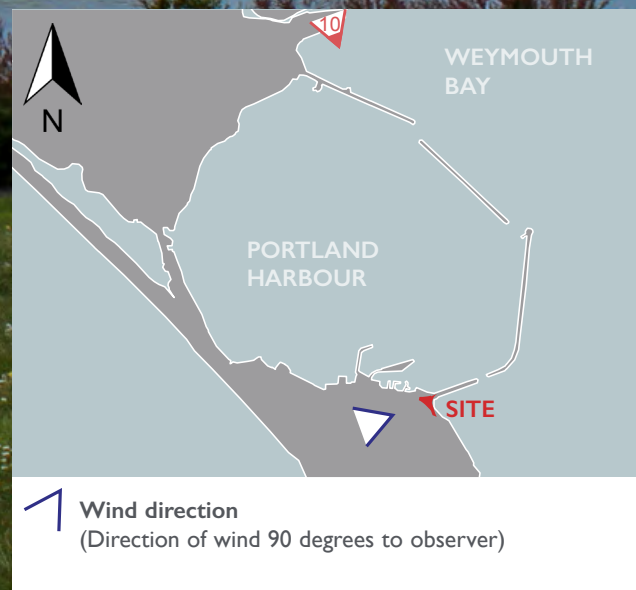




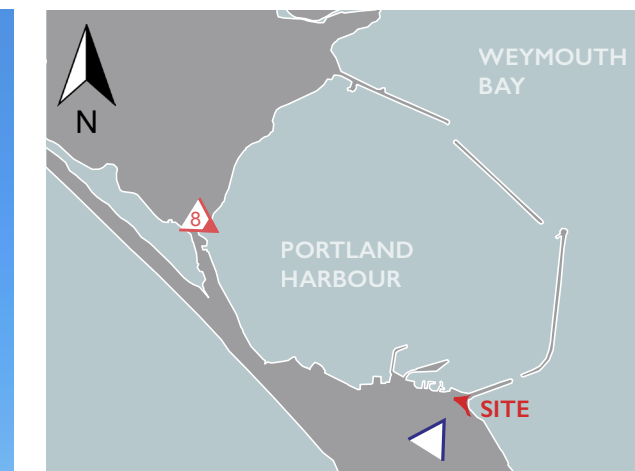
Fig 2.11 VP10: Proposed view from Nothe Fort (with 187.89m plume with the wind coming from the west)

Photograph taken on Thursday 14th May 2020 at 11:40am.

Weather conditions were dry and sunny.



Wind direction
(Direction of wind 90 degrees to observer)



Viewpoint locations
Wind direction
(Direction of wind 90 degrees to observer)

Fig 2.12 VP8: Proposed view from Ferrybridge Inn (with 187.89m plume with the wind coming from the south-west)

Photograph taken on Thursday 14th May 2020 at 8:46am.

Weather conditions were dry and sunny.

THE PLUME - INDICATIVE VISUALISATIONS A TYPICAL WINTER DAY (USING THE PREDOMINANT WEATHER CONDITIONS WHEN THE PLUME IS MOST LIKELY TO BE VISIBLE)

VISUAL IMPACT - A MORE LIKELY SCENARIO

2.4.1 The following photomontages demonstrate the visual impact of the plume from the same three key viewpoints of the Osmington White Horse, Nothe Fort and Ferrybridge Inn, as agreed with the AONB and Landscape officers during the pre application process, in winter conditions.

2.4.2 The plume in each image is still shown as 187.89m but is now shown blowing to the north-east as this represents the predominant south-westerly wind conditions when the plume is most likely to form. For some viewpoints this means the plume will be blowing towards the observer reducing the width of the plume visible from that location.

2.4.3 The base photographs were taken in November 2020 on a sunny and dry day. It is considered that the lower sun angle, and shadows cast across the peninsula are more representative of the lighting conditions likely to be found during the months of February-April when the plume is most prevalent.

As the sun tracks around the southern tip of the Isle of Portland the north-eastern tip of the island, where the site is located, is cast into shadow for the majority of the day. This, combined with reflections of the sun off of the sea and the brightest, whitest parts of the sky adjacent to the horizon, creates glare which reduces the visual contrast and detail that can be perceived by the human eye at this distance.

From the long distance viewpoints in the AONB the top of the stack sits well below the ridgeline of the peninsula. In certain weather conditions the plume may be faintly visible against the dark, overshadowed landscape of Portland. The south-westerly wind would carry the plume almost directly towards the observer reducing the length of plume visible from this angle.

As the ERF building sits on the north-eastern corner of the peninsula the building and undercliff sit in shadow for the vast majority of the daylight hours. The reduced light levels on the façade facing the AONB result in colour and tone being less legible, particularly from these long distance views, and the building being almost indistinguishable from the undercliff behind. This is demonstrated by the docked cruise ship which despite being white and metallic is barely visible.

