Portland Energy Recovery Facility

Appeal Against the Refusal of Planning Permission by Dorset Council

PINS Ref: APP/D1265/W/23/3327692
LPA Ref: WP/20/00692/DCC

Landscape and Visual Effects
PPF5a: Appendices of Jon Mason

Prepared for

Powerfuel Portland Limited

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Contents

The following are provided under separate cover:

Appendix JM1 – Additional Landscape Character Assessment

6. Chesil Bank, the Fleet and the Causeway					
Susceptibility to Change: Low to Medium		Lower	⟺	Higher	**Value: High**
Scale	Chesil beach and the fleet are both large, simple landscape scale elements. Towards the south end of the character area the causeway, hamm beach and area of development around Osprey Quay are smaller in scale and more fragmented		■		• WHS • Heritage Coast • SW Coastal Path
Pattern/ Complexity	As above, simple pattern on Chesil beach and the Fleet contrasts with a more complex assemblage along the Causeway and in the adjoining urbanised parts of Portland and the mainland		■		
Development/ Human Influence	Built development apparent and strongly influential both at Wyke Regis / Weymouth and on north west aspect of Portland. In addition, traffic on the Causeway and large carparking areas alongside it. Portland Port contains visible built development and a changing assemblage of shipping including very large cruise vessels. Recreational activity is prominent in the form of sea fishing from Chesil beach and windsurfing / kite surfing in the harbour	■			
Connections with adjacent areas	Wedge shaped mass of Portland is visually prominent Notable urban influences of Wyke Regis to north and Osprey Quay / Fortuneswell in foreground to Portland Portland Port visible as is the harbour and breakwater		■		
Visual Interruption	There is an underlying simplicity of elements expressed through large elements including Chesil beach, the landform of Portland and the harbour. This is generally overlaid by visual 'noise' in the form of built development, traffic, masts, buildings and ships in the harbour / port and other artefacts including		■		

	the radar antenna and built forms on the Verne				

Sensitivity: Medium

The character area forms part of the Heritage Coast and is within the WHS. The SW Coastal path runs through it. I t can thus be seen as carrying high value.

Susceptibility to change is however only low to medium due to the high degree of human influence and activity that exists at the Portland end of the character area and in the surrounding areas within view

Overall sensitivity is medium.

Size/ Scale of Effect:

- Effects would be indirect as the Proposed Development would be some distance outside the character area
- New large-scale development introduced within the Port, where contemporary industrial structures are already present alongside a changing assemblage of shipping and other maritime artefacts;
- The influence of built development locally would increase due to the height and mass of the Proposed Development, which would be an obvious new presence;
- Distance is such that the scale of the proposed structures would be subordinate in views, the overall composition of which would not change
- The stack would be a new tall vertical element;
- When a visible plume is present this would introduce an additional characteristic, but it is noted that this would be very transient and only occur for a very low percentage of the time
- The Proposed development would be considerably smaller in scale than the cruise ships which regularly berth nearby for typically a day at a time

Geographical Extent:

- Change would be occur in the distance in a small segment of what are open and relatively complex views with multiple focal points – approximately 2km from the closest part of Chesil beach, but closer to closest part of the LCA which are within Osprey Quay;

Duration:

- Long-term (permanent development)

Reversibility:

- Irreversible (permanent development)

Magnitude: Small

A characteristic of the character area is that there are views out across a broad and relatively complex panorama which includes multiple features of interest but also many detracting elements of built development and human activity. The Proposed Development, whilst relatively large in scale would be seen typically from distances of more than 2km and would occupy a small segment of the view. It would be subordinate to and would not compete with the landform of the Isle of Portland. It would be smaller in scale than cruise ships which frequently berth in the same part of the view for a day at a time.

Significant Effect: No

A minor to moderate level of effect would occur. The presence of the Proposed Development would clearly add a new and clearly visible built form into a part of existing views from the character area where there is a long-established influence of built development. Change would be experienced typically from a distance of more than 2km. The overall composition of views and the hierarchy of elements, with a large distinctive landmass sitting alongside a busy Port and harbour opposite the developed edge of Weymouth would remain, with the Proposed Development subordinate despite its relative large size.

Effects would not be significant.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

7. Portland Peninsular					
Susceptibility to Change: Low to Medium		Lower	⟺	Higher	**Value: Medium**
Scale	The Isle of Portland displays a range of scales. Typically, its simple sloping plateau form with a lack of tree cover and open skies means that there is a relative large scale. In parts however built development and quarrying artefacts reduce scale. Most notably the NE corner of the island is in parts dominated by scrub vegetation cover.		■		• Parts are designated as Heritage Coast and WHS
Pattern/ Complexity	Simple, dramatic overall wedge shaped landform with clearly visible hard rock cliff exposures in parts and undercliffs derived from slumped / eroded material. Within Portland there is a greater degree of complexity of character by virtue of disruption brought about by frequent quarries and urban fringe land uses, with open skylines dominated by man-made structures in places. The character area includes parts of the Port on the north coast, including the Appeal Site	■			
Development/ Human Influence	Strong built development influence in many areas, including commercial and residential development and quarries	■			
Connections with adjacent areas	Expansive views from elevated peripheral cliff tops provide strong sense of relative location. Elsewhere feels very self-contained with little in the way of outward views from the plateau.		■		
Visual Interruption	Frequent visual interruption arises due to quite fragmented land use, dispersed settlements with differing characters and prominent artefacts of quarrying.	■			

Sensitivity: Low to Medium

The character area extends to the whole of Portland, and as such includes a varied landscape with four distinct settlements, large areas affected by quarrying and the very distinctive man modified landforms of the Verne citadel. The geological diversity has merited its inclusion in the Jurassic Coast WHS and there are notable rock exposures, cliffs and undercliffs around parts of the coast. The north east corner of the Isle is dominated by the Verne and densely scrub covered slopes, dotted with military heritage descend into the Port and manmade harbour

Susceptibility to change is overall low to medium due to the high degree of disruption due to human influence

Value is medium

Sensitivity is low to medium

Size/ Scale of Effect:

- Effects would be direct as the Proposed Development would be located within the character area at the north east edge
- A new large-scale development would be introduced within the Port, where contemporary industrial structures are already present alongside a changing assemblage of shipping and other maritime artefacts;
- The influence of built development locally would increase due to the height and mass of the Proposed Development, which would be an obvious new presence;
- The landform of Portland would screen the Proposed Development from the majority of the character area
- The stack would be a new tall vertical element that would be visible either in combination with the proposed building or on its own;
- When a visible plume is present this would introduce an additional characteristic, but it is noted that this would be very transient and only occur for a very low percentage of the time
- The Proposed development would be considerably smaller in scale than the cruise ships which regularly berth nearby for typically a day at a time

Geographical Extent:

- Change confined to the north east edge of the character area, both within the Port and from a limited number of vantage points around the Verne.

Duration:

- Long-term (permanent development)

Reversibility:

- Irreversible (permanent development)

Magnitude: Small to Medium (localised to north east corner of Portland) **No Effect** (generally)

From the majority of the character area no change to characteristics would be brought about due to a lack of intervisibility. From the north east corner of the character area the Proposed Development would at times be fully or partially visible and there would be direct change to character as a currently vacant brownfield site is replaced with a tall building with a stack. The localised magnitude of change to landscape character brought about would be small to medium on the basis that it would be a large industrial structure set within an operational industrial setting. Where the Proposed Development would be seen from open elevated vantage points such as from the Jailhouse Rock café, it would be seen as a foreground component of an extensive panorama, with the Dorset coast forming the backdrop, with Weymouth and the Portland Harbour breakwaters sitting in the middle distance beyond a foreground of an operational port. From locations set back from the edge of the landform, the Proposed Development would be considerably less visible due to screening provided by intervening topography and in places by vegetation. At times the top portion of the stack would be partially visible on its own and would introduce a new element to skylines.

Significant Effect: No Locally there would be **minor to moderate** effects on landscape character brought about by the introduction of a large building set within a large operational port which forms the foreground of the expansive vista afforded by the elevated northeastern fringe of the Island. In locations set back from the edge of the landform for a limited distance, the stack of the Proposed Development would at times be seen in isolation. This would be a new element in these views and would potentially alter perception of landscape character – bringing an element of the operational port into view from areas where it is not generally visible but this would be restricted to a very limited geographical extent. Visible plumes from the stack would also introduce a new element but these would be very infrequent indeed. As such the overall change to character would be limited
Adverse/ Neutral/ Beneficial: The effects of the Proposed Development would be adverse.

