.4.27 The Assessment notes that *"the openness of the harbour means that changes within it or on the shores are likely to be readily perceived. That openness also means that relatively small changes can have quite a significant effect. Developments that have been tucked back into the base of the slopes on the northern and southern sides seem to be those that have integrated most effectively."*

Existing Site Description

8.4.28 Portland Port as a whole is accessed via a security gate and check point at the edge of the commercial / industrial area. This area contains a number of large modern industrial buildings, older stone built buildings, cranes, roads, parking areas and a range of pipelines. Very large ships are, at times, moored in the dockyard, including the substantial prison ship.

- 8.4.29 Lighting columns, spot lights and other safety / security lights are situated through the port area. It is understood that many of these operate throughout the night, particularly along the access roads through the site and up the Incline Road (refer to Photomontages 9B and 10B – existing night time views).
- 8.4.30 The site itself is located some 750m into the working port area. It occupies a roughly level area between the base of the cliffs and the harbour side.
- 8.4.31 It contains a small number of buildings of twentieth century construction. These range in height from 5.6m to 9.3m, and several appear to be in generally poor state of repair or disused. Elsewhere there is a large pile of rubble which are understood to be the remains of former multiple storey naval buildings which stood on the site (refer to Photographs A and B).
- 8.4.32 There was no significant vegetation on site during the field visit which took place in April 2009.
- 8.4.33 The northern edge of the site is adjacent to various working port buildings and the start of the Inner Breakwater.
- 8.4.34 A series of pipelines run adjacent to the eastern boundary of the site. Beyond these are the coastal protection measures and the small beach area of Balaclava Bay.
- 8.4.35 The western edge of the site is marked by the main access road through the port and the retaining wall of the dismantled railway line which runs along the side of the cliffs. The cliffs rise up above the site, with The Verne Citadel located at their top.
- 8.4.36 Beyond the southern edge of the site, the landform slopes upwards towards other areas of the Portland Port site.
- 8.4.37 The cliffs above the site to the west and other adjacent areas to the south of the site contain large areas of scrubby vegetation and, in places; trees (refer to Photograph B).
- 8.4.38 The main access road through the port area passes through the site, becoming the Incline Road. As the name suggests this road travels at an angle across the cliff face and it allows access to other more southerly located parts of the Portland Port area. This area contains a small number of commercial concerns (such as Portland Shellfish) and former military training areas. Several of the buildings formerly used for military training purposes are partially hidden by vegetation and landform.

Visual Baseline

- 8.4.39 Given its coastal location on the northern edge of Portland, the existing development site has few land-based close or medium range visual receptors, but this area of the island is visible at some distance over a wide area of the Dorset coastal regions. The distance of some of these views means that the individual buildings currently located on the site are difficult to perceive. However, nearby large scale buildings, such as the Great Coaling Shed or the recently constructed buildings within Portland Port, can be readily discerned in some long distance views.
- 8.4.40 A ZTV has been prepared to assess the potential areas from where views of the existing buildings on site may be possible (refer to Figure 8.3). The ZTV was used during the field study work to guide the assessor to areas that have potential views of the existing site. In some locations, intervening vegetation, buildings or structures such as the Breakwaters, prevented views that had been predicted by the ZTV which is based on topographic data alone. In other areas, the distances involved were so great that no discernible site features could be readily identified.
- 8.4.41 Schedules setting out the detail of the Visual Baseline at specific locations are at Appendix 8.4.

Existing Close Range Views

- 8.4.42 Close range views of the existing site buildings and piles of rubble are largely restricted to non-publicly accessible locations within the privately owned Portland Port. Workers within the port have open and direct views of the existing site, particularly from the main port access road. Inmates at HM Prison The Weare may have oblique views towards the site from some parts of the prison ship, although tall intervening buildings,

such as the Great Coaling Shed, are likely to limit some of these views. Similarly, large scale ships moored within the harbour may also temporarily block views.