Warm moist air passing over the colder surface of the sea results in an atmospheric haze reducing the visual clarity of the Isle of Portland and the proposed building, from the long distance views in the AONB.

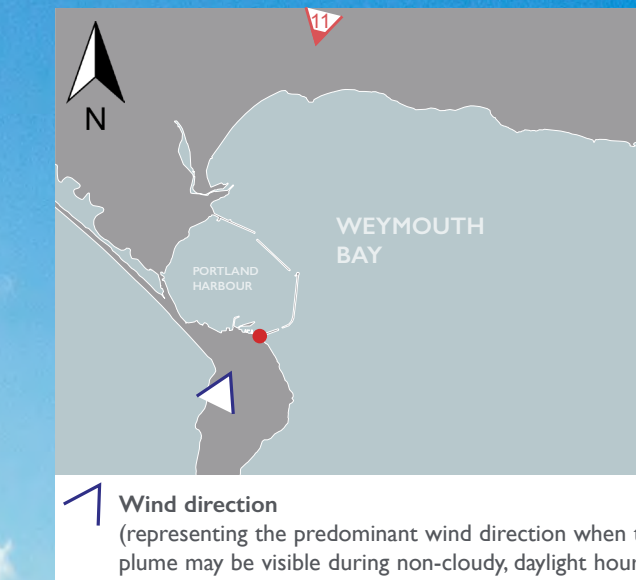
Photograph taken on Thursday 19th November 2020 at 12:35pm.

Weather conditions were dry, sunny with some cloud coming in from the west.

Wind direction coming from the south-west.



Fig 2.13 VPI I: Enlarged view from Osmington White Horse (with 187.89m plume with the wind coming from the south-west, the predominant wind direction when the plume is likely to be seen during daylight hours on a non-cloudy day.)



Wind direction
(representing the predominant wind direction when the plume may be visible during non-cloudy, daylight hours)

Fig 2.14 VPI I: Proposed view from Osmington White Horse (with 187.89m plume with the wind coming from the south-west, the predominant wind direction when the plume is likely to be seen during daylight hours on a non-cloudy day.)

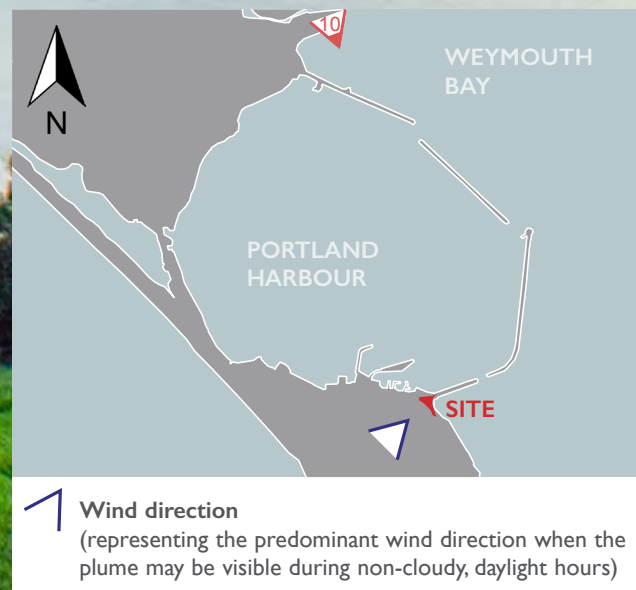


Fig 2.15 VP10: Proposed view from Nothe Fort (with 187.89m plume with the wind coming from the south-west, the predominant wind direction when the plume is likely to be seen during daylight hours on a non-cloudy day.)



The low sun creates a bright sky which contrasts the dark, overshadowed landscape and means the plume from the ERF is barely visible. The plume has been outlined in red for this enlargement but the same plume is included in its natural state on the zoomed out view on the adjacent page, demonstrating that the plume is barely visible, if visible at all, in sunny conditions.

The top of the stack sits just below the ridgeline from observers at Nothe Fort meaning negligible plume is visible against the dark, overshadowed landscape.

Plumes from the docked ships are already visible and have negligible impact on the amenity or enjoyment of the area.

The docked ship visually screens the main body of the ERF building.

Photograph taken on Thursday 19th November 2020 at 14:02pm.

Weather conditions were dry, sunny with some cloud coming in from the west.

Wind direction coming from the south-west.

Fig 2.16 VP10: Enlarged view from Nothe Fort (with 187.89m plume with the wind coming from the south-west, the predominant wind direction when the plume is likely to be seen during daylight hours on a non-cloudy day.)



With a south-westerly wind the plume would not extend at 90 degrees to the observer but instead travel north-east reducing the overall length of plume visible from this angle.

To avoid the artificial elongation of the limestone landscape, the ERF Boiler House, which is clad in grey, profiled metal, reads as part of the collection of port buildings from this angle.