Appendix JM2 – Additional Viewpoint Assessment

Appendix JM2: Effects on Viewpoints.

<table>
<tr><td colspan="2">Viewpoint 15: East Weare Battery</td></tr>
<tr><td colspan="2"></td></tr>
<tr><td>Susceptibility to Change: Medium to High
Footpath users
Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views
In vicinity of viewpoint, views are restricted by tall / dense scrub vegetation</td><td>Value: Medium
Local footpath
Proximity to heritage assets</td></tr>
<tr><td colspan="2">Sensitivity: Medium to High
The viewpoint reflects views from within the East Weare Battery – a heritage asset. Access is via a branch off footpath S3/72. Whilst footpath users and visitors to heritage assets such as this are typically high sensitivity the restricted views due to tall vegetation and the ‘cul-de-sac’ nature of the path limits value
Overall, sensitivity is considered medium to high.</td></tr>
<tr><td colspan="2"></td></tr>
<tr><td>Size/ Scale of Effect:
Scale of Change in view:
The Proposed Development would not be visible due to both topographic shielding and the presence of tall scrub vegetation as illustrated by use of a wireline image on Figure JM8. It is understood that the vegetation in this area is unlikely to be removed or cut back due to the ecological function that it performs.
Degree of contrast/integration: The structures would be screened.
Nature of the View: A restricted view</td><td>Geographical Extent:
Angle: No view
Distance to Proposed Development: c400m
Extent of area over which changes would be visible: Not visible and this is representative of the eastern section of the footpath</td></tr>
<tr><td>Duration: Long-term (permanent development)</td><td>Reversibility: Irreversible (permanent development)</td></tr>
<tr><td colspan="2">Magnitude: No change</td></tr>
<tr><td colspan="2"></td></tr>
<tr><td colspan="2">Significant Effect: No
The Proposed Development would not be visible – there would be no change in view</td></tr>
<tr><td colspan="2">Adverse/ Neutral/ Beneficial:
n/a</td></tr>
</table>

Viewpoint 16 Jailhouse Cafe

Susceptibility to Change: High	**Value: High**
• Visitors to publicly accessible outdoor space within the Verne Citadel complex • Viewpoint with benches outside cafe	• Scheduled Monument

Sensitivity: High

The viewpoint provides panoramic views across to the mainland from the highest point on Portland.

In excess of 180 degree views are available along Chesil beach to the west, across the harbour to Weymouth to the south and across Weymouth Bay along the Dorset Coast towards the Isle of Wight to the west.

Size/ Scale of Effect:	**Geographical Extent:**

• **Scale of Change in view:**
  ○ The Proposed Development would be visible below the viewpoint – with the viewpoint at an elevation of circa 148.8m – some 94.6m above the top of the main building and 61.6m above the top of the stack
  ○ The Proposed Development would constitute a notable addition to the foreground within the Port, introducing a modern new building where currently there is an area of previously developed vacant land set within a mixture of functional port buildings.
  ○ The stack would be a notable new vertical element in a location where there are existing vertical forms
  ○ Very occasional typically short- and short-lived visible plumes would be seen
  ○ The Proposed Development would be below the eyeline of the viewer and as such the nature of the existing panoramic view would not be materially changed
• **Degree of contrast/integration:** The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts
• **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements
	• **Angle:** 180-degree views are available towards Weymouth and along the Dorset coast in both directions. The Proposed development would be located below the viewer at the foot of the steeply sloping undercliff. It would occupy a prominent position but not impinge on the main views
	• **Distance to Proposed Development:** c250m
	• **Extent of area over which changes would be visible:** Very localised to the vicinity of the café. Very limited scope for similar views due to lack of public access. Views from elevated vantage points further west (e.g., from Verne Common Road) do not have direct visibility down into the site.

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the foreground of the view. It would be seen in the context of other Port infrastructure and would occupy a very small segment of a very broad and complex view. It would be below the eyeline and thus not impinge upon the panoramic coastal views. It would be of a notably smaller scale than the cruise ships which berth nearby.

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Viewpoint 17: Royal Naval Cemetery east

Susceptibility to Change: High
• Recreational users of footpath and visitors to military cemetery
  ○ People engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views.
  ○ People engaged in contemplation and remembrance
	Value: High
	• Military Cemetery
	• Local footpath with views out across Portland Harbour

Sensitivity: High The viewpoint reflects views from the eastern end of the footpath that runs through the centre of the Royal Naval Cemetery. Similar views can be experienced from footpath S3/72 which runs around the northern edge of the cemetery (and can be seen beyond the gate in the photograph). Cemetery visitors are high sensitivity. Footpath users are also typically high sensitivity. Overall, sensitivity is high.	

Size/ Scale of Effect:
• **Scale of Change in view:**
  ○ The stack of the Proposed Development would be visible, rising above scrub vegetation beyond the cemetery wall.
  ○ The stack would constitute a notable new addition to the skyline seen in the context of a long-distance view across the Harbour, breakwater and Weymouth Bay.
  ○ Very occasional typically short- and short-lived visible plumes would be seen.
• **Degree of contrast/integration:** The stack would introduce a simple structure to the view, albeit one that is industrial in nature. Unlike in other views, the stack would be seen without the context of the ERF building and the working port.
• **Nature of the View:** The stack would be seen in the context of a long distance but partially restricted view out from the cemetery which is framed by foreground scrub vegetation surrounding the cemetery
	Geographical Extent:
	• **Angle:** Limited distant outward views to mainland available. The surrounding vegetation defines the views
	• **Distance to Proposed Development:** c800m
	• **Extent of area over which changes would be visible:** Views principally available from the eastern end of the cemetery including from the footpath passing through it. Formal mature tree planting within the cemetery mean that the stack will typically be less visible from the majority of the cemetery. Similar views available from parts of footpath s3/72 alongside cemetery boundary.

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)
Magnitude: Medium The stack of the Proposed Development would be a clearly visible addition to the view. Whilst it would be a minor component of the view and only affect a small segment of the view, its industrial nature and the absence of other industry in the view means that the degree of change is increased to medium	
Significant Effect: Yes A **moderate** level of effect would occur. Visual effects would be significant. The underlying nature and composition of the view would remain materially the same as existing but with a new industrial component added which would alter perception.	
Adverse/ Neutral/ Beneficial: The effects of the Proposed Development would be adverse.	

Viewpoint 18: Royal Naval Cemetery west

Susceptibility to Change: High
• Visitors to military cemetery
  ○ People engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views.
  ○ People engaged in contemplation and remembrance.
	Value: High
	• Military Cemetery

Sensitivity: High The viewpoint reflects views from the western end of the footpath that runs through the centre of the Royal Naval Cemetery. Cemetery visitors are high sensitivity. Overall, sensitivity is high.	

Size/ Scale of Effect:
• **Scale of Change in view:**
  ○ The stack of the Proposed Development would at times be partially visible, rising above the canopies of trees within the cemetery.
  ○ The stack would constitute a minor new addition to the skyline seen in the context of a long-distance view across the Harbour, breakwater and Weymouth Bay.
  ○ The working Port is visible to the north
  ○ Very occasional typically short- and short-lived visible plumes would be seen in conjunction with the stack.
• **Degree of contrast/integration:** The stack would introduce a simple structure to the view, albeit one that is industrial in nature. The port activities are visible to the north from the same vantage points and a connection is likely to be made
• **Nature of the View:** The stack would be seen as a minor background feature beyond the main focus of the view which is a formal cemetery framed by a backdrop of mature specimen tree planting.
	Geographical Extent:
	• **Angle:** Limited distant outward views to mainland available. The foreground of the formally laid out cemetery and associated clipped hedging / specimen tree planting occupy the majority of the view
	• **Distance to Proposed Development:** c800m
	• **Extent of area over which changes would be visible:** Views principally available from the western end of the cemetery including from the footpath passing through it. The presence of tall, specimen tree planting within the cemetery means that the stack will not always be visible – it will likely come in and out of view. Within the centre of the cemetery the closer proximity to the mature tree cover will reduce the likelihood of views being available.