- 8.4.43 There are brief glimpses of parts of the site from short sections of the two public footpaths which cross the cliffs and lead towards the security fences which surround the Portland Port area.
- 8.4.44 From the footpath which crosses Verne Common, via the Naval Cemetery, most views of the existing site are prevented by the dense stands of vegetation which surround the footpath. Even when these are not in leaf, their bulk and the angle of the site in relation to the footpath combine to prevent all but a few glimpses of the tops of existing site buildings (refer to Photomontage 1).
- 8.4.45 From the end of the footpath at the top of the cliffs to the south of the site (approximately at the south eastern edge of The Verne complex), views towards the existing site buildings are largely prevented by other buildings and structures within the secure Portland Port owned area (refer to Photomontage 2).
- 8.4.46 Users of Portland Harbour and the waters just outside it, which may include tourists and people on dive boats or similar vessels, have transitory views towards the existing site and buildings. The existing view taken from the end of the Inner Breakwater represents one such open and direct view (refer to Photomontage 3 – existing view). From here, the existing buildings and piles of rubble are seen at the foot of the cliffs, to the rear of the coastal protection measures and the gas pipelines along the edge of the site. The dismantled railway and security fences along the vegetated cliff sides form the backdrop, with the exposed cliffs and buildings of The Verne dominating the skyline. Other buildings within Portland Port are seen to both the left and right of the proposed development site.
- 8.4.47 Views from further to the west within the harbour, closer to the pier, are constrained by existing buildings elsewhere within Portland Port.

Existing Medium Range Views

- 8.4.48 Based on field observations, there are no views of the existing site buildings from either Portland Castle (listed at Grade I) or from within the Castletown Conservation Area, due to intervening buildings and structures (refer to Photomontages 4 and 5 - existing views).
- 8.4.49 The Baseline ZTV predicts that, based on topography alone, there are no views available either from other public rights of way on Portland (including the South West Coast Path) and the nearby Access Land either from the south of King's Pier or from the public viewpoint around Portland Heights (refer to Figure 8.3).
- 8.4.50 Views from within Portland Harbour and the waters just outside it are likely to be similar to the close range views described above.

Existing Long Range Views

- 8.4.51 Long range visual receptors include residential properties, commercial operations, shipping, tourists, users of footpaths and other public rights of way, Access Land, public open spaces and the road network. It is noted that weather and lighting conditions can strongly affect available views from longer distances.
- 8.4.52 The existing site buildings and/or piles of rubble can just be discerned between other buildings within Portland Port in views from some of the public roads within the Southlands / Wyke Regis area of Weymouth (refer to Photographs C, D and E).
- 8.4.53 There are also views from along the coastline to the north of Portland Harbour, including from the South West Coast Path (in places referred to as the Rodwell Trail) and from adjacent to the well-used public areas around Sandsfoot Castle and The Nothe (refer to Photomontages 9A and 10A – existing views). At times the large ships moored regularly within the harbour or at the port side block these views.
- 8.4.54 Photomontage 8 (existing view) illustrates that the existing site is not visible from the western edge of Portland Harbour due to intervening buildings and the prison ship moored within the port.

- 8.4.55 The baseline ZTV (refer to Figure 8.3) illustrates that much of the rest of Weymouth, including the main seafront along The Esplanade, has no potential views of the existing site with the exception of the Radipole and Lodmoor districts. Both Lodmoor and Radipole districts are approximately 7km from the proposed site.
- 8.4.56 Field surveys within these areas have identified that, in most publicly accessible locations, views are prevented by intervening buildings or vegetation, as is typical within urban environments (refer to Photographs F). There are occasional direct views towards site from these areas due to a certain alignment of roads, and lack of intervening vegetation or buildings (Photograph G).
- 8.4.57 Where views are available towards the site, the larger nearby buildings elsewhere within the port area can be individually discerned, particularly those that are light in colour (refer to Photograph G). The whole of the base of the cliffs from the buildings currently under construction at the former HMS Osprey site, to the Portland Shellfish operation south of the proposed development site, appears as one long line of continuous development.
- 8.4.58 Similar views are available from open areas on the coast such as at Furzy Cliff above Bowleaze Cove and Preston Beach (refer to Photographs H and J). Views from the A353 Preston Road heading east out of Weymouth, are prevented by the tall sea wall.
- 8.4.59 Further along the coast, there are open views towards the site, but these are strongly affected by weather conditions such as haze over the sea, and also by the time of the day. As the site is located on the north eastern coast of the Isle of Portland, after a certain point in the day, the general site area is shadowed by the cliffs above it. This has the effect of making individual buildings and structures more difficult to discern over long distances. Representative views from within the Dorset mainland coastal area are provided from Osmington Mills (Photograph K), Ringstead Bay (Photograph L) and the National Trust car park and view point above Ringstead Bay (Photograph M).
- 8.4.60 There are more distant views towards the site from the inland ridge. These are similar to those described above, but with a greater depth of foreground (refer to Photographs I and M).

