

TOWN & COUNTRY PLANNING ACT 1990

Planning and Compulsory Purchase Act 2004

APPEAL

by

Powerfuel Portland Ltd

against the refusal by Dorset Council of Planning Application Ref. WP/20/00692/DCC for the construction of an energy recovery facility with ancillary buildings and works including administrative facilities, gatehouse and weighbridge, parking and circulation areas, cable routes to ship berths and existing off-site electrical sub-station, with site access through Portland Port from Castletown,

at Portland Port, Castletown, Portland, Dorset, DT5 1PP



APPENDICES TO PROOF OF EVIDENCE

of Neil Williamson BA (Hons), MA, FLI, PPLI, FCMI

on behalf of Dorset Council

November 2023

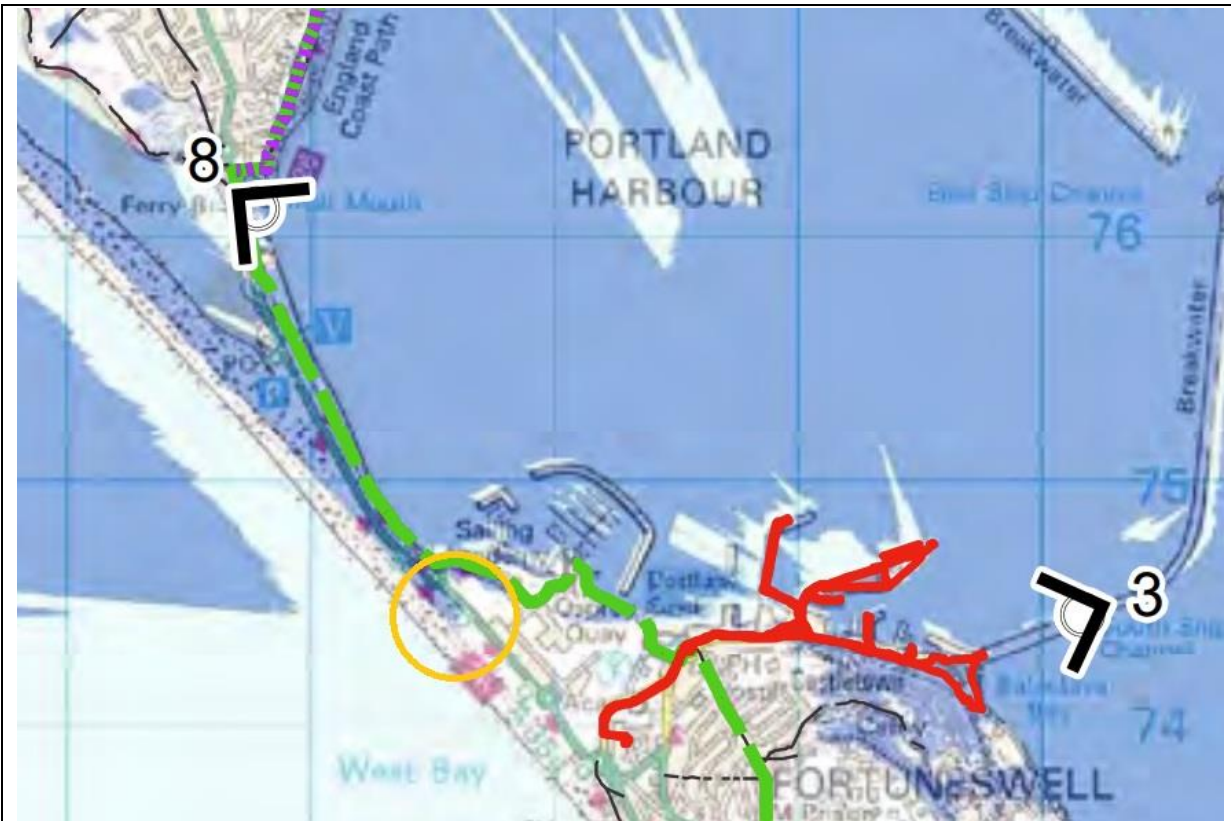
REFERENCES: Planning Inspectorate: APP/D1265/W/23/332692
 Local Planning Authority: WP/20/00692/DCC