Scale of ERF building comparable in height to the docked cruise ship within Portland Port.

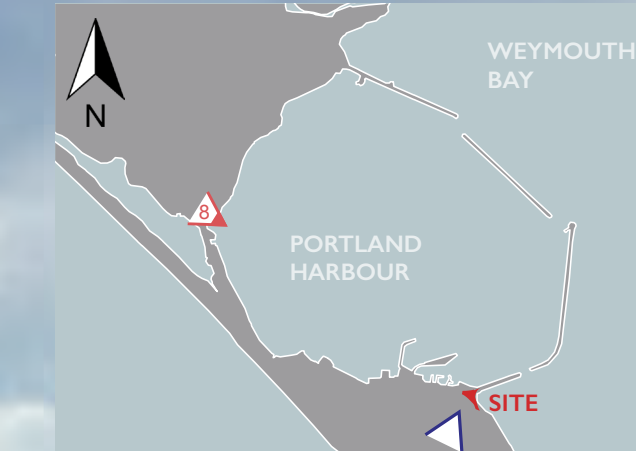
Warm moist air passing over the colder surface of the sea results in a very thin atmospheric haze reducing the visual clarity of the Isle of Portland, the cruise ships and all buildings.

Photograph taken on Thursday 19th November 2020 at 13:43pm.

Weather conditions were dry, sunny with cloud coming in from the west.

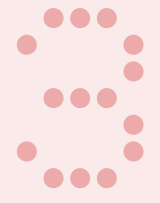
Wind direction coming from the south-west.

Fig 2.17 VP8: Enlarged view from Ferrybridge Inn (with 187.89m plume with the wind coming from the south-west, the predominant wind direction when the plume is likely to be seen during daylight hours on a non-cloudy day.)

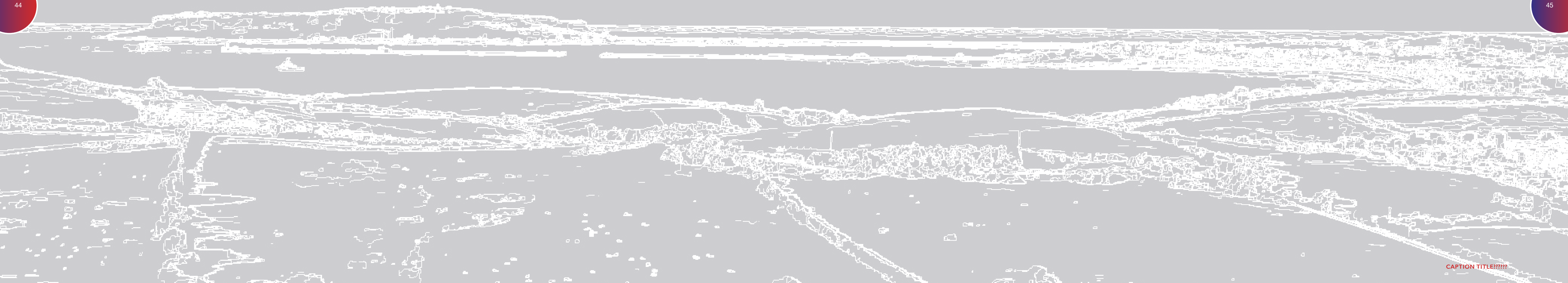
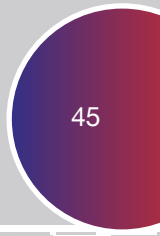
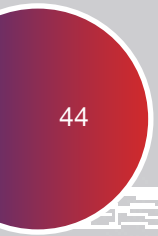


Wind direction (representing the predominant wind direction when the plume may be visible during non-cloudy, daylight hours)

Fig 2.18 VP8: Proposed view from Ferrybridge Inn (with 187.89m plume with the wind coming from the south-west, the predominant wind direction when the plume is likely to be seen during daylight hours on a non-cloudy day.)



The plume - comparison with the objectors' photomontages



CAPTION TITLE?????



Objectors' elevated drone view from the AONB in the east (around Osmington White Horse)

VIEW FROM OSMINGTON WHITE HORSE

COMMENTS ON OBJECTORS' PHOTOMONTAGE

3.1.1 This appears to be taken with a zoom lens and from a drone, so is therefore not a publicly accessible viewpoint.

3.1.2 The maximum visible plume length during daylight hours on a non-cloudy day is 187.89m which is less than the maximum building length. The plume length illustrated on the objectors' montage is longer than the visible length of the Isle of Portland. An estimate of the length of the objectors' plume is over 4km, which is approximately 21 times the actual length

Fig 3.1VPI1: Proposed view from Osmington White Horse
Photograph taken on Thursday 14th May 2020 at 7:22am.



