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CD6.18

**APPENDICES 2 TO 4 and 7 TO THE PROOF OF EVIDENCE
OF BRIAN JOHN DENNEY BA (HONS), DIPLA, FLI, CENV,
MIEMA**

**IN RELATION TO LANDSCAPE AND VISUAL MATTERS
CONCERNING:**

**AN OUTLINE PLANNING APPLICATION FOR THE
ERECTION OF UP TO 85 RESIDENTIAL DWELLINGS
(*REDUCED FROM 93 ORIGINALLY*) AND OPEN SPACE
(17/04673/OUT)**

ON

**LAND AT JUNCTION WITH CARR ROAD, HOLLIN BUSK
LANE, SHEFFIELD, S36 1GH**

PREPARED ON BEHALF OF HALLAM LAND MANAGEMENT LIMITED

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APPENDIX 2

VALUED LANDSCAPE ANALYSIS

APPENDIX 2 – VALUED LANDSCAPE ANALYSIS

1. The NPPF (2019) sets out how planning policies and decisions should contribute to and enhance the natural environment at its paragraph 170, page 49.
2. It also sets out the manner in which this aspiration is reflected in a series of sub-paragraphs (a) to (f), and it is subparagraph (a) which is of relevance to valued landscapes. The relevant sub-paragraph of the NPPF states as follows:

a) Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan)

3. Planning policies and decisions should therefore protect and enhance valued landscapes in a manner commensurate with their statutory status or identified quality in the development plan. In other words, the landscape in question has to be protected for its landscape quality or status by statute or policy in order to be valued in the sense meant by the NPPF. One appeal decision which confirms this approach is that of Kirby Moor Wind Farm (Appeal Ref: APP/M0933/W/18/3204360 (CD5.20)) whereby the Council argued that Kirkby Moor is a valued landscape in terms of this paragraph in national policy. At the appeal decision paragraph 45 the Inspector clarified the position, stating:

'However the paragraph clearly refers to statutory status or identification in the development plan. Although the site is close to the LDNP and the WHS, these designated areas do not include a buffer and the site is therefore outside the area covered by any statutory status. Nor is the site identified in the development plan. Although clearly appreciated by local people and visitors, this does not mean that it is a valued landscape in terms of national policy.' (CD5.20 para 45)

4. The land at Hollin Busk Lane, Deepcar is not statutorily designated. In addition, neither Policy CS72, nor other policies relevant to this appeal site, refer to landscape value or quality. Although there is mention of value within the supporting text of policy CS72 which describes that ***"these areas are greatly valued for the way in which they contribute to Core Strategy objectives for the natural environment, rural settings and opportunities for peaceful***

enjoyment of the countryside" (CD3.1, para 12.6) and that **"its rural character is greatly valued locally"** (CD3.1, para 12.8) these comments do not indicate the land included under this policy has landscape quality so as to amount to a valued landscape in the meaning set out in the NPPF. They signal other attributes of land that is simply open and of a rural character. In addition the extent of the land to which CS72 applies is not clear as there is no map. The site is not and never has been identified as an area of high landscape value in any policy.

5. In relation to other policies in the development plan, the site is part of an area of countryside and subject to general countryside policy, but one that has not been identified as being of any notable quality that would elevate it above ordinary countryside when seen in its wider landscape context. It is therefore not a "valued landscape" within the accepted meaning of the NPPF.
6. The NPPF does not define the term "valued" landscapes, beyond the reference in paragraph 170, but it does set out a hierarchy of importance in relation to landscape areas at paragraph 171 where it states as follows:

"Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework".

7. I have nonetheless undertaken an assessment of the site's landscape value in line with the GLVIA3, to determine its qualities. This assessment has concluded that the site is of no more than Moderate value overall and that it does not display the attributes or qualities that would make it a potentially valued landscape. It is also appropriate to distinguish that the findings of my assessment of landscape value in terms of NPPF paragraph 170 which I set out below, does not differ from that which is set out in the Council's character appraisal publications.
8. The Sheffield Preliminary Landscape Character Assessment (SPLCA) (2011) (CD7.2) assesses the 'UP2-Pastoral Hills and Ridges' within which the site lies, stating that **'this area is characterised by an enclosed upland landscape with wide views'** and that **'isolated stone farmsteads, straight roads and regular fields enclosed by dry stone walls are characteristic features'**. These are general attributes and characteristics for the character type which are represented within the site. There is no indication with the broader analysis within the SPLCA

that this landscape exhibits any particular attributes that would elevate it above that of the general countryside. The SPLCA does not consider landscape condition or sensitivity. However, Sheffield has designated parts of the district's landscape which lies outside the National Park, as Areas of High Landscape Value (AHLV). The site does not fall within such an area.