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)
Magnitude: Small to Medium The stack of the Proposed Development would be a partially visible addition to the view – a background element in the context of a strongly defined foreground. Other port elements are visible from the same location, reducing the degree to which the stack would be an unexpected element.	
Significant Effect: No A **minor to moderate** level of effect would occur. Visual effects would be significant. The underlying nature and composition of the view would remain materially the same as existing but with a new minor background element added.	
Adverse/ Neutral/ Beneficial: The effects of the Proposed Development would be adverse.	

Viewpoint 19: SW Coast path adjacent to Portland Castle

Susceptibility to Change: Medium • Visitors to Portland Castle will be focussed principally on the asset itself • Recreational users of Coast Path are experiencing a complex environment with continually changing assemblage of components	**Value: High** • Strategic footpath • Heritage Asset
Sensitivity: Medium to High The viewpoint reflects views to the east from the Coast Path in the vicinity of Portland Castle, a coastal fort managed by English Heritage as a visitor attraction. The view includes a variety of built forms within the harbour and along the harbour edge and further inland at the lower end of Fortuneswell including the derelict former Prince Andrew House and the neighbouring Ocean View Apartments in front of the Verne. Overall, sensitivity is medium to high.	
Size/ Scale of Effect: • **Scale of Change in view:** o The stack of the Proposed Development would be visible beyond utilitarian harbour buildings in the middle ground of the view which in turn are located behind the Castle. The rest of the Proposed Development would be screened by intervening buildings. o It can be seen that Figure JM16 also illustrates the visibility of a consented 32.5m cement silo within the port. The silo would bhave a similar apparent height to the stack in the view but would be much bulkier and impart a greater degree of change o Very occasional typically short- and short-lived visible plumes would be seen in conjunction with the stack. • **Degree of contrast/integration:** Stack would be a tall slender element in a view with multiple similar vertical elements including cranes, masts on ships and high mast lighting columns • **Nature of the View:** A view which includes a complex range of principally manmade elements	**Geographical Extent:** • **Angle:** very small fraction of a broadscale view • **Distance to Proposed Development:** c1.2km • **Extent of area over which changes would be visible:** this type of view would be experienced from approximately 400-500m of Coast path plus the environs of Portland Castle
Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)
Magnitude: Very Small The Proposed Development would not be visible	
Significant Effect: Minor There would be very limited change. The stack would be visible as a new background element but the nature of the view – a complex view of a working port and harbour – would not materially change	
Adverse/ Neutral/ Beneficial:	

Viewpoint 20: Hamm Roundabout / Osprey Quay

Susceptibility to Change: Medium • Road users Typically, lower susceptibility to change • Coast Path users Typically, higher susceptibility but less so in this roadside / commercial fringe context	**Value: High** • Strategic footpath

Sensitivity: Medium

The viewpoint reflects views to the east from the Coast Path in the vicinity of Hamm Roundabout, the entry point to Osprey Quay – a modern commercial development at the west side of the harbour.

The view includes a variety of built forms within the harbour and along the harbour edge including the marina and National Sailing Academy.

Overall, sensitivity is medium

Size/ Scale of Effect: • **Scale of Change in view:** ○ The stack of the Proposed Development would be visible beyond the Sailing Academy building. The rest of the Proposed Development would be screened by intervening buildings. ○ Very occasional typically short- and short-lived visible plumes would be seen in conjunction with the stack. • **Degree of contrast/integration:** ○ It can be seen in Figure JM18 that the narrow slender form of the stack would appear vary similar in apparent scale to many surrounding vertical elements in the view including boat masts, lighting columns and flag poles • **Nature of the View:** A view which includes a complex range of principally manmade elements	**Geographical Extent:** • **Angle:** very small fraction of a broadscale view • **Distance to Proposed Development:** c2.2km • **Extent of area over which changes would be visible:** this type of view would be experienced from approximately 200m of Coast path in the vicinity of Hamm roundabout
Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)

Magnitude: Very Small

The Proposed Development would be difficult to pick out due to the presence of multiple similar vertical elements

Significant Effect: Negligible to Minor

There would be very limited change. The stack would be visible as a new background element but difficult to discern and the nature of the view would not materially change

Adverse/ Neutral/ Beneficial:

Viewpoint 21: Hamm Beach South

Susceptibility to Change: High	**Value: High**
• Recreational users of Coast path / Hamm beach ○ Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views	• Coast Path

Sensitivity: High

The viewpoint reflects views from the southern half of Hamm beach, an area of habitat on the east side of the A354 fronting onto Portland harbour and through which the SouthWest Coast path is routed

Expansive views are available which include the full lateral extent of the Isle of Portland, Portland Harbour and Port, and the Dorset coastline – including the southern edges of Weymouth and Wyke Regis. Chesil beach is visible on the opposite side of the road

Overall, sensitivity is high.

Size/ Scale of Effect:	**Geographical Extent:**

• **Scale of Change in view:**
  ○ The Proposed Development would be visible to the left-hand side of the Portland landmass within the existing port.
  ○ Would constitute an addition to the skyline of the port, which features buildings, ships, numerous masts, lighting columns and other marine artefacts. Whilst larger than existing buildings the greater distance is such that the main building would not be dissimilar in apparent height alongside existing elements. The consented cement silo would be a similar apparent height as shown on Figure JM20
  ○ The building would appear smaller in scale than the cruise ships which frequently berth in the same segment of the view.
  ○ The proposed building would be very much subordinate in scale to the adjacent landform.
  ○ The stack would be a notable new taller vertical element in a location where there are numerous existing vertical forms.
  ○ Very occasional typically short- and short-lived visible plumes would be seen.
• **Degree of contrast/integration:** Well integrated. The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts.
• **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements
	• **Angle:** Portland landmass is a dominant focus of distinctive form sited at the end of the linear beach. Proposed development would be located to the left / north of Portland in amongst an existing assemblage of permanent and transient elements and would occupy a small segment of the view.
	• **Distance to Proposed Development:** c2.4km
	• **Extent of area over which changes would be visible:** Continuous views available from the Coast path running along the harbour edge

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the Port located to the north of the Portland landform. The built form would be seen in context with other massing in the Port both fixed and transient in the form of vessels at a range of sizes and other marine artefacts. It would also be seen alongside a quite intensely developed area of built development on the northwest Portland, with Osprey Quay and the marina in the foreground and complex assemblage of built development of different scales rising up the slopes towards the Verne. The Proposed Development would occupy a small segment of a very broad and complex view. It would be subordinate to the landform of Portland and of a smaller scale than the cruise ships which berth nearby.

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Viewpoint 22: Chesil Beach

Susceptibility to Change: High	**Value: High**
• Recreational users of Chesil Beach ○ Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views	• Heritage Coast; • World Heritage Site;

Sensitivity: High

The viewpoint reflects views from Chesil Beach, an iconic natural landscape feature that is in an area defined as Heritage Coast and designated as part of the WHS due to its geomorphological interest.

360 degree expansive views are available from the elevated linear feature, which include the full lateral extent of the Isle of Portland, Portland Harbour and Port, and the Dorset coastline – notably the southern edges of Weymouth and Wyke Regis. Inland to the north is the fleet lagoon

Overall, sensitivity is high.

Size/ Scale of Effect:	**Geographical Extent:**

• **Scale of Change in view:**
  ○ The Proposed Development would be visible to the left-hand side of the Portland landmass within the existing port.
  ○ It would constitute a notable addition to the skyline of the port. Larger than existing buildings but smaller in scale than the cruise ships which frequently berth in the same segment of the view and very much subordinate in scale to the adjacent landform.
  ○ The consented cement silo would be a similar apparent height as the proposed building and would appear directly in front of it from this viewpoint as shown on Figure JM22
  ○ The stack would be a notable new vertical element in a location where there are existing vertical forms.
  ○ Very occasional typically short- and short-lived visible plumes would be seen.
• **Degree of contrast/integration:** The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts.
• **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements.
	• **Angle:** 360-degree views available. Portland landmass is a dominant focus sited at the end of the linear beach form. Proposed development would be located to the left / north of Portland and occupy a small sector.
	• **Distance to Proposed Development:** c3.1km
	• **Extent of area over which changes would be visible:** Views available from the ridge of the Chesil beach landform for some distance

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the Port located to the north of the Portland landform. The built form would be seen in context with other massing in the Port both fixed and transient in the form of vessels at a range of sizes and other marine artefacts. It would also be seen alongside a quite intensely developed area of built development on the north west Portland, with Osprey Quay and the marina in the foreground and complex assemblage of built development of different scales rising up the slopes towards the Verne. The Proposed Development would occupy a small segment of a very broad and complex view. It would be subordinate to the landform of Portland and of a smaller scale than the cruise ships which berth nearby.