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Appendix 1

ZTV mapping

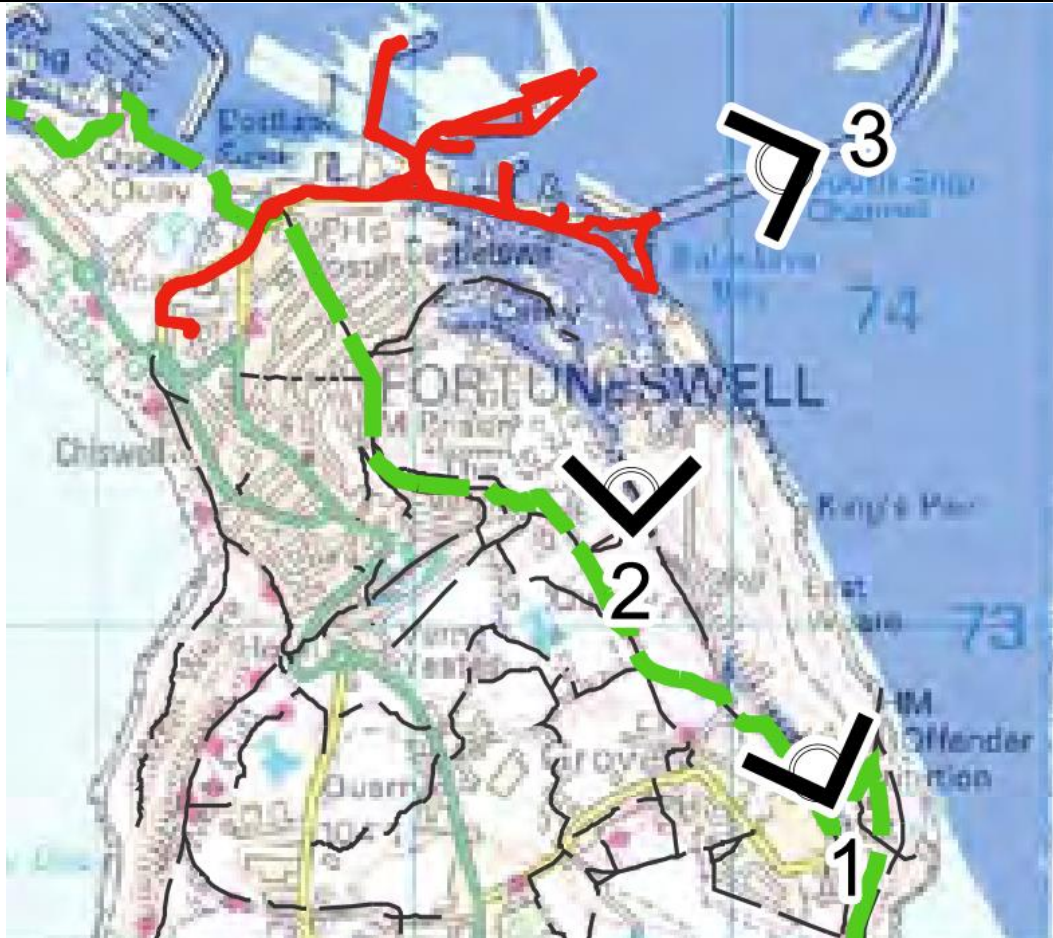


LVIA Fig 9.16 Rev A (extract) ZTV for building.
Note extent of visibility on Chesil Bank within WHS.

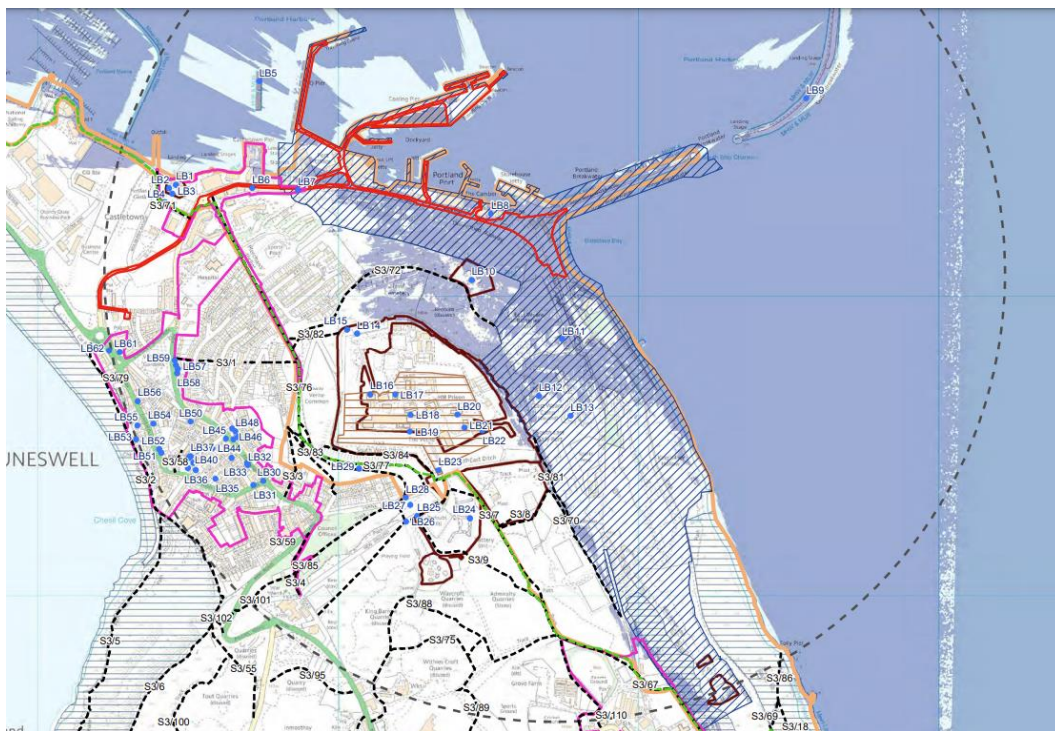


LVIA Fig 9.46 (extract) - ZTV of building within 1.5 km radius.
Map stops just short of area within WHS where building would be visible.

Figure 1: Extent of detailed scale ZTV mapping in ES Addendum (CD 2.17m) narrowly fails to include nearby parts of Chesil Bank within the WHS from where the building would be seen.



LVIA Fig 9.16 Rev A (extract). ZTV of building is coarse-grained. Fig 9.16 is similar.