8.5 Identification and Evaluation of Key Impacts

Site Description

- 8.5.1 A full description of the proposed development is included at Chapter 4
- 8.5.2 Set out below are the key elements of relevance to the landscape and visual resource:
- The height, massing and form of the proposed structures and buildings, particularly those of the stacks (27m high), the Engine Hall, the office / workshop building and the storage tanks (13m high);
 - Their location within the site in relation to potential visual receptors;
 - The proposed colour and finishes of the various elements, particularly those of the larger buildings and structures;
 - The proposed lighting arrangements of the development.

Site Preparation and Construction

Visual Impact

- 8.5.3 During site construction works, large scale machinery and transportation vehicles / vessels would be used to deliver the components and materials for the proposed buildings and structures. These would be visible in existing views, and may be visible over a wider area compared to the existing site, if cranes or other tall equipment is used. These would be seen in the context of existing dock yard cranes and industrial activities within the port.

- 8.5.4 Night time safety or security lights are also likely to be a feature of the construction site, but these would be seen in the context of the existing all-night lighting regime through the harbourside area and along the Incline Road (refer to Photomontages 9B and 10B – existing night time views).
- 8.5.5 All site preparation and construction visual impacts would be temporary in nature, and therefore their significance is reduced. These activities are likely to produce visual impacts generally of either Neutral or at worst Minor Adverse significance.

Landscape Impact

- 8.5.6 The landscape character of the proposed site falls at the border of two local landscape areas (LLA) in the recently published draft of Issues Paper 5: Landscape by Weymouth and Portland Borough Council. These are: Portland Harbour and Portland Coast and Cliffs.
- 8.5.7 Portland Harbour LLA describes how the southern port side of Portland Harbour has a "*busier more industrial appearance and atmosphere*" and also notes that the quays and machinery can be seen from the other side of the harbour.
- 8.5.8 The Portland Coast and Cliffs LLA extends around the whole of the Portland coastline. The LLA comments that in the north east area of the island "*Much of the undercliff that had been used by the Navy has been granted planning permission to reuse the 'brownfield' sites. Nevertheless, much of the land is within the Portland Coast / Heritage Coast and of wildlife, heritage and landscape interest.*" It notes that around east weaves "*there is a continuum where the character subtly changes.*" The proposed site does not lie within either the Portland Coast or Heritage coast designations.
- 8.5.9 It is considered that the proposed site has more in common with the Portland Harbour LLA's "*industrial appearance and character*" than the former naval sites further south along the undercliff which are sparser and separated by increasing amounts of scrubby vegetation. In contrast, the proposed development site, which consists of rubble and industrial buildings, extends seamlessly from the existing dense industrial development around the harbour. Changes to the landscape character will be considered against this more industrial character type.
- 8.5.10 Construction and industrial activity are frequent features of the developed north coast of Portland, both within the port area in recent years and further west (for example, the current works at the former HMS Osprey site).
- 8.5.11 The preparation and construction of the proposed development would involve the demolition of the current assortment of industrial buildings and the erection of a series of new buildings, structures and access roads. These activities would be likely to have a neutral effect on the existing landscape character of the port area.