9. The Sheffield Core Strategy (2009) refers to the Hollin Busk area in Policy CS72 – Protecting Countryside not in the Green Belt. The policy does not identify any valued landscapes distinct from the wider countryside and the text states, in relation to Policy CS72 as follows:

"The land at Hollin Busk is a large and integral part of the countryside south of Stocksbridge, prominent in local views and providing an important visual break between the settlements of Stocksbridge and Deepcar. Its rural character is greatly valued locally and there is no need to develop it as new housing can be provided on previously developed land within the urban area. Indeed, protection of the area makes a significant contribution to the character and distinctiveness of Stocksbridge". (CD3.1, para 12.8)

10. The policy wording describes the manner in which this land is seen in local views and that its character is valued locally. It does not set out landscape qualities or attributes relating to its landscape value that would justify it being regarded as a valued landscape in the terms expressed by the NPPF. There is an important difference between the value a landscape may have (to what degree and in what regard) and that it may be valued by local people (as many local landscapes are). Land has to have qualities that would elevate it from being valued by local people to being a valued landscape. In this regard, it is also important to note the Council's own officers do not consider that this land is a valued landscape, as set out in the Committee Report.
11. Further guidance concerning valued landscapes is given within the "Guidelines for Landscape and Visual Impact Assessment 3rd Edition" (GLVIA3) as published by the Landscape Institute and IEMA. This best practice guidance deals with landscape value at page 89-90, paragraphs 5.44 and 5.45 (CD7.5) and this guidance accords with the approach set out within the NPPF.

12. The GLVIA guidance states that the value of the landscape will, to some degree, reflect landscape designations and the level of importance which they signify, although there should not be over reliance on designation as the sole indicator of value. All landscapes have value, and the assessment of landscape value as a function of landscape assessment (value is one aspect of sensitivity) should not be confused with a valued landscape.
13. The GLVIA3 guidance provides help in the assessment of landscape value and the identification of valued landscapes in a set of eight factors set out at Box 5.1 (CD7.5), and I address these later in this appendix.
14. The assessment of the qualities and attributes of a landscape are needed to understand the sensitivity to change that a particular landscape may have and can also guide and inform the identification of valued landscapes in relation to the development plan. The LVA undertaken with respect to the Hollin Busk Lane development proposals did identify the various attributes that are exhibited by the landscape in relation to the baseline condition. They described the landscape components which made up the site, including field pattern, enclosure trees, hedgerows, topography and water courses. It also looked at landscape scale; settlement pattern and human influences; tranquillity and the visual aspects of skylines, intervisibility and views. In addition to establishing the baseline condition of the landscape and its attributes, it also draws on the assessments and analysis contained within the SPLCA and the Peak District Landscape Character Assessment (2008). The understanding of the site's attributes and characteristics, alongside its condition, led to an assessment of medium landscape value.
15. The landscape of the site and wider area, broadly that which extends to the Representative Visual Envelope (RVE) on Figure 9 of the LVA (Appendix 1), although reasonably attractive, does not display any particular quality with regard to the landscape features it displays or their condition, especially when seen in the wider context of the rising Upland character area and their more localised landscape types. It is not rare or special when seen in this context and although having some attractive attributes, such as woodland areas running along the watercourse of Clough Dyke and field boundaries delineated by dry stone walling, it does not display attributes that would make it a candidate for being a valued landscape.

16. I have considered the proposed development site and the wider area, as described above, in relation to criteria set out at Box 5.1 of the GLVIA (CD7.5, page 84), drawing upon and considering further that which has been and set out within the LVA (May 2021) (Appendix 1, paras 5.14-5.39). These criteria are Landscape Quality; Scenic Quality; Rarity; Representativeness; Conservation Interests; Recreational Value; Perceptual Aspects and Associations.

Landscape Quality (Condition)

17. The land within the site is undeveloped gently sloping, agricultural fields used for pasture, some of which are divided by dry stone walling of varying condition and in this regard it is typical of agricultural land in the locality. The LVA described that the fields are heavily grazed and I found this to be the case also, on each occasion when I have visited the site and surrounding areas. This description also typifies the character of the surrounding countryside, which incorporates horse paddocks, stabling and associated equestrian elements, and beyond the RVE a golf course. To its eastern boundary, the site adjoins a group of existing residential properties which includes the stone-built Royd Farm and Royd Cottage which reflect the former local vernacular and would once have been more representative of local landscape character. However, in this regard the local landscape is influenced to a greater degree by it's association with later development and the wider residential areas of the Royd area of Deepcar beyond Carr Lane to the east. The landscape is such that although its condition is not poor, it cannot be considered of high quality as it does not exhibit sufficient qualities or characteristics relating to its condition to support this.

Scenic Quality

18. The landscape of the site and its wider, local landscape, is generally attractive agricultural land when considered in the local context but not special or notable in this regard. It is however pleasant and not without some scenic quality. It is grassland and open, closely cropped pasture, forming part of a semi-rural landscape on the edge of the urban area and displays the scenic qualities of such a landscape. However, its partially enclosed nature and juxtaposition with the urban area, (including the presence of existing settlement: edge screening effects of existing woodland along Clough Dyke and local topography) distinguish it visually and physically from the wider agricultural landscape further from the settlement edges beyond the RVE, and more closely associated with the edge of the National Park. In this regard it's scenic quality is influenced by the presence and character

of the urban area it adjoins and this is a factor in assessing its scenic qualities and quality in the local context. It does not display any special or notable scenic qualities beyond that of pleasant grazing land on the urban edge and could not be considered a valued landscape for these scenic qualities when considered in the context of the local and wider landscape that it adjoins.