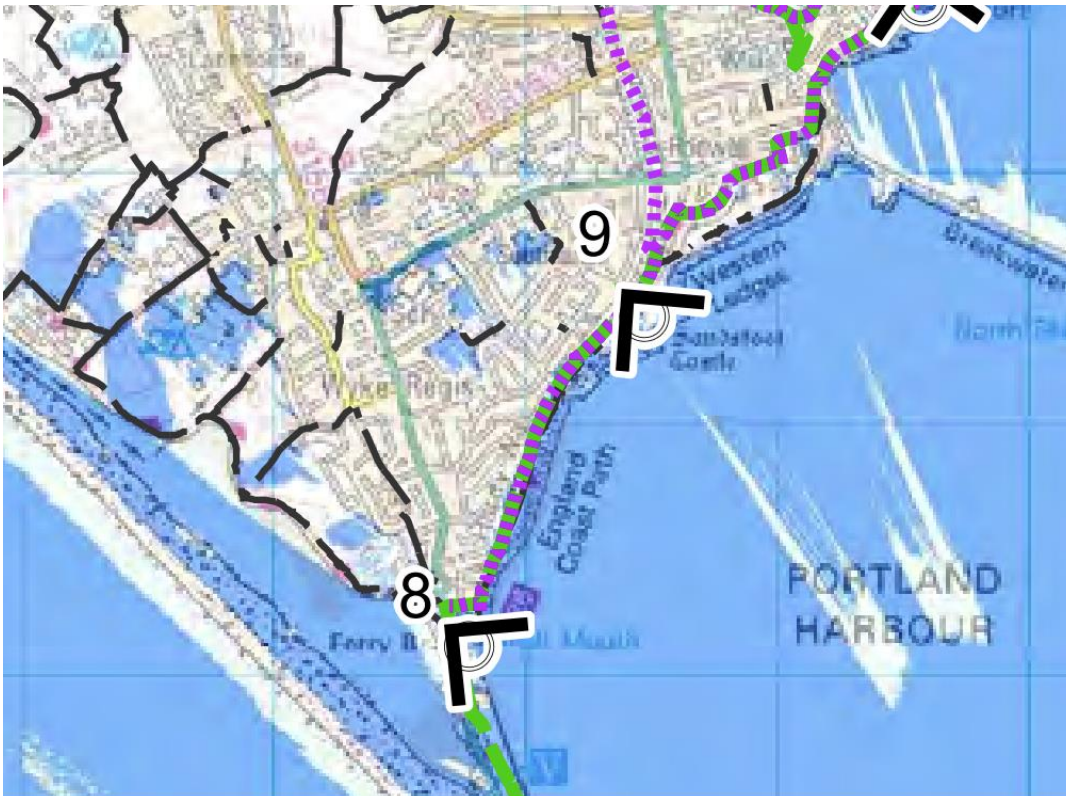


LVIA Fig 9.46 (extract) - detailed ZTV of building. Viewpoint locations not shown. Map stops short of Viewpoint 1 which is at a distance of approximately 1.8 km from the building.

Figure 2: ZTV mapping (CD 2.17m) in the vicinity of Viewpoints 1 and 2.

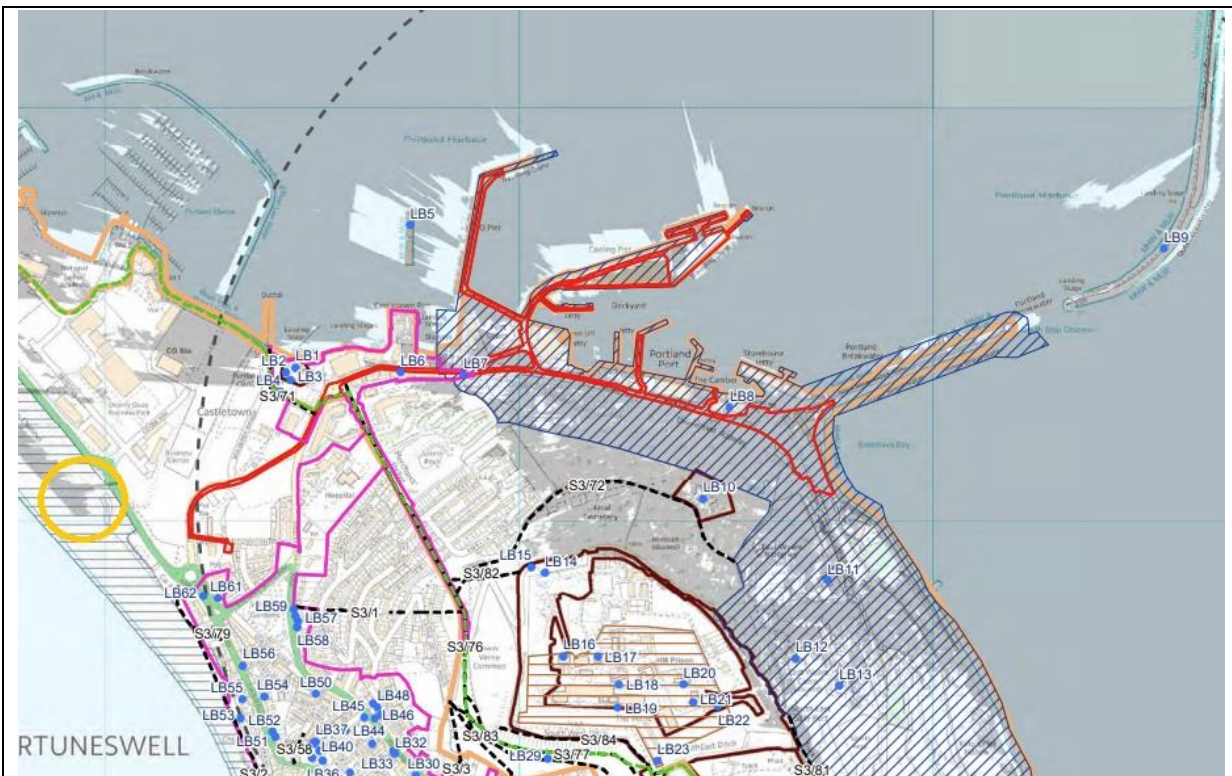


ES Addendum LVIA Fig 9.16 Rev A extract (Wyke Regis and Southlands area)
(ZTV of proposed 47m building shown in blue)