On Completion

Visual Impact

- 8.5.12 The proposed buildings and structures would form new elements in views towards the site, and these would replace views of the existing industrial buildings and / or piles of rubble. Depending on the distance and angle of the visual receptor to the site, these would tend to form generally small scale elements in the wider views. In many views the buildings and structures would be partially obscured by nearby buildings such as the Great Coaling Shed.
- 8.5.13 The colour and finish of the proposed development would have an impact on how noticeable the proposed buildings and structures are in available views. As an example of this, the large scale modern buildings within the port, painted in pale colour with a dark blue stripe along their length, stand out more in distant views, compared to the large scale Great Coaling Shed which is made from Portland Stone. Similarly if shiny or reflective finishes were used for the proposed development, then these would also increase the scheme's visibility.
- 8.5.14 At 27m high, the proposed stacks would be taller than existing elements within the site, and also taller than nearby buildings, although the height of the crane on the Inner Breakwater is comparable. Due to their height, the proposed stacks would increase the overall visibility of the scheme compared to the buildings alone,

depending on the angle of the view. Separate ZTVs for both the buildings and the stacks have been prepared to illustrate this.

- 8.5.15 It is noted that in most views the stacks would appear against the backdrop of the cliffs, rather than as silhouettes against the skyline.
- 8.5.16 It is understood that there will not be a visible plume emanating from the stacks.
- 8.5.17 The proposed lighting scheme includes various different elements such as luminaires, 8m high lighting columns and 13.5m high floodlight towers. It is noted that specific features have been included in the design in order to reduce glare and light pollution. Nonetheless, the proposed lighting has the potential to have an impact on visual receptors.
- 8.5.18 Visual receptors which could be affected by the proposed lighting are people working within Portland Port, occupants of vessels using Portland Harbour and nearby waters (although it is assumed that most leisure uses would be carried out during daylight hours and so would be unaffected by the proposed lighting), and a variety of visual receptors on the Dorset mainland.
- 8.5.19 It is understood that the existing lighting within Portland Port is operated throughout the hours of darkness. This includes lighting currently along the access road through the proposed site. However, there will necessarily be an increase in lighting levels at the proposed site compared to the existing situation. This will most affect workers within the port area. The effect on workers is considered to be of Neutral significance.
- 8.5.20 Photomontages 9B and 10B have been prepared to illustrate the current situation and also the visual impact of the proposals on long distance receptors. The existing lighting through the Portland Port area and elsewhere on the northern coast of Portland is readily apparent from the northern side of the harbour. The institutions of HM Prison The Verne and HM Young Offenders Institution at Grove, both on the cliff top, are easily identified, as is the lighting extending along the Incline Road. With the above exceptions and the residential district of Fortuneswell, other lighting is restricted to a linear strip along the harbour's edge. The proposed lighting would be seen in this context and it is difficult to perceive any significant changes to the baseline situation. The visual impact of the proposed lighting on long distance visual receptors is considered to be Neutral.
- 8.5.21 Appendix 8.4 contains the Visual Impact Schedule which sets out the significance of impacts due to the proposed development on a viewpoint by viewpoint basis. The significance of the potential visual impacts would range from None to Neutral to Minor Adverse.
- 8.5.22 The impact on close range views is considered to be of Minor Adverse to Neutral significance.
- 8.5.23 The impact significance on medium range views varies from None to Minor Adverse.
- 8.5.24 There would be long distant views from a large number of visual receptors on the Dorset mainland. These range from individual residences and residential districts, to national trails and other public rights of way, to commercial operations and the road network. Many of the available views are brief glimpses, due to minor changes in topography or intervening built form or vegetation. Representative examples of these typical views have been provided at various angles and distances from site.
- 8.5.25 In the majority of long distant views, the proposals would be just discernible, but are frequently partially obscured by other buildings within Portland Port. Where they would be visible, the proposals would generally form a very minor component of the wider view. The buildings and structures would tend to be perceived as part of the existing development along the northern coast of Portland. Of the long range views assessed, only one had an impact significance of Minor Adverse. For all other views the assessment of visual impact was of either None or Neutral significance.
- 8.5.26 The Dorset AONB covers an extensive area of the mainland opposite Portland. It includes numerous small villages, individual residences, agricultural land and public rights of way. The ZTVs provided illustrate where there may be views from within the AONB. Examples of the typical views available from within the AONB are provided at Viewpoints I, K, L, M and N. These are all individually assessed as being of Neutral significance. It is considered that the impact of the proposals on views from within the AONB as a whole would similarly be of Neutral significance, due to the distances involved (typically more than 8.5km).