Rarity

19. The site and its local landscape is not a landscape which displays attributes or qualities which are regionally or locally rare and is to a large degree, typical of the pastoral landscapes of the area, albeit with a greater urban context than many. It exhibits no rare elements or features within its landscape structure and it is not geologically or vegetatively rare.

Representativeness

20. The landscape of the site and its local landscape is generally representative of the semi-rural and rural landscapes to be found extending southwest and westwards from the site (albeit more influenced by the urban area it adjoins than most) but does not display any features or elements which are considered to be particularly important examples of this landscape type.

Conservation Interest

21. The site has not been identified as containing any features or elements of conservation interest. The site is therefore of no particular conservation interest beyond that of open undeveloped grassland with containing vegetation associated with Fox Glen to the north.

Recreation Value

22. The site has no public access and therefore the site does not provide for recreation in the form of walking and access to the countryside, providing only some visual amenity from those locations beyond its boundaries from where it can be seen. The closest publicly accessible land is that of public highways and a public footpath runs within Fox Glen to the north of the site, from where it connects to the wider residential areas to the north. The site's recreational value relates only to visual amenity as part of and alongside the wider countryside of which it forms a part. The elements of the site which provide the greater degree of this visual amenity are not proposed for development and the visual amenity of the locality will retain

its visual character and qualities to a significant degree should the development proceed.

23. The recreational value of the site itself is, when seen in the context of the recreational value of much of the wider local landscape, very limited. It is of particular note that the National Park landscape which affords a high degree of recreational value, is reasonably accessible and to the south of the site. Although it is a pleasant agricultural landscape contributing to some degree to local visual amenity, it is not, when judged in its wider landscape and townscape context, special or locally rare in this regard. It cannot therefore be considered a valued landscape on the basis of its importance for visual amenity.

Perceptual Aspects

24. The landscape of the site and its local landscape does not display any perceptual qualities such as wildness or particular tranquillity or any particular or notable visual qualities above the ordinary, that would distinguish it in this regard. The site is a pleasant rural fringe agricultural landscape with no public access bounded by roads and the urban fringe, including the presence of street lighting. Its qualities are limited to views of open agricultural land, containing or bounded by some trees and built form, seen from localised areas within the local landscape and townscape. The land is also visible from a number of properties on the adjoining urban edge where the perceptual qualities it displays may also be seen. It does not have perceptual qualities that would indicate that it could be considered a valued landscape in this regard.

Associations

25. The site is not a landscape with any particular associations, either with particular people such as artists, writers or historical figures nor historical events or other notable associations that may contribute to the landscape value of the area. This landscape does not, therefore, have any association that would indicate any notable value in this regard, when considering the matter of valued landscapes.
26. In the light of the above analysis I conclude the landscape value of the site and its local landscape to be medium and this accords with that concluded within the LVA. In considering also, my understanding of "Valued Landscapes", I do not consider that the land of the proposed development the site, nor its wide landscape, is a

valued landscape in terms of the NPPF, and my own analysis does not indicate that it has attributes that would warrant its identification as a valued landscape.

APPENDIX 3

TOWNSCAPE AND PERCEPTION OF SETTLEMENTS ANALYSIS

APPENDIX 3 – TOWNSCAPE AND PERCEPTION OF SETTLEMENTS ANALYSIS

1. Policy CS72 of the Sheffield Core Strategy (2009) concerns the protection of countryside not in the Green Belt and is cited within the Reason for Refusal. The policy wording is as follows:

'The green, open and rural character of areas on the edge of the built-up areas but not in the Green Belt will be safeguarded through protection as open countryside, including the following locations:

a. to the east of Woodhouse

b. to the south-west and north of Mosborough Village (at Mosborough Moor and Moor Valley)

c. at the former Holbrook Colliery

d. south of Stocksbridge (at Hollin Busk)'.

2. The policy sets out in relation to the land at Hollin Busk, that:

"The land at Hollin Busk is a large and integral part of the countryside south of Stocksbridge, prominent in local views and providing an important visual break between the settlements of Stocksbridge and Deepcar. Its rural character is greatly valued locally and there is no need to develop it as new housing can be provided on previously developed land within the urban area. Indeed, protection of the area makes a significant contribution to the character and distinctiveness of Stocksbridge".