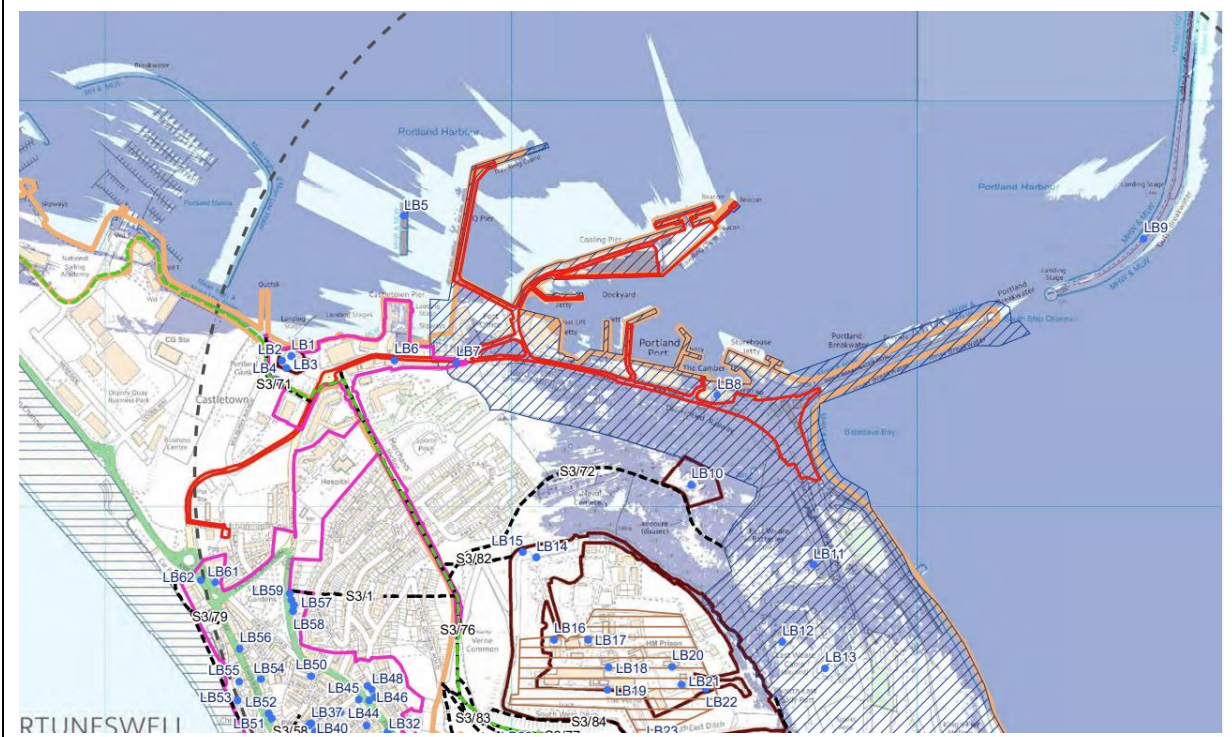


ES Addendum LVIA Fig 9.17 Rev A extract (Wyke Regis and Southlands area)
(ZTV of proposed 80m stack shown in blue)

Figure 3: Comparison of ZTV for ERF building and stack in Wyke Regis/ Southlands area (CD 2.17m). Very little difference is discernible, although for other parts of the study area the stack is shown to significantly extend the ZTV as would be expected.



LVIA Fig 9.47 (extract) ZTV of stack within 1.5 km radius. Note visibility within WHS.



LVIA Fig 9.46 (extract) ZTV of building within 1.5 km radius. Map stops just short of area within WHS where building first becomes visible heading north-west.

Figure 4: ZTV mapping for WHS in close proximity to the Appeal site (CD 2.17m).

Appendix 2

Additional residential areas affected in Wyke Regis and Southlands

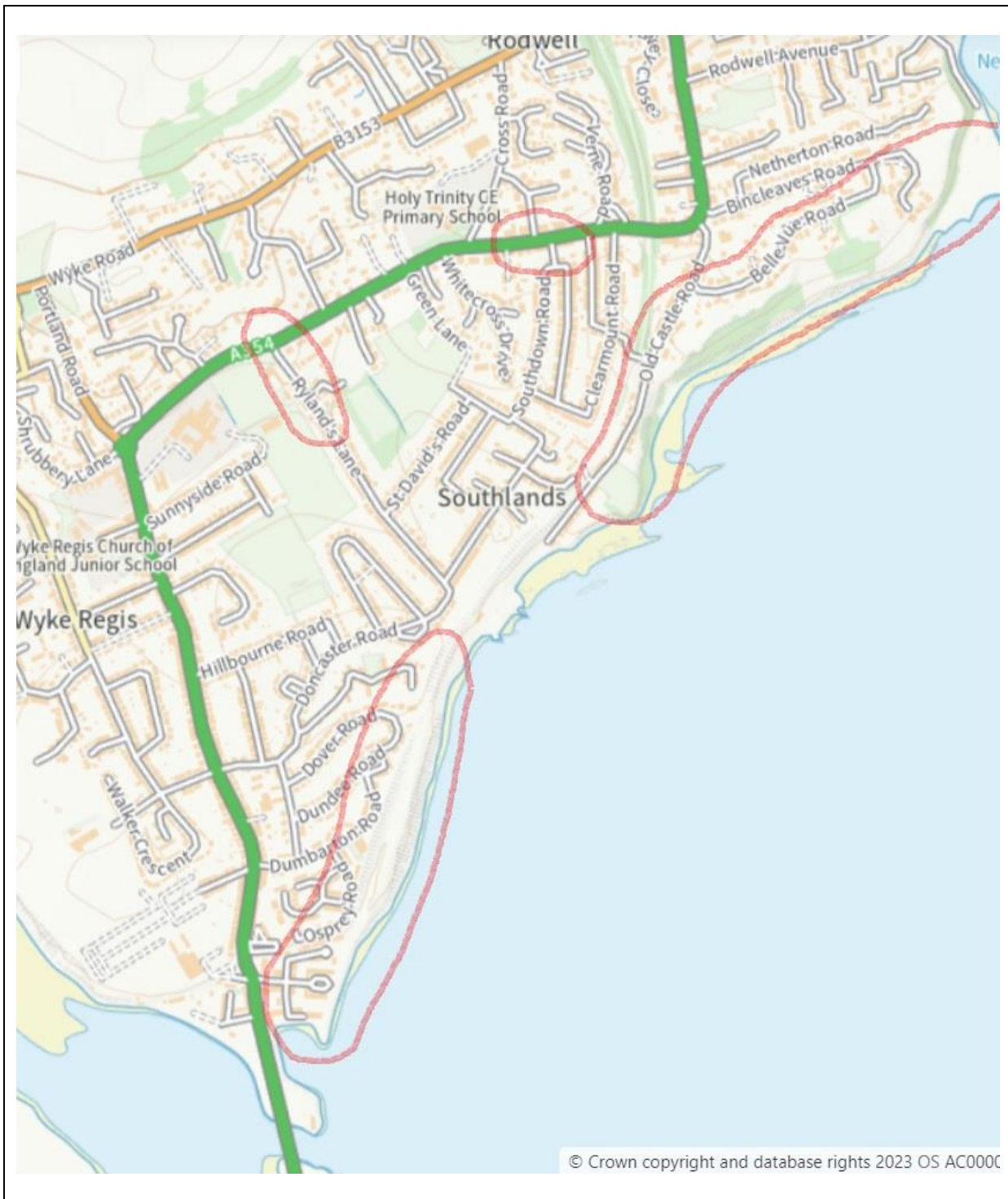


Figure 5: Additional residential areas within Wyke Regis and Southlands where the proposed development is likely to be visible but which are not shown, or not shown clearly, on the LVIA Zone of Theoretical Visibility (ZTV) maps (in CD 1.36j and CD 2.17m).