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Viewpoint 23: Hamm Beach North

Susceptibility to Change: High	**Value: High**
• Recreational users of Coast path / Hamm beach ○ Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views	• Coast Path

Sensitivity: High

The viewpoint reflects views from the northern half of Hamm beach, an area of habitat on the east side of the A354 fronting onto Portland harbour and through which the SouthWest Coast path is routed.

Expansive views are available which include the full lateral extent of the Isle of Portland, Portland Harbour and Port, and the Dorset coastline – including the southern edges of Weymouth and Wyke Regis. Chesil beach is visible on the opposite side of the road beyond visitor parking areas

Overall, sensitivity is high.

Size/ Scale of Effect:	**Geographical Extent:**

• **Scale of Change in view:**
  ○ The Proposed Development would be visible to the left-hand side of the Portland landmass within the existing port.
  ○ Would constitute an addition to the skyline of the port, which features buildings, ships, numerous masts, lighting columns and other marine artefacts. Whilst larger than existing buildings the greater distance is such that the main building would not be dissimilar in apparent height alongside existing elements. The consented cement silo would be a similar apparent height as shown on Figure JM24
  ○ The building would appear smaller in scale than the cruise ships which frequently berth in the same segment of the view.
  ○ The proposed building would be very much subordinate in scale to the adjacent landform.
  ○ The stack would be a notable new taller vertical element in a location where there are numerous existing vertical forms.
  ○ Very occasional typically short- and short-lived visible plumes would be seen.
• **Degree of contrast/integration:** Well integrated. The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts.
• **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements
	• **Angle:** Portland landmass is a dominant focus of distinctive form sited at the end of the linear beach. Proposed development would be located to the left / north of Portland in amongst an existing assemblage of permanent and transient elements and would occupy a small segment of the view.
	• **Distance to Proposed Development:** c3.2km
	• **Extent of area over which changes would be visible:** Continuous views available from the Coast path running along the harbour edge

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the Port located to the north of the Portland landform. The built form would be seen in context with other massing in the Port both fixed and transient in the form of vessels at a range of sizes and other marine artefacts. It would also be seen alongside a quite intensely developed area of built development on the northwest Portland, with Osprey Quay and the marina in the foreground and complex assemblage of built development of different scales rising up the slopes towards the Verne. The Proposed Development would occupy a small segment of a very broad and complex view. It would be subordinate to the landform of Portland and of a smaller scale than the cruise ships which berth nearby.

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Viewpoint 24: South west end of Rodwell Trail

Susceptibility to Change: High	**Value: High**
• Recreational users of Coast path ○ Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views • Similar views available from nearby residential properties fronting onto the harbour.	• Coast Path • Residential properties

Sensitivity: High

The viewpoint reflects views from the end of the Rodwell trail, a promoted local footpath route which runs along the route of a former railway. Also forms part of the Coast path

Panoramic views are available to the south which include the full lateral extent of the Isle of Portland, Portland Harbour and Port and Hamm beach / Chesil beach

Similar views are available to residents of properties immediately adjacent.

Overall, sensitivity is high.

Size/ Scale of Effect:	**Geographical Extent:**

• **Scale of Change in view:**
  ○ The Proposed Development would be visible to the left-hand side of the Portland landmass within the existing port.
  ○ Would constitute an addition to the skyline of the port, which features buildings, ships, numerous masts, lighting columns and other marine artefacts. Whilst larger than existing buildings the greater distance is such that the main building would not be dissimilar in apparent height alongside existing elements. The consented cement silo would be a similar apparent height as shown on Figure JM26
  ○ The building would appear smaller in scale than the cruise ships which frequently berth in the same segment of the view.
  ○ The proposed building would be very much subordinate in scale to the adjacent landform.
  ○ The stack would be a notable new taller vertical element in a location where there are numerous existing vertical forms.
  ○ Very occasional typically short- and short-lived visible plumes would be seen.
• **Degree of contrast/integration:** Well integrated. The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts.
• **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements.
	• **Angle:** Portland landmass is a dominant focus of distinctive form seen across the harbour. Proposed development would be located to the left / north of Portland in amongst an existing assemblage of permanent and transient elements and would occupy a small segment of the view.
	• **Distance to Proposed Development:** c3.5km
	• **Extent of area over which changes would be visible:** Continuous views available from where Rodwell trail meets the A354 to where it enters a cutting approx. 500m to the north. Views also available to residents in properties to north and west of the trail.

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the Port located to the north of the Portland landform. The built form would be seen in context with other massing in the Port both fixed and transient in the form of vessels at a range of sizes and other marine artefacts. It would also be seen alongside a quite intensely developed area of built development on the northwest Portland, with Osprey Quay and the marina in the foreground and complex assemblage of built development of different scales rising up the slopes towards the Verne. The Proposed Development would occupy a small segment of a very broad and complex view. It would be subordinate to the landform of Portland and of a smaller scale than the cruise ships which berth nearby.

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Viewpoint 25: Rodwell Trail above Castle Cove Sailing Club

Susceptibility to Change: High

- Recreational users of the Rodwell Trail / SW Coast Path
  - Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views
- Similar views available from upper stories of some nearby residential properties.

Value: High

- SW Coast path / Rodwell Trail
- Adjacent to World Heritage Site (foreshore);

Sensitivity: High

The viewpoint reflects views from the Rodwell Trail, a former railway line converted into a recreational footpath running parallel to the coast above Portland harbour. The path runs partially in cutting but enjoys views out to the south towards Portland from some sections.

Expansive views are available across Portland Harbour to Portland with the Port visible at the base of the landform and extending laterally eastwards.

Overall, sensitivity is high.

Size/ Scale of Effect:

- **Scale of Change in view:**
  - The Proposed Development would be visible to the left-hand side of the Portland landmass within the existing port.
  - Would constitute a notable addition to the skyline of the port. Larger than existing buildings but smaller in scale than the cruise ships which frequently berth in the same segment of the view and very much subordinate in scale to the adjacent landform. The consented cement silo would be a similar apparent height as shown on Figure JM28
  - The stack would be a notable new vertical element in a location where there are existing vertical forms.
  - Very occasional typically short- and short-lived visible plumes would be seen.
- **Degree of contrast/integration:** The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts.
- **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements.

Geographical Extent:

- **Angle:** c180 degree views available where gaps in vegetation allow. The wedge shaped form of Portland can be seen as can Chesil beach.
- **Distance to Proposed Development:** c3.8km
- **Extent of area over which changes would be visible:** Intermittent sections of the Rodwell trail between sections of cutting and taller vegetation.
- Similar views will be available from the sailing club and beaches along the shore and from elevated parts of residential properties to the north of the trail.

Duration: Long-term (permanent development)

Reversibility: Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the Port located to the north of the Portland landform. The built form would be seen in context with other massing in the Port both fixed and transient in the form of vessels at a range of sizes and other marine artefacts. It would also be seen alongside a quite intensely developed area and a complex assemblage of built development of different scales rising up the slopes towards the Verne. The Proposed Development would occupy a small segment of a very broad and complex view. It would be subordinate to the landform of Portland and of a smaller scale than the cruise ships which berth nearby. Indeed on Figure JM28 it can be observed that the taller elements of the grey ship that is berthed in front of the Proposed Development display similar massing

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Viewpoint 9 : Sandsfoot Castle Gardens

Susceptibility to Change: High	**Value: High**
• Visitors to Sandsfoot Castle and Gardens and the adjacent SW Coastal Path ○ Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views	• Scheduled Monument • SW Coast path / Rodwell Trail • Adjacent to World Heritage Site (foreshore);

Sensitivity: High

The viewpoint reflects views from the vicinity of Sandsfoot Castle, a scheduled monument set within publicly accessible open space, set within a residential area and accessed from the SW Coastal Path / Rodwell Trail.

This is an assessment of visual amenity experienced by visitors.

Expansive views are available across Portland Harbour with the Port and associated maritime development visible at the base of the landform and extending laterally eastwards across to the breakwaters and westwards towards Chesil Beach

Overall, sensitivity is high.