3. It is the appellant's position that this policy seeks to protect the countryside for its own sake and through its approach of safeguarding from development is at least as restrictive in application as Green Belt policy and arguably more so. As such it is not in accordance with the NPPF and therefore any conflict with this policy should only attract little weight. Furthermore, there is no specific definition of where the 'land at Hollin Busk' extends. There is no plan which defines its boundaries given that the City Sites and SDF Proposals Map has not been produced, as set out in more detail within the evidence of Mr Bolton.
4. Notwithstanding this, within this appendix I give further consideration to the development in the context of the matters raised within policy CS72. In particular

I focus upon the role the site plays in providing a visual break between Stocksbridge and Deepcar. The reason for refusal specifically cites the **'undermining the role of the site in visually separating established settlements'** (CD1.9).

5. The LVA provides a consideration of the visibility of the proposed development, depicting a representative visual envelope within the LVA at Figure 9 (Appendix 1) and within this localised visual envelope the proposed development would be set back within an existing settlement edge location.
6. Having reviewed and considered the findings of the LVA and based upon the findings of my own site visits, I consider that the perception of Deepcar and Stocksbridge as separate settlements is very limited. When moving through the area either on foot or by car, the separate identity of settlements is not apparent as they have already merged and flow from one to the other in a complex townscape pattern that has emerged over time. This developed valley landscape /townscape, lying downstream of the Underbank Reservoir, has developed organically over time from a number of smaller settlements to what is now perceived as a settlement continuum, with its individual components not being distinct from each other when considered in townscape or visual terms. I provide at my **Figure 1**, historic mapping of the area, which clearly illustrates the manner by which both Stocksbridge and Deepcar have expanded from the original industrial works along valley bottom, further along the valley and up the valley sides. The organic growth of the settlements over time has not been nuclear nor has it happened in a way that has maintained any distinct separate identity. It should also be noted that in addition to the growth and development of Stocksbridge and Deepcar to the west and east of this part of the Don Valley respectively, the area of Haywood, located between the two, has also expanded southwards merging with the other settlements. Indeed, in local historical information for Stocksbridge set out on the Peniston Online Archive, it is stated that Stocksbridge **"blends into the areas of Deepcar, Bolsterstone and the eastern end of Ewden Valley around Ewden village, which are also within the civil parish¹"**. The natural expansion of these settlements over time has utilised the more gradually sloping southern valley sides expanding up and away from the valley floor, retaining the less easily developed vegetated watercourses, such as Clough Dike. This form of development has created and continues to reinforce a pattern of a somewhat linear settled valley townscape with development stretching from east

¹ <https://penistonearchive.co.uk/towns-and-villages/stocksbridge/>

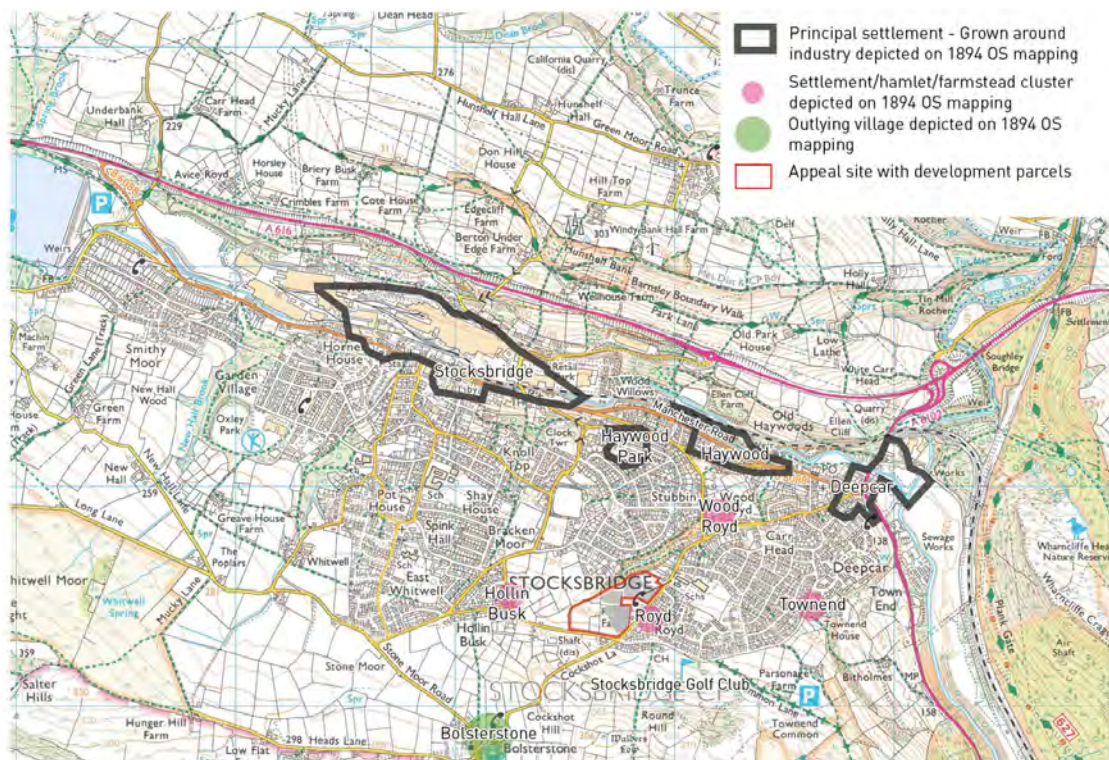
of the Underbank Reservoir in the west to Deepcar in the east. The development form is not wholly linear however as described above and the natural form of development of this group of merged settlements has also been to expand upwards and across the more gently sloping valley sides. The site, and in particular the area within it, which is proposed for built development, is a relatively modest area which has a degree of separation but which, for its greater parts, adjoins existing settlement edges.