Appendix 3

Route of South West Coast Path (King Charles III England Coast Path)

Route of South West Coast Path (King Charles III England Coast Path)

https://www.nationaltrail.co.uk/en_GB/trails/south-west-coast-path/trail-information/



Figure 6a - Durdle Door to Weymouth



Figure 6b – Weymouth to Grove (Portland)



Figure 6c – Melcombe Regis to Nothe Point



Figure 6d – Nothe Point to Wyke Regis

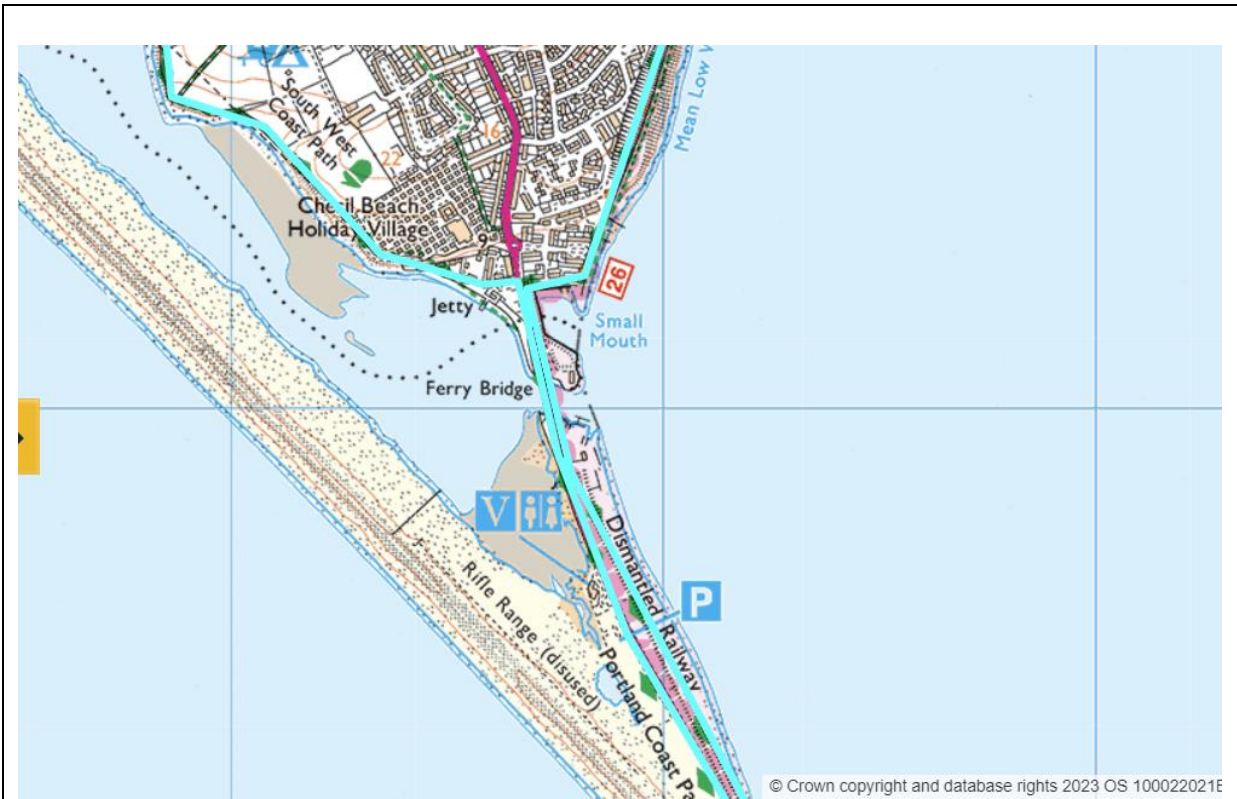


Figure 6e – Wyke Regis to Causeway

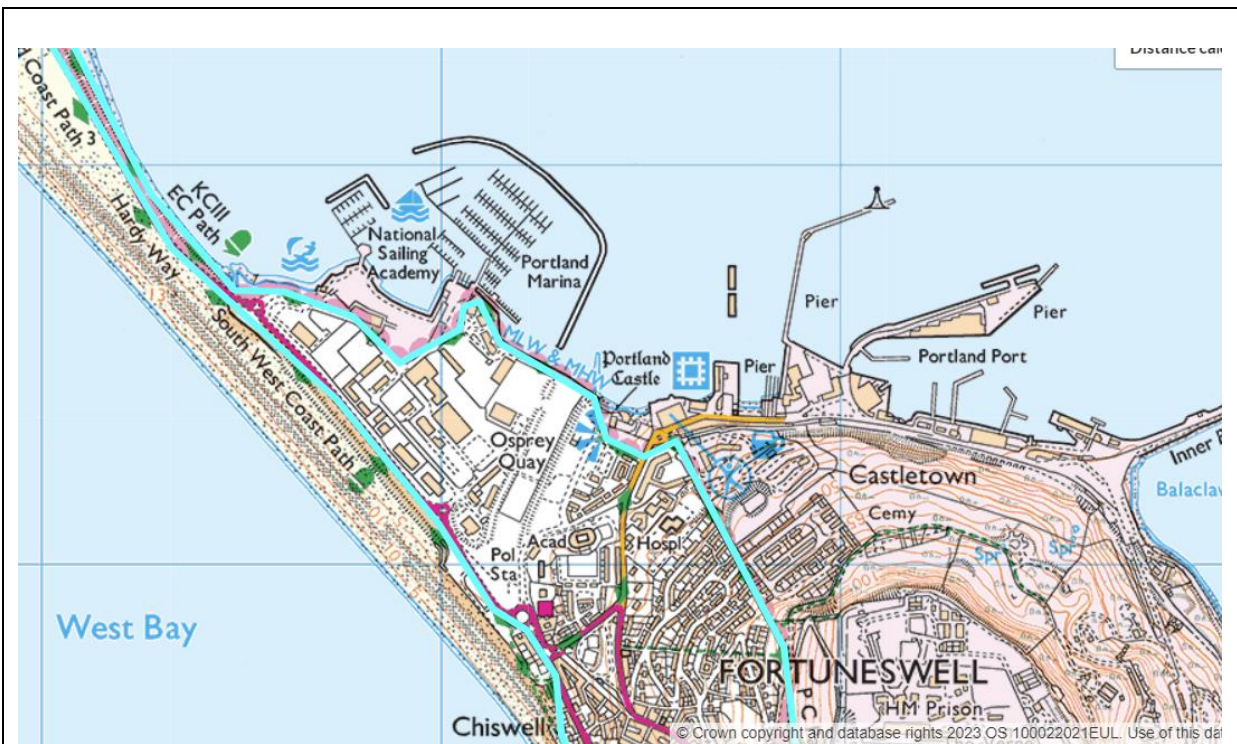


Figure 6f – Causeway to Castletown

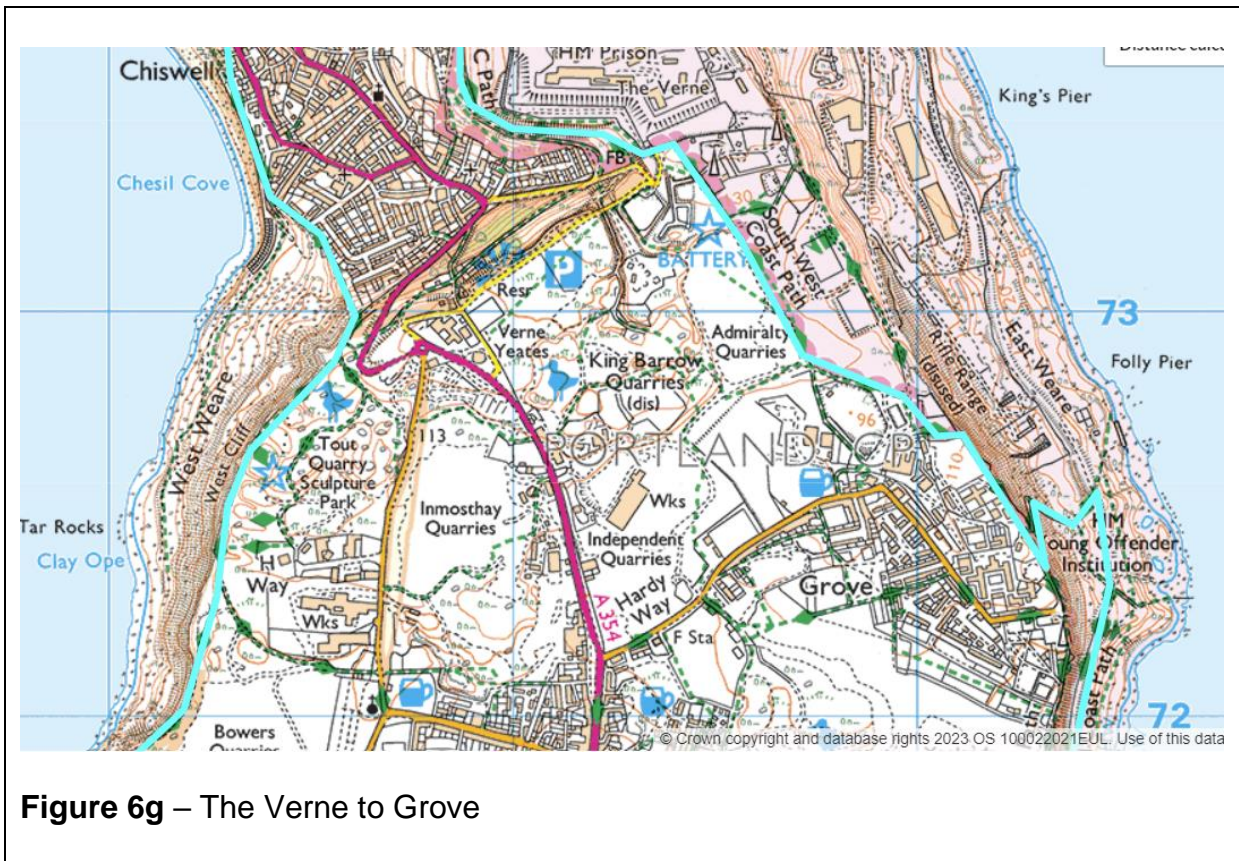


Figure 6g – The Verne to Grove

Appendix 4

Landscape and visual effects on completion: summary comparative assessment tables

Table 1: Landscape effects (daytime) – summary comparative assessments
 NB Effects that are significant (moderate/ slight or above) are marked **S**

Landscape receptor		Sensitivity	Magnitude	Effect	S?	Notes
The Site	LVIA	Low/ negligible adverse	Medium beneficial	Slight beneficial		
	NJW	agree	Medium adverse + medium beneficial	Slight adverse + slight beneficial		
South Dorset Escarpment	LVIA	High/ medium	Negligible adverse	Negligible		
	NJW	agree	agree	agree		
Harbour/ Wetland/ Lagoon	LVIA	High/ medium	Negligible adverse	Negligible		
	NJW	agree	Small adverse	Moderate/ slight adverse	S	There is a lack of clarity in the LVIA in that Chesil Beach appears in the description for this receptor and also for LCA1. I have assumed that Chesil Beach is NOT being assessed under this receptor.