Size/ Scale of Effect:	**Geographical Extent:**

• **Scale of Change in view:**
  ○ The Proposed Development would be visible to the left-hand side of the Portland landmass within the existing port.
  ○ It would constitute a notable addition to the skyline of the port. It would be somewhat larger than existing buildings but smaller in scale than the cruise ships which frequently berth in the same segment of the view. It would be subordinate in scale to the adjacent landform.
  ○ The stack would be a notable new vertical element in a location where there are existing vertical forms.
  ○ Very occasional typically short- and short-lived visible plumes would be seen.
• **Degree of contrast/integration:** The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts. There would be a strong degree of integration.
• **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements and multiple points of interest.
	• **Angle:** c180 degree views are available in total. The wedge-shaped form of Portland can be seen centrally, with Chesil beach to the west and the harbour breakwaters to the east. The Proposed Development would occupy a small segment.
	• **Distance to Proposed Development:** c3.5km
	• **Extent of area over which changes would be visible:** The gardens around the scheduled monument, except where the monument itself or vegetation provides screening. Also from the adjacent street which is a strategic footpath route.
	• Similar views will be available from nearby residential properties

Duration: Long-term (permanent development)	**Reversibility:** Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the Port located to the north of the Portland landform. The structures would be seen in context with other massing in the Port both fixed and transient in the form of vessels at a range of sizes and other marine artefacts. It would also be seen alongside the quite intensely developed northwest shore of Portland and the diverse assemblage of built development of different scales rising up the slopes towards the Verne. The Proposed Development would occupy a small segment of a very broad and complex view. It would be subordinate to the landform of Portland and of a smaller scale than the cruise ships which regularly berth nearby.

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Viewpoint 10: Nothe Fort and Nothe Gardens

Susceptibility to Change: High

- Visitors to Nothe Fort and to the ornamental gardens which extend west from the Fort on the southern slopes of the Nothe peninsula. The SW Coast path passes through the gardens.
  - Tourists / residents visiting gardens.
  - Visitors to heritage site / visitor attraction
  - Engaged in outdoor recreation with attention / interest focussed on enjoyment of the landscape / views.

Value: High

- Scheduled Monument
- SW Coast path
- Adjacent to World Heritage Site (foreshore);

Sensitivity: High

The viewpoint reflects views from the vicinity of the Fort and from the Fort itself, a scheduled monument set adjacent to publicly accessible open space / gardens with SW Coast path and other paths and benches etc

This is an assessment of visual amenity experienced by visitors.

Expansive views are available across Portland Harbour with the breakwater in the foreground and with the Port and associated maritime development visible beyond this at the base of the Portland landform and extending laterally westwards towards Chesil Beach

Overall, sensitivity is high.

Size/ Scale of Effect:

- **Scale of Change in view:**
  - The Proposed Development would be visible to the left-hand side of the Portland landmass within the existing port.
  - It would constitute a notable addition to the skyline of the port. It would be somewhat larger than existing buildings but smaller in scale than the cruise ships which frequently berth in the same segment of the view. It would be subordinate in scale to the adjacent landform.
  - The stack would be a notable new vertical element in a location where there are existing vertical forms.
  - Very occasional typically short- and short-lived visible plumes would be seen.
- **Degree of contrast/integration:** The structures would be industrial in nature, seen in the context of a working port alongside other fixed built forms and a changing assemblage of vessels and large marine artefacts. There would be a strong degree of integration.
- **Nature of the View:** A broad, panoramic view which includes a complex range of manmade and natural elements and multiple points of interest.

Geographical Extent:

- **Angle:** c180 degree views are available in total. The wedge-shaped form of Portland can be seen centrally, with Chesil beach to the west and the harbour breakwaters to the foreground. The Proposed Development would occupy a small segment.
- **Distance to Proposed Development:** c4.5km
- **Extent of area over which changes would be visible:** The gardens to the west of the Fort on the south side of the peninsula, except where vegetation provides screening.

Duration: Long-term (permanent development)

Reversibility: Irreversible (permanent development)

Magnitude: Small to Medium

The Proposed Development would be a clearly visible addition to the Port located to the north of the Portland landform. The structures would be seen in context with other massing in the Port both fixed and transient in the form of vessels at a range of sizes and other marine artefacts. It would also be seen alongside the quite intensely developed northwest shore of Portland and the diverse assemblage of built development of different scales rising up the slopes towards the Verne. The Proposed Development would occupy a small segment of a very broad and complex view. It would be subordinate to the landform of Portland and of a smaller scale than the cruise ships which regularly berth nearby.

Significant Effect: No

A moderate level of effect would occur. Visual effects would not be significant. The underlying nature and composition of the view would remain materially the same as existing.

Adverse/ Neutral/ Beneficial:

The effects of the Proposed Development would be adverse.

Appendix JM3 – LVIA Methodology

1.0 INTRODUCTION

1.1.1 Landscape and Visual Impact Assessment (LVIA) is a tool used to systematically identify and assess the nature and significance of the effects of a proposed development upon the landscape and upon views and visual amenity. The purpose of the LVIA is to identify the level and nature of effect arising from a proposed development and if necessary, through an iterative design process, to inform changes to the development and evolution of mitigation strategies which minimise significant effects wherever possible.

1.1.2 The methodology for this LVIA is informed by guidance contained within the *Guidelines for Landscape and Visual Impact Assessment* (The Landscape Institute and Institute of Environmental Assessment, 3rd Edition, 2013), often referred to as 'the GLVIA'. The LVIA aims to establish the following:

i) A clear understanding of the development site and its context, in respect of the physical and perceived landscape and of views and visual amenity;

ii) An understanding of the proposed development in terms of how this would relate to the existing landscape and views;

iii) An identification of likely significant effects of the proposed development upon the landscape and upon views, throughout the life-cycle of the development, including cumulative interactions with other developments;

iv) Those mitigation measures necessary to reduce/eliminate any potential adverse effect on the landscape or views arising as a result of the proposed development; and

v) A conclusion as to the residual likely significant effects of the proposed development.

1.1.3 Professional judgement is a very important part of the LVIA process at every stage of the assessment. This judgement must be exercised within an assessment framework that transparently sets out the steps in the assessment process which have led to the overall conclusions. This is emphasised in Box 3.1 (page 37) of the GLVIA, which advocates a structured approach that considers the sensitivity of the receptor and magnitude of the effect when determining if an effect is significant or not.

1.1.4 To ensure the transparency of the assessment and professional judgements made, the LVIA follows a standard approach, namely:

vi) The establishment of the baseline conditions, against which the effects of the proposed development will be assessed;

vii) The determination of the nature of the receptor likely to be affected, i.e. its sensitivity;

viii) The prediction of the nature of the effect likely to occur, i.e. the magnitude of change; and

ix) An assessment of whether a likely significant effect would occur upon any receptor, by considering the predicted magnitude of change together with the sensitivity of the receptor, taking into account any proposed mitigation measures.

1.1.5 The GLVIA clarifies that the guidance concentrates on

[1.20] "*…principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed 'recipe' that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstance*".

1.1.6 As set out above, use of professional judgement within a structured assessment framework is a very important element of the assessment of landscape and visual effects. As discussed in the GLVIA:

[2.23] "*…Whilst there is some scope for quantitative measurement of some relatively objective matters, …much of the assessment must rely on qualitative judgement, for example about what effect the introduction of a new development or land use change may have on visual amenity, or about the significance of change in the character of the landscape and whether it is positive or negative*".

[2.24] "*…In all cases there is a need for the judgements that are made to be reasonable and based on clear and transparent methods so that the reasoning applied at different stages can be traced and examined by others…*"

[2.26] "*…In carrying out an LVIA the landscape professional must always take an independent stance, and fully and transparently address both the negative and positive effects of a scheme in a way that is accessible and reliable for all parties concerned*".

1.1.7 Landscape and visual matters are separate, although closely related and interlinked issues, and are dealt with as such throughout the LVIA. The methodologies for assessing both are outlined separately below.

2.0 LANDSCAPE ASSESSMENT

2.1.1 The landscape assessment considers the potential effects of the proposed development on the components of the landscape as an environmental resource. Landscape receptors which could be affected by a proposed development may include:

i) Individual constituent elements and features of the landscape (sometimes referred to as landscape fabric);
ii) Specific aesthetic and perceptual qualities of the landscape;
iii) The overall character and key characteristics of the landscape as experienced in different areas (e.g., landscape character areas or types).