7. In comparing the 1894 historical map (as set out at Figure 1), with the modern ordnance survey map of the area, it is apparent that the individually named but closely related settlements were initially centred around industry and the housing needed to support that industry and that the growth of the settlements has inevitably merged them together. **Figure 2** depicts the key settlement areas extracted from the 1894 OS mapping and overlaid onto current OS mapping. What is clear is that the growth in the area over the last 127 years has developed the land of a number of once individual farms, hamlets and property clusters that lay between or close to these developing settlements. In particular are those at Townend, Royd and Hollin Busk, which are highlighted on the plan. Each of these farmsteads and smaller settlements have been incorporated to some degree, within the expanded, modern development.
8. The South Yorkshire Historic Environment Characterisation (SYHEC) (CD7.2a) was a study undertaken between 2004 and 2008 which has mapped the ways in which the history of settlement, farming, industry, recreation and commerce have influenced the way the landscape has developed across the county. The Stocksbridge area lies within the National Character Area 'Yorkshire Southern Pennine Fringe' (CD7.1) which is summarised within the SYHEC as having a character "**determined by 'extensive urban influences from a matrix of large and small towns', including the development of industry and associated settlement along river valleys.**" (CD7.2a, page 5). The SYHEC goes on to analyse and identify Character Zones that represent broad themes of landscape development. The site and adjacent undeveloped agricultural land extending westwards and southwards, is contained within the 'Surveyed Enclosure Character' Zone, surrounded to much of its edges by 'Suburbanised Rural Settlements' Character Zone, as depicted on extracts of the SYHEC mapping at **Figure 3**. Not only is there the close physical presence of existing suburbanisation which

Figure 1 – 1894 OS Mapping



Figure 2 – Current OS Mapping with 1894 key settlement extents overlaid



influences the site, the descriptions of the landscape of the Surveyed Enclosure Character Zone explains that the **'land making up this zone represents a large-scale systematic programme of landscape design and change'** and goes on to describe that **'the processes involved dramatically altered the character of the area in social as well as physical terms, as the common resource of the heather moors was transformed into managed grasslands, only accessible to their owners and tenants. This land became, in terms of capital, a private commodity rather than a communal resource. The physical transformation of the land involved, for the most part, a complete change from what was already present.'** My emphasis (CD7.2a, page 595). This analysis of the historic landscape and townscape of the study area further reinforce the human influences upon the land of and adjoining the site, and how it was, and continues to be, perceived, as a small part of a wider landscape of similar characteristics, but with an evident influence arising from its adjacent townscape setting.

9. The policy text wording in relation to land **d. south of Stocksbridge (at Hollin Busk)** sets out that it **'makes a significant contribution to the character and distinctiveness of Stocksbridge'**. Whilst the land to which the description refers is not denoted on any mapping, making it unclear as to whether the site is included within it, I consider here, the degree to which the area of land including and surrounding the site, contributes to that character and distinctiveness and subsequently, the contribution of the site in this regard. The policy text also sets out that **"The land at Hollin Busk is a large and integral part of the countryside south of Stocksbridge"**. As I have described, and as can be seen on Figures 1 and 2, land in this area is in fact a remnant part of the former farmed valley side, around which development within the general Stocksbridge area (which I take to include Haywood Park, Deepcar and development around nucleated farming settlements such as Hollin Busk and Royd), has expanded considerably post WWII, as can be seen by the variations of architectural styles in the surrounding areas of housing. Having visited the site and the areas surrounding it, I do not consider that it is anything more than ordinary countryside, not appearing particularly different to other undeveloped land at the edges of the settlement, the character of which is itself influenced by the presence of existing settlement areas. This can be seen in particular when looking across the valley from the north, such as from LVA viewpoint 13 (**Appendix 5**). I consider rather that the character and distinctiveness of Stocksbridge, is that which is derived from

this valley landscape and historical townscape evolution, which is not limited to only that of Stocksbridge, but also its adjoining settlements. I consider that it is the larger scale of landscape elements and features which are unique to this part of the Don Valley, such as the Wharnccliffe Crags in the east, Hunshelf Bank to the north and the edges of the Peak District National Park to the south to be where the true distinctiveness and character of the place is derived.