Open Chalk Downlands	LVIA	High/ medium	Negligible adverse	Negligible		
	NJW	agree	agree	agree		
South Dorset/ Osmington Ridge & Vale	LVIA	High/ medium	Negligible adverse	Negligible		
	NJW	Agree	Small/ negligible adverse	Slight adverse		
Lower Wey/ Lorton Valley	LVIA	Medium/ low	Negligible adverse	Negligible		
	NJW	Agree	Small/ negligible adverse	Slight adverse		
Man-made harbour	LVIA	Low	Medium adverse	Slight adverse		
	NJW	agree	agree	agree		

LCA1 - Fortuneswell, Chesil Beach & Osprey Quay	LVIA	Medium/ low	Small adverse	Slight adverse		
	NJW	High/medium	Small/medium adverse	Moderate adverse	S	Chesil Beach The Fleet and The Causeway is the more appropriate receptor to assess
LCA2 – The Grove & The Verne	LVIA	Medium/ low	Small adverse	Slight adverse		
	NJW	Agree	Agree	Agree		Portland Peninsula is the more appropriate receptor to assess
Chesil Beach, The Fleet & the Causeway	LVIA	Not assessed	Not assessed	Not assessed		
	NJW	High	Small/ medium adverse	Moderate adverse	S	Includes part of Heritage Coast and WHS
Portland Peninsula	LVIA	Not assessed	Not assessed	Not assessed		
	NJW	High/ medium	Medium adverse	Moderate adverse	S	Recognises that only a very small part of the area would be affected

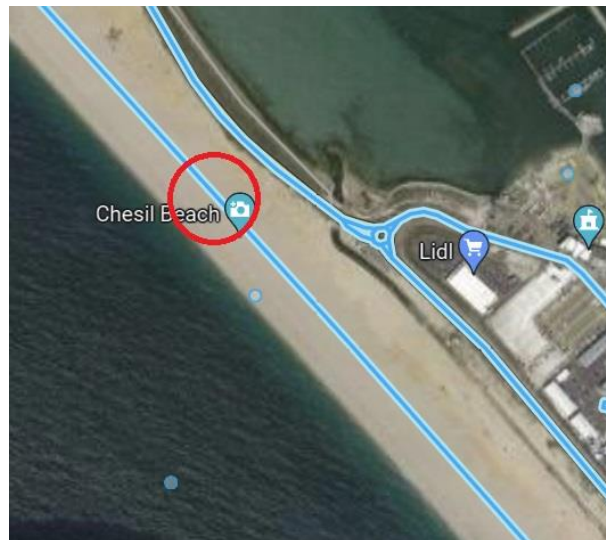
	Port; Marina; Harbour (incl boat users)	LVIA	Medium	Medium	Moderate adverse	S	
		NJW	Agree	Agree	Agree	S	
	PRoW south of Littlemoor	LVIA	Medium	Small adverse	Slight adverse		
		NJW	High/ medium	Agree	Moderate/ slight adverse	S	
	Ringstead Bay NT car park; PRoW	LVIA	High	Negligible adverse	Slight adverse		
		NJW	Agree	Small/ negligible adverse	Agree		
	Portland PRoW S3/68, 70, 72, 81	LVIA	Medium	Medium adverse	Moderate adverse	S	
		NJW	High/ medium	Agree	Agree	S	

Users of transport routes	A354	LVIA	Low	Negligible adverse	Negligible		
		NJW	Drivers – low Ped/cyclists – medium/ high	Medium adverse	Drivers – slight adverse Ped/cyclists – moderate/ substantial adverse	S	Includes part of the SWCP that follows the route of the A354 over the Causeway
	A353	LVIA	Low	Negligible adverse	Negligible adverse		
		NJW	Drivers - Low Ped/cyclists Medium	Agree	Drivers Negligible Ped/cyclists Slight/ negligible adverse		
	B3155	LVIA	Medium	Negligible adverse	Negligible		
		NJW	Agree	Agree	Agree		
	Sandsfoot Castle, Park & Garden	LVIA	High/ medium	Medium adverse	Moderate adverse	S	Wrongly categorised under ‘users of transport routes’
		NJW	High	Agree	Substantial adverse	S	

	Nothe Fort	LVIA	High/ medium	Small adverse	Moderate/ slight adverse	S	Wrongly categorised under 'users of transport routes'
		NJW	High	Agree	Moderate adverse	S	
Landscape designations	Dorset AONB	LVIA	High	Negligible adverse	Slight adverse		
		NJW	Agree	Small/ negligible adverse	Agree		
	West Dorset Heritage Coastline	LVIA	High	Negligible adverse	Slight adverse		
		NJW	Agree	Small/ medium	Moderate adverse	S	
	WHS	LVIA	High	Negligible adverse	Slight adverse		
		NJW	Agree	Small/ medium	Moderate adverse	S	

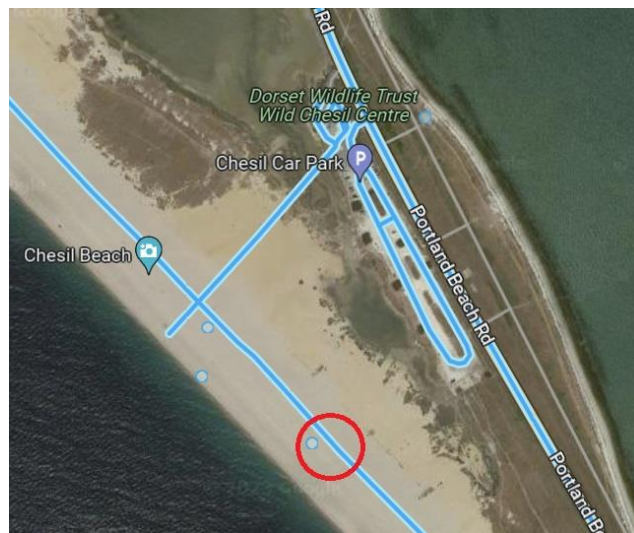
Appendix 5

Photographs



Photograph A

Chesil Beach from top of bank within the Jurassic Coast World Heritage Site and West Dorset Heritage Coast designations, approximately 2.3 km from the location of the proposed ERF building.



Photograph B

Chesil Beach from top of bank within the Jurassic Coast World Heritage Site and West Dorset Heritage Coast designations, near the visitor centre approximately 3 km from the location of the proposed ERF building, Portland silhouetted in early morning sun.



Photograph C

Jailhouse café garden, HMP The Verne, Portland.



Photograph D

Royal Naval Cemetery, above the port.