- 8.5.27 With the exception of Viewpoint I, all the above views are also located within the Heritage Coast designation. The ZTVs provided illustrate where there may be views from within the Heritage Coast. Viewpoint 8, to the north west of Portland Harbour, is located close to but not within the Heritage Coast designation. The significance of the impact of the proposals on this viewpoint, some 3.3km from site, is also considered to be neutral due to the very limited amount of the development that would be seen to the rear of other Portland Port buildings – just the tops of the chimney stacks. Therefore the impact of the proposals on views from within the Heritage Coast as a whole is considered to be Neutral.
- 8.5.28 The Portland Coastline designation lies adjacent to the site, on the cliffs above the harbour. Public views within this location are strongly limited by the fenced off areas of Portland Port, angle of view and by dense vegetation eg across Verne Common. Viewpoints 1 and 2 illustrate the clearest public views available within the Portland Coastline designation. The significance of the visual impact on these two locations is considered to be Minor Adverse. Given that there are no public views from within the majority of Portland Coastline designation, the significance of the impact of the proposals on the public views from within it is considered to be Neutral overall.
- 8.5.29 The significance of the visual impact of the proposals on the Wyke Regis and Belle Vue Road Conservation Areas is considered to be Neutral at worst, due to the distances involved and that any private views would tend to be from upper floor windows.
- 8.5.30 The impact on the Castletown Conservation Area is considered to be none, due to lack of visibility of the proposals.

Landscape Impact

- 8.5.31 The current site features include piles of rubble relating to former buildings on site, as well as existing industrial buildings in various states of repair. Removing the rubble and buildings and replacing them with new buildings and structures, albeit at a larger scale, would remove dereliction / disrepair and is considered to have an impact of Minor Beneficial significance on the landscape character of this area of harbourside development. In terms of the impact on the Portland Harbour LLA as a whole, it is considered that the proposals would have a Neutral significance.

Cumulative Impacts

- 8.5.32 Consideration has been given to the cumulative impact of the stated developments in relation to the site proposals.
- 8.5.33 From the majority of the visual receptors identified in this report, most of these developments would appear located within or adjacent to existing development locations within the Portland Port area or to its western side (Osprey Quay). It is not considered that the Portland Green Energy Plant would have a significant cumulative effect with these schemes, as the proposals would sit within the Portland Port area already.
- 8.5.34 Lighting associated with the additional developments, particularly the multi-storey buildings at Osprey Quay, would be likely to further reduce the minimal impact of the proposed lighting for the Green Energy Plant.
- 8.5.35 The proposed Portland Gas storage facility at Upper Osprey would be located part way up the cliff side to the south of the site. Based on a photomontage prepared for that project (available on the project website at www.portland-gas.com), the gas storage facility would be likely to partially obscure views towards the Portland Green Energy Plant from Viewpoint 1 – the footpath to the south eastern corner of The Verne. This would have the effect of lessening the visual impact of the energy plant proposals. Depending on the amount of obscuration, this may reduce the significance to Neutral from Minor Adverse.

8.6 Design Response and Mitigation

Site Preparation and Construction

- 8.6.1 No specific landscape and visual mitigation measures are proposed during site preparation and construction.