10. Even were one to consider the 'land south of Stocksbridge (at Hollin Busk)' to make the significant contribution, as is set out in the policy, it is unclear whether the site forms a part of that land. Furthermore, the areas within which built development is proposed are confined further still. I consider that as a result, the change arising from the proposed development, would not be to such a degree that it would affect the character and distinctiveness of this wider landscape. As can be seen from the annotated viewpoint 13 at my **Appendix 5**, the greater part of the land referred to by this policy, will remain undeveloped.
11. The development of the site at Carr Road Deepcar in the manner proposed, is a form of development which would continue the natural form of growth that these settlements have undergone over a considerable period of time and is consistent and compatible with the townscape development of this group of settlements.
12. In terms of their townscape and urban form, these settlements were closely related from their earliest period of growth and soon merged along the valley floor and as they expanded up the southern valley slopes. In townscape terms, they have for some time been interconnected, and this has become more apparent over time, as can be seen as one travels along Manchester Road. **Figure 4** illustrates settlement pattern depicted on aerial photography which would result from the appeal proposals being introduced. It is clear that both on plan and on the ground, the appeal proposals read as being part of the established townscape pattern and not as development jutting out into the wider countryside. Indeed, when considering the local topography, the appeal proposals will be at a lower elevation than other residential areas which have already extended further to the south up the rising valley side towards the edges of the Peak District National Park.

Figure 3 – South Yorkshire Historic Environment Characterisation Project Character Zone Map with Extract