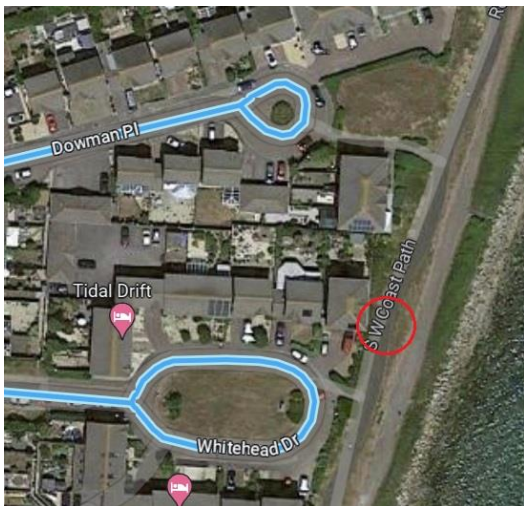
Photograph E

Rylands Lane, near the junction with A354 Buxton Road.



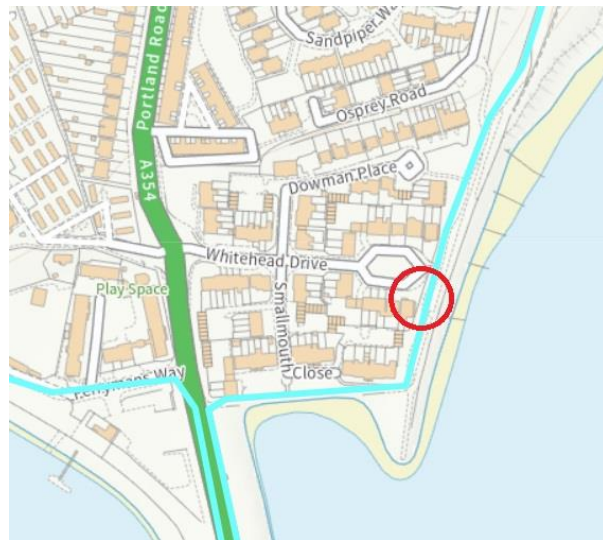
Photograph F

South West Coast Path adjacent to Sir Thomas Fowell Buxton Memorial, Redcliff View.



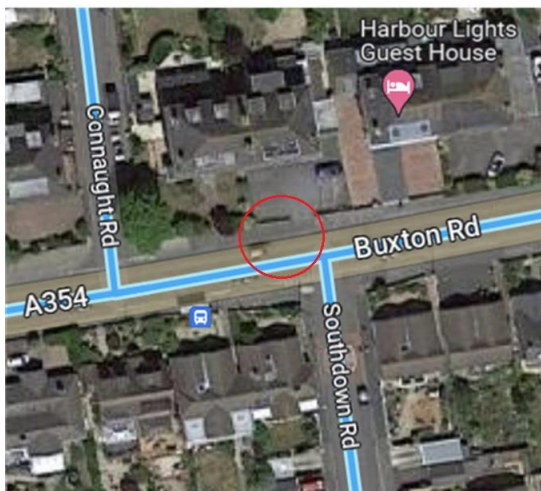
Photograph G

South West Coast Path, adjacent to 49 Whitehead Drive, Wyke Regis.



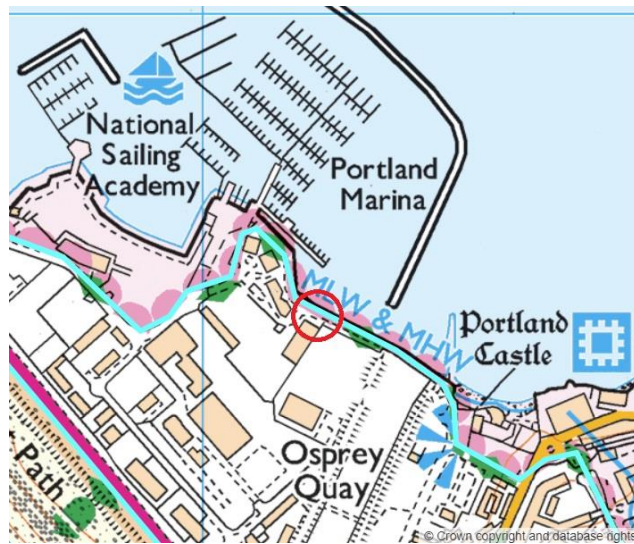
Photograph H

South West Coast Path, adjacent to 36 Whitehead Drive, Wyke Regis.



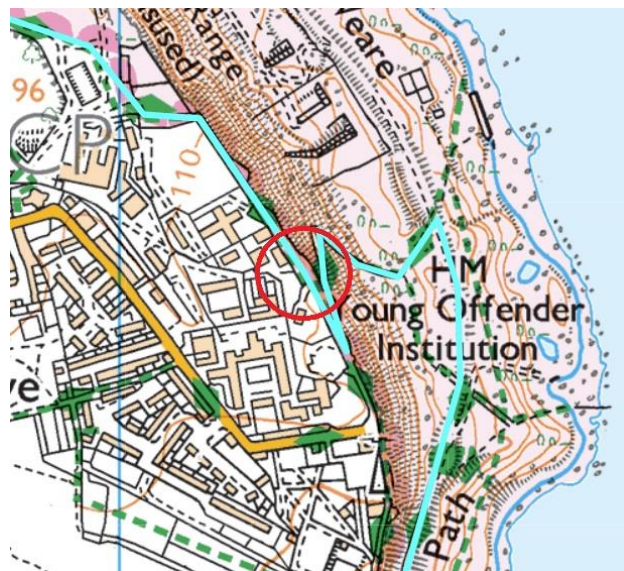
Photograph I

From Buxton Road looking down Southlands Road, near Harbour Lights Guest House.



Photograph J

South West Coast Path, Portland Marina.



Photograph K

South West Coast Path at parking area outside HM Young Offenders Institution, Grove, Portland. A similar view to that of LVIA Viewpoint 1 but from a more elevated position. Wireline modelling could have been used to determine whether visibility from this location was greater or less than that from Viewpoint 1.

NB Photographs are for reference purposes only. Taken with Samsung SM-G988B camera using standard settings without any magnification.

Dates:

18.9.2023 Photographs A, C, H, J

29.10.2023 Photographs D, E, K

31.10.2023 Photographs B, F, G, I