Sensitivity

2.1.2 The nature of a landscape receptor likely to be affected, i.e. its sensitivity is determined by considering two factors, namely:

i) Susceptibility to change; and
ii) Value.

Susceptibility to Change

2.1.3 Susceptibility to change is defined in the GLVIA as follows:

[5.40] "*This means the ability of the landscape receptor (whether it be the overall character or quality/condition of a particular landscape type or area, or an individual element and/or feature, or a particular aesthetic and perceptual aspect) to accommodate the proposed development without undue consequences for the maintenance of the baseline situation and/or the achievement of landscape planning polices and strategies*".

[5.41] "*The assessment may take place in situations where there are existing landscape sensitivity and capacity studies, which have become increasingly common. They may deal with the general type of development that is proposed, in which case they may provide useful preliminary background information for assessment. But they cannot provide a substitute for the individual assessment of the susceptibility of the receptors in relation to change arising from the specific development proposal*".

2.1.4 To understand susceptibility to change, the various characteristics/factors that make up a particular landscape must be identified and consideration given as to how these will be affected by the proposed development. Consideration is given to physical and perceptual factors which are considered together to derive an overall susceptibility to change. Factors influencing the susceptibility of a landscape to change resulting from *an Energy from Waste facility* are set out below:

i) **Scale:** A larger scale landscape (relative to the development proposed) will typically be less susceptible than a smaller scale landscape;

ii) **Pattern/Complexity:** The susceptibility of a receiving landscape to change will be influenced by the specific pattern of features and elements present and by the complexity of this pattern;

iii) **Development/Human Influence:** A landscape that includes obvious alterations to natural ground levels, contemporary development, or that is clearly functional/ utilitarian in land use will typically be less susceptible than one where development is more traditional in style, or where natural influences and natural, or long-established landforms are predominant;

iv) **Connections with adjacent areas:** A landscape which has a clear relationship with other surrounding landscapes, for example in relation to views in and out will typically be more susceptible than one where such relationships are not present;

v) **Visual Interruption:** A landscape where views are frequently interrupted by screening features, for example vegetation cover or variations in landform will typically be less susceptible than one where there are few/no screening features.

2.1.5 A particular landscape may have different characteristics that are more or less susceptible to change. As such, the overall susceptibility to change allocated using professional judgement based upon consideration of the various factors outlined above and the relative weight attached to these (which will vary from landscape to landscape). The assessment of susceptibility is expressed using a three point verbal scale of high, medium or low. Where appropriate, intermediate levels such as medium/high or low/medium are used to refine the assessment. The rationale in support of the assessment of susceptibility is set out for each receptor in the assessment, so that it is clear how each judgement has been made.

Value

2.1.6 The value of the landscape receptor is independent of any development proposal. The absence of a formal landscape designation does not necessarily imply that a landscape is of lower value. Value is defined in the GLVIA as:

[5.19] "*…the relative value that is attached to different landscapes by society, bearing in mind that a landscape may be valued by different stakeholders for a whole variety of reasons…Landscapes or their component parts may be valued at the community, local, national or international levels…*"

2.1.7 Factors that can help in identifying valued landscapes include:

i) Presence/absence of statutory landscape designations;
ii) Presence/absence of local landscape designations and associated policies;
iii) Landscape quality/condition;
iv) Scenic quality;
v) Rarity of particular elements/features;
vi) Representativeness;
vii) Conservation interest;
viii) Recreation value;
ix) Perceptual aspects; and
x) Cultural associations.

2.1.8 The assessment of value is expressed on a similar basis to that described for susceptibility of change above. Table 2.1 indicates how the above factors have been used to determine landscape value.

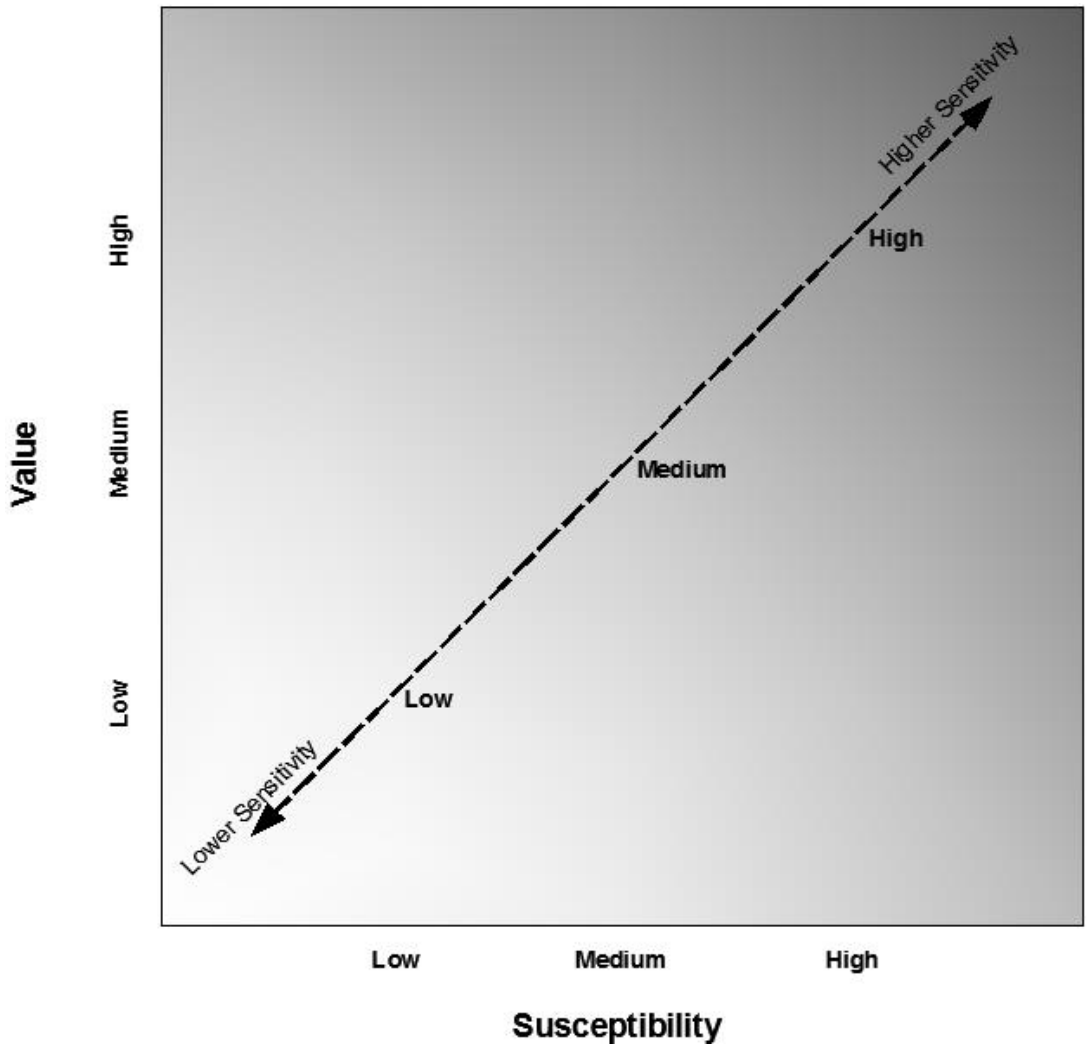
Table 2.1: Landscape Value Criteria

	Criteria tending towards higher or lower value	
	Higher ⟷	Lower
Value	Unique, and/or strongly positive landscape character, often with strong associations or (non-landscape) environmental designations. Nationally designated landscape (protected by statute).	Widespread or common landscape character. Negative character. Lack of other environmental qualities Landscape without formal designation and with limited positive contribution to the locality

Sensitivity

2.1.9 Susceptibility to change and value are considered together to determine the sensitivity of the receptor. It should be noted that the relationship between susceptibility to change and value can be complex and is not linear. For example a highly valued landscape (such as a National Park) may have a low susceptibility to change, due both to the characteristics of the landscape and the nature of the change proposed. Table 2.2 provides a guide as to how susceptibility and value can be combined to assess sensitivity (with the grey shading indicative of the increasing sensitivity of receptors with increasing susceptibility and/or value). However, the final assessment of sensitivity is one of professional judgement based on consideration of the susceptibility and value assessments.