On Completion

- 8.6.2 As has been discussed, the colour of the proposed buildings and structures has the potential to have an impact on visual receptors by making them appear more or less noticeable in the view. It was observed that in most views the paler coloured, large scale recent buildings elsewhere within the port are more readily apparent than the large Great Coaling Shed which has been constructed from Portland Stone. For this reason, it is proposed that the colour of the main site structures and larger buildings are painted / coated in a recessive colour, similar to that of the Great Coaling Shed, but slightly darker. This mitigation measure will help to reduce the visual impact of the proposals by allowing them to recede in the view.
- 8.6.3 The photomontages have been prepared with this proposed mitigation measure in place and the visual impact assessment has been made on this basis.

Cumulative Impacts

- 8.6.4 No further mitigation measures are proposed as a result of cumulative impacts with the stated developments.

8.7 Residual Impact

- 8.7.1 As previously stated, this assessment has been carried out on the basis that the proposed neutral and recessive colours would be used for both the buildings and structures. Therefore the residual impact remains unchanged.

Follow Up

- 8.7.2 No landscape and visual follow up measures are proposed.

8.8 Conclusion

- 8.8.1 There are limited locations from where close or medium distant views of the proposals would be available. In potential land based public view locations, generally the proposed development would not be seen or would be partially obscured by other development within Portland Port. There would be more direct views from sea-based locations, and the amount of the proposals visible would vary with angle to the site and the relative location of existing buildings. Views of the proposed development would replace existing industrial buildings and piles of rubble. It would be seen in the context of other nearby development. The significance of the potential visual impacts on close to medium range locations would range from None to Minor Adverse.
- 8.8.2 Most long distant views would be from Dorset mainland or from the sea. These receptors would range from individual residences and residential districts, to people involved in leisure pursuits, to national trails and other public rights of way, to commercial operations and the roads network. Many of the available views are brief glimpses, due to minor changes in topography or intervening built form or vegetation. Representative examples of these typical views have been provided at various angles and distances from site.
- 8.8.3 In the majority of long distance views, the proposals would be just discernible, but are frequently partially obscured by other buildings within Portland Port. Where they would be visible, the proposals would generally form a very minor component of the wider view. The buildings and structures would tend to be perceived as part of the existing development along the northern coast of Portland. Of the long range views assessed, only one had an impact significance of Minor Adverse. For all other views the assessment of visual impact was of either None or Neutral significance.
- 8.8.4 The significance of the potential visual impact on views from within the Dorset AONB, the Heritage Coast and Portland Coastline designations is assessed as Neutral.
- 8.8.5 The significance of the potential visual impact of the proposals on the Wyke Regis and Belle Vue Road Conservation Areas is considered to be Neutral at worst, due to the distances involved and that any private views would tend to be from upper floor windows.

8.8.6 The impact on the Castletown Conservation Area is considered to be none, due to lack of visibility of the proposals.

Landscape Impact

8.8.7 The current site includes piles of rubble relating to former buildings on site, as well as existing industrial buildings in various states of repair. Removing the rubble and buildings and replacing them with new buildings and structures, albeit at a larger scale, would remove dereliction / disrepair and is considered to have an impact of Minor Beneficial significance on the landscape character of this area of harbourside development. In terms of the impact on the Portland Harbour LLA as a whole, it is considered that the proposals would have a Neutral significance.

8.8.8 The cumulative impact of the proposed development with the other specified developments is not considered significant.

8.8.9 Table 8.2 contains a summary of the likely significant impacts of the proposed development.

Resource	Phase	Nature of Effect	Nature of Impact	Magnitude of Impact	Duration	Mitigation Enhancement	Significance of Residual impact	Geographical Level of Importance of Issue				
								I	N	R	D	L
	Construction	Effect on close to long range views	Neutral to Adverse	Neutral to Minor	Temporary	None	Neutral to Minor Adverse				*	*
		Effect on landscape character	Neutral	Neutral	Temporary	None	Neutral					*
	Operation	Effect on close to long range views	Neutral to Adverse	Neutral to Minor	Permanent	Colour and Finish or Proposals	Neutral to Minor Adverse				*	*
		Effect on landscape character	Neutral	Neutral	Permanent	None	Neutral					*

Key: I: International N: National R: Regional D: District L: Local