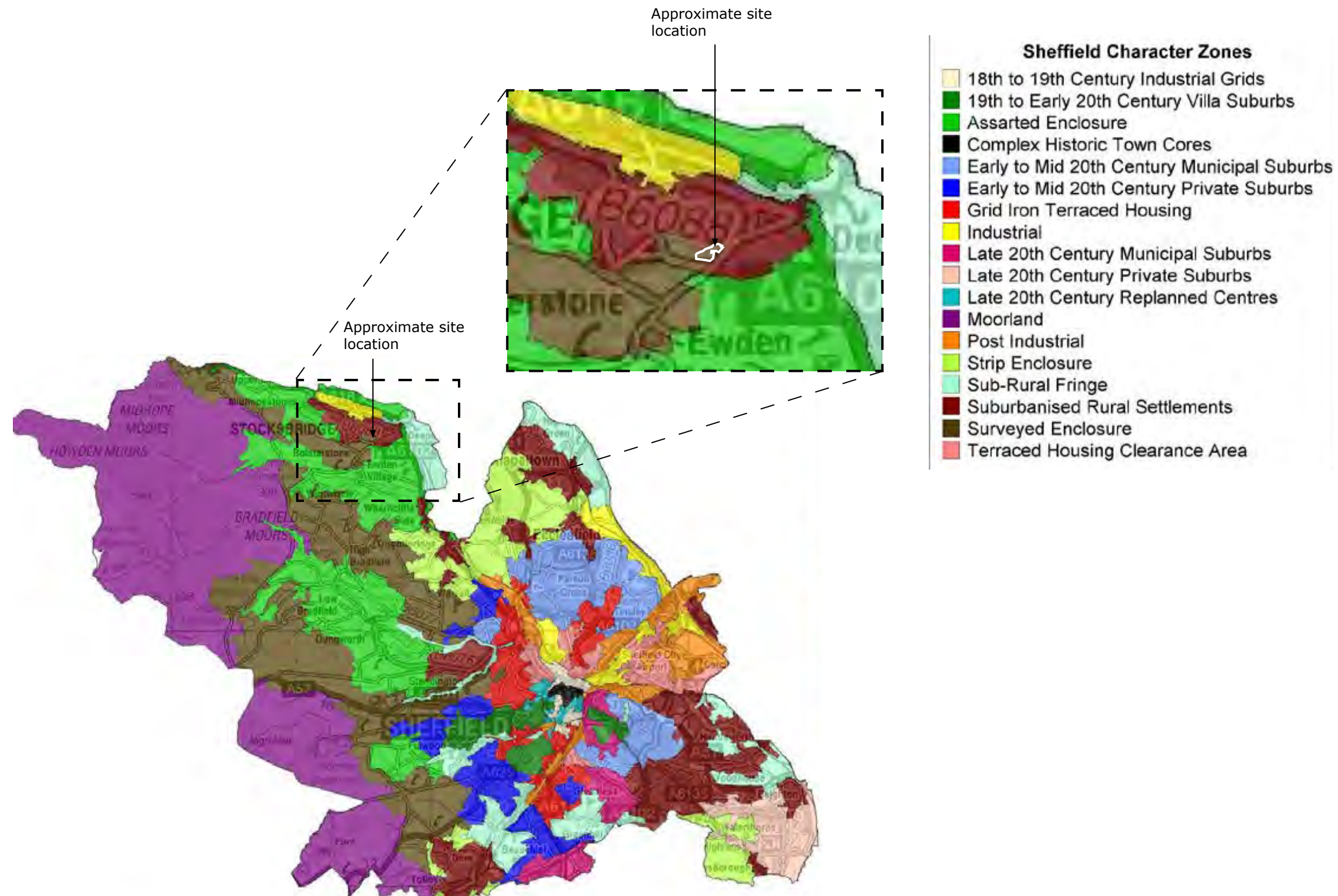


Figure 4 – Aerial Photography with appeal proposal overlaid



13. Notwithstanding the above, the proposed development of the site at Carr Road would not cause a joining together with Hollin Busk in physical terms, and I consider, would continue to allow the apparent separation of the urban areas at this southern edge of the settlement. A clear break between the residential areas which surround Royd in the east and those which adjoin Hollin Busk in the west as seen from the local landscape and townscape would be retained. It is between these settlement areas, along Hollin Busk Lane, that a 'visual break' can be perceived, albeit that existing development to the south of Haywood Park can also be seen in these views and settlement edges are already a consistent element of views when travelling in either direction along Hollin Busk Lane. **Table A3.1**, sets out descriptions of the existing townscape context, and considerations of the extent to which the proposed development would bring about changes to the perception of the townscape and any perceived separation, when travelling from east to west, and within **Table A3.2**, the same considerations when travelling from west to east.
14. As demonstrated by the photographic record within **Tables A3.1 and A3.2**, when travelling between areas to the south of the settlement in either direction, the extent to which the proposed development would be visible or forming a primary element of the view is brief. When travelling in a westerly direction, the most notable change in the view which would arise as a result of the proposed development, would be briefly, for a distance of approximately 110 m from the junction between Royd Lane, Cockshot Lane, Carr Road and Hollin Busk Lane, (represented by **Location 6** at **Table A3.1**). From this location, new development would be visible at an oblique angle to the direction of travel along Hollin Busk Lane. Already within the view are other settlement edges and development would be seen as an extension of and consistent with existing residential areas to the north west of this viewpoint. Indeed, at this location, the existing developed edges already extend further southwards than the proposed development and at more elevated locations on the valley side compared to the appeal site. The proposed built development is set back within the narrower and contained area of the site. The land which plays the greater role in allowing a perception of separation to arise on this southern edge of the settlement and along Hollin Busk Lane would remain open, retaining the key views between the settlement areas. There would remain an undeveloped landscape with settlement at its edges, as is presently perceived at this part of the southern edges of the settled valley landscape.

15. As one moves further west along Hollin Busk Lane, built elements within the site quickly become at an oblique angle to the view in the direction of travel, with the open aspect of the fields remaining in views to the north west and continuing to provide the visual break. Even if one were to look directly north when moving between these parts of the settlement, development would appear contiguous with the other existing residential areas and would not extend beyond the southerly urban edge and into the more open countryside. Development would appear well related to and contiguous with the southern peripheral areas of Deepcar so as to read as being part of the established townscape pattern of Deepcar and not as development protruding into the wider countryside or interrupting the visual break. By **Location 7** at **Table A3.1**, at a distance of approximately 50 m further west on Hollin Busk Lane from **Location 6**, open countryside flanks both the north (land within the site that will remain open) and south of the route and where the residential edges of Deepcar, (including those proposed for housing within the site), recede from view and are peripheral to the visual experience of the visual break. The view extends along the road in the direction of travel, with countryside visible within the direct line of sight, extending to the southern edges of Stocksbridge at Hollin Busk and also beyond this, to the high ground on the opposite valley side. Upon reaching Hollin Busk the route passes between existing properties before again being open in aspect to the east, where oblique views extend towards residential areas to the south of Haywood Park.
16. When travelling eastwards, there is a similar experience starting from **Location 1 (Table A3.2)**, turning into the northern end of Hollin Busk Road, where a view across open grassland extends across the tree-lined Clough Dike to the wooded high ground of Wharnccliffe Craggs to the east of Deepcar. This open land and the view across it are again interrupted briefly by properties at Hollin Busk. Beyond this, at **Location 6 (Table A3.2)**, an open aspect is again experienced and existing dwellings which denote the southern edges of Deepcar south of Royd, appear at a similar elevation within the view in the direct line of travel. The appeal proposals would appear within this view and subsequent views as road users travel eastwards, being seen across the open land along the developments southern edge. However, the proposed development, located to the north of Hollin Busk Lane, lies on land which drops in elevation towards the valley bottom, and the new built form would replicate the townscape pattern and character of a line of existing properties which already appear within this view, extending from the junction between Royd Lane and along Carr Road to the north. A visualisation has been prepared, from

this location to illustrate how the view eastwards would look post development from Location 6. This visualisation is contained at Location 1 of **Appendix 6** of my proof of evidence.

17. It is acknowledged that the appeal proposals would be visible lying within part of the currently undeveloped land and seen from the edge of Stocksbridge at Hollin Busk, but that the visual break would remain. The LVA assessed an effect on visual amenity for road users on Hollin Busk Lane of Moderate-Minor, reducing to Minor at 15 years post completion. It is clear from this analysis and the visualisation that there would remain a substantial and effective physical gap between these two areas of the local townscape and that the perception of leaving Hollin Busk and travelling through an area of countryside towards another settlement area would also be retained. The objective of retaining a visual break between these two areas of settlement would not be undermined by the appeal proposals and would be retained and the appeal proposals would appear as a natural continuation of historic settlement expansion up the southern valley side.