Table 2.2: Indicative Sensitivity Assessment



Magnitude

2.1.10 The nature of the effect that is likely to occur, i.e. its **magnitude**, is determined by considering four separate factors, namely:

- Size/scale;
- Geographical extent;
- Duration;
- Reversibility.

2.1.11 The size and scale of an effect is determined by considering the amount of change experienced by a receptor, including:

- The extent of existing landscape elements that would be lost, the proportion of the total extent that this represents; and the contribution of that element to the wider character;
- The degree to which aesthetic or perceptual aspects of the landscapes are altered by the removal, or introduction of new landscape components;
- Whether change affects the key characteristics of a landscape.

2.1.12 The geographical extent of an effect is the area over which effects will be experienced. It is not the same as size/scale, as a small-scale change may be experienced over a wider area, or vice-versa.

2.1.13 The duration of an effect simply relates to the length of time for which it would be experienced, as follows:

- Long-term: 10+ years; or the change could not reasonably be considered temporary in nature;
- Medium-term: 3-10 years; and
- Short-term: 0-3 years.

2.1.14 The reversibility of an effect relates to the prospects and practicality of an effect being able to be wholly or partially reversed, or whether the change cannot realistically be reversed, i.e. it is permanent.

2.1.15 These four factors are then considered together to derive an overall magnitude of change for each receptor, which is determined by use of professional judgement. The assessment of the magnitude of change is expressed using a four point verbal scale of large, medium, small or negligible. Where appropriate, intermediate levels such as medium/large or small/medium are used to refine the assessment. Table 2.3 (overleaf) indicates how the above factors have been used to inform magnitude of change. As the circumstances of each specific receptor will vary, a reasoned narrative is set out in the LVIA in order to justify the particular magnitude of change allocated to each receptor.

Table 2.3: Magnitude of Landscape Change Criteria (indicative)

Magnitude	Description
Large	A substantial change in landscape characteristics and/or over extensive geographical area and/or which may result in an irreversible landscape impact.
Medium	A moderate change in landscape characteristics and/or which may be over a large geographical area, and/or which may be reversible over a long duration of time.
Small	A small change in landscape characteristics and/or which may be over a relatively localised geographical area, and/or which may be reversible over a short duration of time.
Negligible	A barely perceptible change in landscape characteristics and/or which is focused on a small geographical area, and/or which is almost or completely reversible.

2.2 Visual Assessment

2.2.1 A visual assessment is concerned with the potential effects upon the population likely to be affected (i.e. the views experienced by people). As for landscape effects (Section 2.0), the sensitivity of the receptor affected is identified, as is the magnitude of the change that would occur. These are then considered together to determine the level and significance of effect.

2.2.2 A key part of the visual assessment is the assessment of effects from a number of predetermined viewpoints, which reflect views available to different groups of people. The viewpoint itself is not the receptor; rather it is the people that would be experiencing the view. These people will generally have different responses to a change in view depending upon their location, their activity, and other factors, including the weather and time of day/year. Viewpoints fall into three categories (as set out in the GLVIA):

- Representative viewpoints (which represent the experience of different types of receptors in the vicinity);
- Specific viewpoints (a particular view, for example a well-known beauty spot);
- Illustrative viewpoints (which illustrate a particular effect/issue, which may include limited/lack of visibility).

2.2.3 Private viewpoints, such as from specific residential properties are not typically included in the LVIA. It is often impractical to visit all affected properties and access to private land may not be granted. Representative or specific viewpoints from nearby publicly accessible locations can often give an impression of what effects from private land would be.

Sensitivity

2.2.4 The nature of a visual receptor likely to be affected, i.e. its **sensitivity** is determined by considering two factors, namely:

- Susceptibility to change;
- Value.

Susceptibility to Change

2.2.5 The GLVIA identifies susceptibility to change in view/visual amenity as:

[6.32] "*...mainly a function of:*

- *The occupation or activity of people experiencing the view at particular locations; and*
- *The extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations*".

2.2.6 Susceptibility to change is, in part, classified based upon the indicative criteria, provided in the GLVIA, as set out in Table 3.1.

Table 3.1: Typical Visual Susceptibility to Change Criteria (indicative)

Criteria Level	Description
Susceptibility to Change	
High	Residents at home; People engaged in outdoor recreation, whose attention/interest is likely to be focused on the landscape or particular views, including from public rights of way; Visitors to heritage assets or other attractions, where views of the surroundings are an important contributor to the experience; Communities where views contribute to the landscape setting enjoyed by residents; Travellers on scenic routes.
Medium	Travellers on road, rail, or other transport routes.
Low	People engaged in outdoor sport/recreation which does not involve/depend upon appreciation of views of the landscape; People at their place of work whose attention may be focused on their work/activity and not their surroundings.

2.2.7 It is important to note that the examples set out in GLVIA and Table 3.1 above only address the first bullet point and part of the second bullet point in paragraph 3.5 above (which are focussed on the occupation or activity of the people and the extent to which their attention is focussed on the view).

2.2.8 As such, the assessment of susceptibility in Table 3.1 and GLVIA (pages 113 &114) needs to be adjusted to reflect the requirements of the final part of the second bullet point, namely the visual amenity that people currently experience. GLVIA identifies clearly that the division between categories of susceptibility to change:

[6.35] "*…is not black and white and in reality there will be a gradation in susceptibility to change. Each project needs to consider the nature of the groups of people who will be affected and the extent to which their attention is likely to be focused on views and visual amenity…*"

2.2.9 For example, the presence of existing detracting features in any given view may reduce the visual amenity of those experiencing the view. This may therefore reduce their susceptibility to certain types of change and ultimately their sensitivity.

2.2.10 The assessment of susceptibility to change is made on the same basis as for landscape effects (Section 2.0 above). A three point scale (with intermediate levels where appropriate) is used, supported by a reasoned narrative that explains the judgement made.

Value

2.2.11 In accordance with paragraph 6.37 of the GLVIA when considering the value of a view experienced, this should take account of:

- Recognition of the value attached to particular views, for example in relation to heritage assets, or through planning designations;
- Indicators of the value attached to views by visitors, for example through appearances in guidebooks or on tourist maps, provision of facilities for their enjoyment and references to them in literature or art.

2.2.12 For this reason, whilst not specifically referenced in the current edition of GLVIA, the number of people likely to be affected can influence the value assigned to a particle view.

2.2.13 The assessment of value is made on the same basis as the assessment of susceptibility of change.

Sensitivity

2.2.14 Susceptibility to change and value are considered together as discussed above for landscape sensitivity and illustrated above on Table 2.2. Again, professional judgement determines the final judgement of sensitivity, due to the non-linear and complex relationship between susceptibility and value. A reasoned narrative is set out in the LVIA in order to justify the particular sensitivity assessed for each receptor, so that it is clear how each judgement has been made.

Magnitude

2.2.15 The nature of the visual effect that is likely to occur, i.e. its **magnitude**, is determined by considering four separate factors, namely:

- Size/scale;
- Geographical extent;
- Duration;
- Reversibility.

2.2.16 The size and scale of an effect is determined by considering the following:

- The scale of change in view, in respect of the loss of or addition of features, and change in composition, including the proportion of the view occupied by the development;
- The degree of contrast or integration of new features or other changes;
- The nature of the view, namely the relative amount of time it would be experienced for and whether the views would be full, partial or glimpsed.

2.2.17 The geographical extent of an effect will vary from viewpoint to viewpoint and will reflect the following:

- The angle of view in relation to the main activity of the receptor;
- The distance from the proposed development;
- The extent over which change in view would be visible.

2.2.18 The duration of an effect simply relates to the length of time for which it would be experienced, as follows:

- Long-term: 10+ years; or the change could not reasonably be considered temporary in nature;
- Medium-term: 3-10 years; and
- Short-term: 0-3 years.

2.2.19 The reversibility of an effect relates to the prospects and practicality of an effect being able to be wholly or partially reversed, or whether the change cannot realistically be reversed, i.e. it is permanent.