Objectors' elevated drone view from above Nothe Fort

VIEW FROM NOTHE FORT

COMMENTS ON OBJECTORS' PHOTOMONTAGE

3.2.1 This appears to be an image taken from the Nothe Fort website (nothefort.org.uk) and appears to have been taken using a drone, which is not a view that would be available to the public.

3.2.2 The maximum visible plume length during daylight hours on a non-cloudy day is 187.89m which is less than the maximum building length. The plume length illustrated on the objectors' montage is longer than the visible length of the Isle of Portland. An estimate of the length of the objectors' plume is over, 5km which is approximately 26 times the actual length.

Fig 3.2 VP10: Proposed view from Nothe Fort
Photograph taken on Thursday 14th May 2020 at 11:40am.



Photomontages Note

The following photographs are zoom shots and therefore are not strictly in accordance with the Landscape Institute's visualisation guidance. However the scale and height of the proposed building and length of the plume have been verified using the LVIA fully verified photomontages and so represent a true and accurate depiction of the proposals for the purpose of this assessment.

For verified photomontages that fully comply with the detailed methodology set out in the Landscape Institute's, 2019, Visual Representation of Development Proposals Landscape Institute Technical Guidance Note 06/19 (17 September 2019) please refer to the LVIA, Chapter 9 of the Environmental Statement.



Photomontages Note

The following photographs are zoom shots and therefore are not strictly in accordance with the Landscape Institute's visualisation guidance. However the scale and height of the proposed building and length of the plume have been verified using the LVIA fully verified photomontages and so represent a true and accurate depiction of the proposals for the purpose of this assessment.

For verified photomontages that fully comply with the detailed methodology set out in the Landscape Institute's, 2019, Visual Representation of Development Proposals Landscape Institute Technical Guidance Note 06/19 (17 September 2019) please refer to the LVIA, Chapter 9 of the Environmental Statement.



Objectors' view from the Abbotsbury Hill Beauty Spot.

VIEW FROM ST CATHERINE'S CHAPEL, ABBOTSBURY

COMMENTS ON OBJECTORS' PHOTOMONTAGE

3.3.1 The maximum visible plume length during daylight hours on a non-cloudy day is 187.89m which is less than the maximum building length. The plume length illustrated on the objectors' montage is estimated to be approximately 2km when compared to the length of the Isle of Portland, which is approximately 10 times the actual length.

3.3.2 The height of the building and stack is over exaggerated. The stack is illustrated at almost the full height of the highest part of Portland which is 151m AOD at The Verne. In reality the stack will be 87.2m AOD which will sit at the same level as the development at Fortuneswell and level with the base of the upper cliff face of the East Weare i.e. slightly above the half way height of the Verne.

Fig 3.3 Proposed view from St Catherine's Chapel, Abbotsbury
Photograph taken on Monday, 25 January 2021 at 11:35am.

Photomontages Note

The following photographs are zoom shots and therefore are not strictly in accordance with the Landscape Institute's visualisation guidance. However the scale and height of the proposed building and length of the plume have been verified using the LVIA fully verified photomontages and so represent a true and accurate depiction of the proposals for the purpose of this assessment.

For verified photomontages that fully comply with the detailed methodology set out in the Landscape Institute's, 2019, Visual Representation of Development Proposals Landscape Institute Technical Guidance Note 06/19 (17 September 2019) please refer to the LVIA, Chapter 9 of the Environmental Statement.



The visual impact of night-time lighting

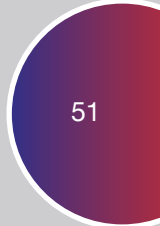
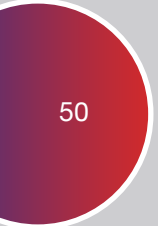




Fig 3.4 VP9: Night-time view taken from Sandsfoot Castle



Fig 3.5 VP9: Photomontage of night-time view taken from Sandsfoot Castle
VP9 Photograph taken on Tuesday 15th June 2021 at 21:47.

For verified photomontages that fully comply with the detailed methodology set out in the Landscape Institute's, 2019, Visual Representation of Development Proposals Landscape Institute Technical Guidance Note 06/19 (17 September 2019) please refer to the LVIA, Chapter 9 of the Environmental Statement (ES) and ES Addendum



Fig 3.6 VP12: Night-time view taken from the National Trust car park at Ringstead Bay



Fig 3.7 VP12: Photomontage of night-time view taken from the National Trust car park at Ringstead Bay
VP12 Photograph taken on Tuesday 15th June 2021 at 22:58.

For verified photomontages that fully comply with the detailed methodology set out in the Landscape Institute's, 2019, Visual Representation of Development Proposals Landscape Institute Technical Guidance Note 06/19 (17 September 2019) please refer to the LVIA, Chapter 9 of the Environmental Statement (ES) and ES Addendum



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