2.2.20 These four factors are then considered together to derive an overall magnitude of change for each receptor, which is determined by use of professional judgement. The assessment of the magnitude of change is expressed using a four point verbal scale of large, medium, small or negligible. Where appropriate, intermediate levels such as medium/large or small/medium are used to refine the assessment. Table 3.2 indicates how the above factors have been used to inform magnitude of change. As the circumstances of each specific receptor will vary, a reasoned narrative is set out in the LVIA in order to justify the particular magnitude of change allocated to each receptor.

Table 3.2: Magnitude of Visual Change Criteria (indicative)

Magnitude	Description
Large	A change affecting a large proportion of a view, which may be seen across an extensive area or experienced from a long section of a route, and/or a longer-term effect, and/or contrasting with the existing view.
Medium	A change affecting a moderate proportion of a view, which may be seen across a wider area or experienced from a section of a route, and/or a medium-term effect, and/or broadly compatible with the existing view.
Small	A change affecting a smaller proportion of a view, which may be seen from a limited area or experienced from a short section of a route, and/or a shorter-term effect, and/or compatible with the existing view.
Negligible	A change which is barely perceptible in the view, and/or which is only glimpsed from a route.

2.3 Level and Significance of Effect

2.3.1 The purpose of Environmental Impact Assessment (EIA) is to determine the likely significant effects of a development proposal. Not all landscape and visual effects arising as a result of a particular proposal will be significant. Furthermore, a significant effect does not necessarily mean that such an effect is unacceptable to decision-makers. This is a matter to be weighed in the planning balance alongside other factors. What is important is that the likely effects of any proposal are transparently assessed and described in order that the relevant determining authority can bring a balanced and well-informed judgement to bear as part of the decision-making process.

2.3.2 *The State of Environmental Impact Assessment Practice in the UK* (Institute for Environmental Management and Assessment 2011) identifies a range of different factors that should be considered when evaluating the significance of an effect, including:

i) Knowledge and experience of significance from previous assessments;
ii) Details of the development proposal, such as construction and operational activities, and the nature of the effect associated with such activity;
iii) Details about the environmental sensitivity of the area that will be affected;
iv) Feedback from scoping and consultation;

2.3.3 The wider legal and policy context, which offers protection to the environment and community.

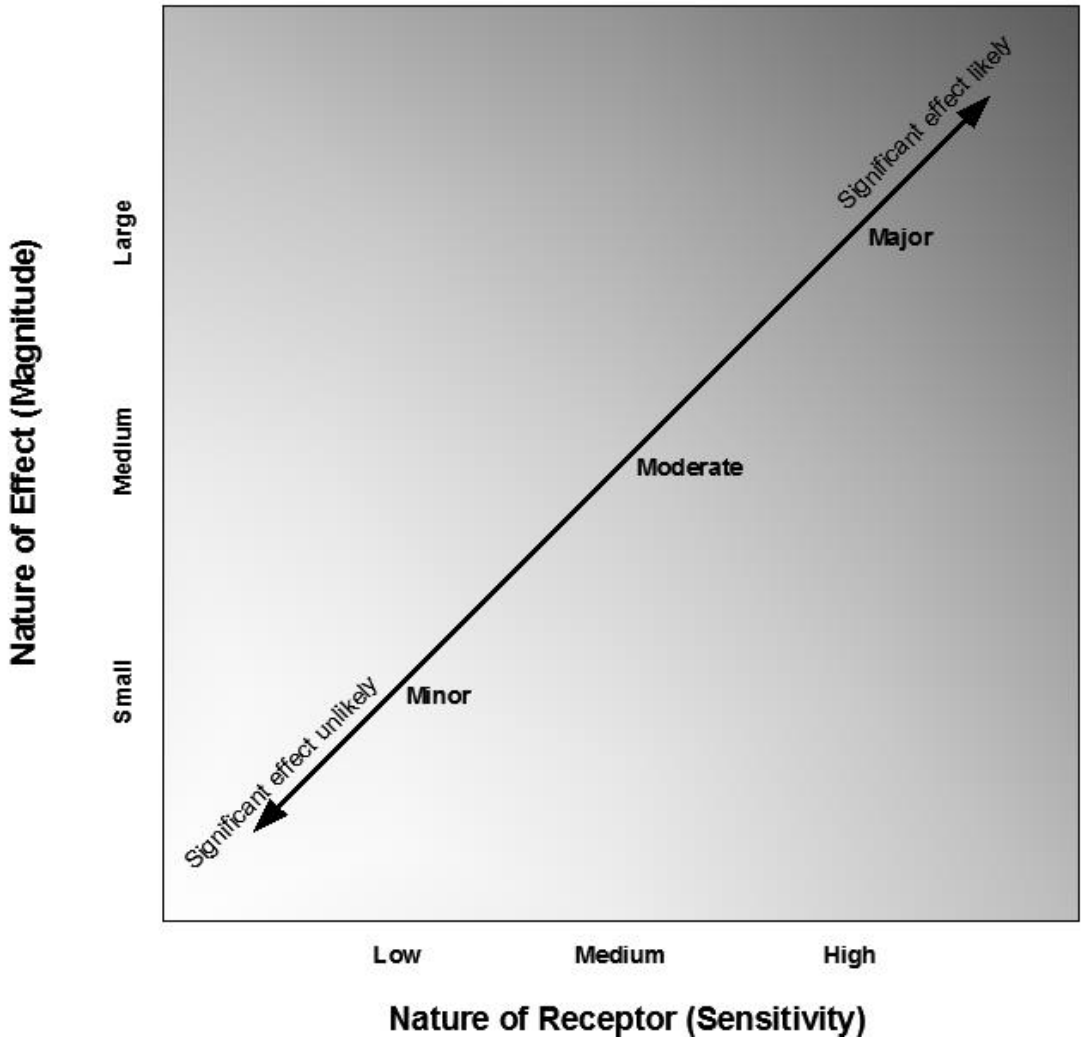
2.3.4 The level of effect can only be defined in relation to each particular development and its specific location. It is for each LVIA to determine how judgements about receptor sensitivity and the magnitude of change should be combined to derive the level of effect and to clearly explain how this assessment has been made, and if the level of effect is considered significant.

2.3.5 The matrix in Table 4.1 overleaf provides a guide as to how sensitivity and magnitude can be combined to identify the level of effect upon a receptor (with the grey shading indicative of the increasing level of effect with increasing sensitivity and/or magnitude). However, the final assessment of the level of effect and whether this is significant for decision makers is one of professional judgement.

2.3.6 Where magnitude of change is identified as ‘negligible’, then effects are automatically considered not to be significant due to the minimal level of change from baseline (which would often not be perceptible).

2.3.7 The judgement for this particular assessment is that greater than ‘moderate’ effects are more likely to be significant. This is because they would generally result from larger magnitudes of change on higher sensitivity receptors**.** This does not preclude a ‘moderate’ effect or lower being significant or a greater than ‘moderate’ effect not being significant. This judgement will depend on the specific circumstances being considered.

Table 4.1: Level of Effect Matrix (indicative)



2.3.8 The GLVIA identifies that:

[3.32] "*The Regulations require that a final judgement is made about whether or not each effect is likely to be significant. There are no hard and fast rules about what effects should be deemed 'significant' but LVIAs should always distinguish clearly between what are considered to be significant and non-significant effects…*

[3.33] *It is not essential to establish a series of thresholds for different levels of significance of landscape and visual effects, provided that it is made clear whether or not they are considered significant. The final overall judgement of the likely significance of the predicted landscape and visual effects is however, often summarised in a series of categories of significance reflecting combinations of sensitivity and magnitude. These tend to vary from project to project but they should be appropriate to the nature, size and location of the proposed development and should as far as possible be consistent across the different topic areas of the EIA*".

[5.56] & [6.44] "*There are no hard and fast rules about what makes a significant effect, and there cannot be a standard approach since circumstances vary with the location and [landscape][1] context and with the type of proposal*".

2.3.9 It should be noted that effects may be either adverse (negative) or beneficial (positive). An effect can be significant and adverse, or significant and beneficial. If change occurs, with no obvious deterioration or improvement resulting, this can be said to be neutral.

[1] The word landscape is present in paragraph 5.56 of the 3rd edition of GLVIA only. Otherwise, the sentence quoted from paragraphs 5.56 and 6.44 is identical.

Appendix JM6 – Glencore Photographs

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Project

Portland ERF

Figure Number

Appendix JM6

Figure Title

Glencore Photographs

Scale

NA

Date

November 2023