APPENDIX 4

SUMMARY OF MINOR DISAGREEMENTS BETWEEN SHEFFIELD CITY COUNCIL LANDSCAPE OFFICER AND CONCLUSIONS OF THE LANDSCAPE AND VISUAL APPRAISAL

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1. I set out at Table A4.1, the instances where the Sheffield City Council Landscape Officer draws conclusions which differ from those within the FPCR Landscape and Visual Appraisal (LVA), November 2017.

Table A4.1

Aspect Disagreed with	LVA Consideration	Council's Consideration (Landscape Officer Comments)
Landscape Impact		
Para 7.3: Susceptibility of site and immediate landscape to change	Through the baseline process, and through an evaluation of the change that is proposed, it is concluded that this landscape is tolerant of change in the form of well-planned built development. New housing would lie alongside the settlement edge and would therefore be observed in the context of existing (and largely modern) housing that is an inherent part of this landscape. The GI elements that are imbedded within the scheme, would assist in minimising impacts on landscape character. In summary, the site and the immediate landscape is considered to be of	I queried this judgment and stated that the openness, regularity and consistency of upland pasture enclosed with stone walls is a key part of this landscape. I suggested that housing development on a large scale is not compatible with maintaining these characteristics . Note that this comment relates to the site area only, not to impact on the wider landscape resource.

	medium susceptibility to change and has the ability to absorb well-planned development.	
Para 7.7: Magnitude of landscape effects	High-Medium. Whilst there would be a localised level of change and an adverse level of effect this would be tempered by the fact that the Proposed Development would occur within a settlement edge landscape, that already exhibits similar built characteristics.	...this would be a high magnitude of change. Note that this is a relatively minor difference in judgment on the magnitude of landscape effect between 'high-medium' and 'high', and relates only to the site itself.
Para 7.10: Landscape effects during construction	Major-Moderate Adverse. Whilst there would be level of harm these effects would be temporary in nature and would be over the short term in duration.	..this would be a major landscape effect. Note that this is a relatively minor difference in judgment on the magnitude of landscape effect between 'major-moderate' and 'major', and relates only to the site itself. Also that this section relates only to landscape impact during the temporary construction phase only.
Para 7.14: Landscape effects on completion	Moderate - Minor Adverse. Whilst there would remain a degree of harm, effects would be localised in their extent, whilst the GI would be providing environmental	...reduced to major-moderate over time. Note that this is a relatively minor difference in judgment on the magnitude of landscape effect between 'moderate'

	benefits through accessible greenspace and habitat creation.	reducing to 'moderate-minor' adverse, and 'major' reducing to 'major-moderate' adverse. Also that this comment relates only to the site itself.
Visual Impact		
Para 8.8: Residents on Carr Road and Royd Lane – visual effects	Effects for receptors A-B (Carr Road-Royd Lane) are judged to be Major-Moderate Adverse on completion, reducing to Moderate Adverse in the longer term on account of the maturing GI.	..for the limited number of residents located adjacent to and with clear views of the site would be major adverse on completion and is likely to remain major despite growth of new planting. Note that this is a relatively minor difference in judgment on the severity of visual effects between 'major-moderate adverse' reducing to 'moderate adverse', and 'major adverse'. Also that this applies only to a limited number of residential receptors living adjacent to and with existing clear views of the site.
Para 8.9: Residents on Hollin Busk Lane and Broomfield Lane – visual effects	Effects on receptors C (Hollin Busk Lane-Broomfield Lane) are considered to be Moderate Adverse at the outset, lessening to	Note that this is a relatively minor difference in judgment on the severity of visual effects remaining ' moderate adverse ' rather than reducing to 'moderate-minor adverse'

	Moderate-Minor Adverse.	in the long term. Also that this applies only to a limited number of residential receptors with views of the site.
Para 8.12: Rights of Way users in Fox Glen – visual effects	In conclusion, effects on these receptors is judged to be Moderate Adverse , reducing to Minor Adverse .	Note that this is a relatively minor difference in judgment on the severity of visual effects on a limited range of visual receptors remaining ' moderate adverse ' rather than reducing to 'minor adverse' in the long term. Also that this comment relates only to rights of way users within Fox Glen.
Para 8.19: Highway users – visual effects	Effects on these receptors is judged to be Moderate-Minor Adverse , reducing to Minor Adverse .	..I suggested that moderate adverse would be a more accurate assessment of the visual effects for these highway users overall. Note that this is a relatively minor difference in judgment on the severity of visual effects on relatively low sensitivity visual receptors remaining ' moderate adverse ' rather than reducing from 'moderate-minor adverse' to 'minor adverse' in the long term. Also that this applies only to a limited number of

		receptors travelling on roads adjacent to or very close to the site.
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APPENDIX 7

PRINCIPAL VISUAL ENVELOPE

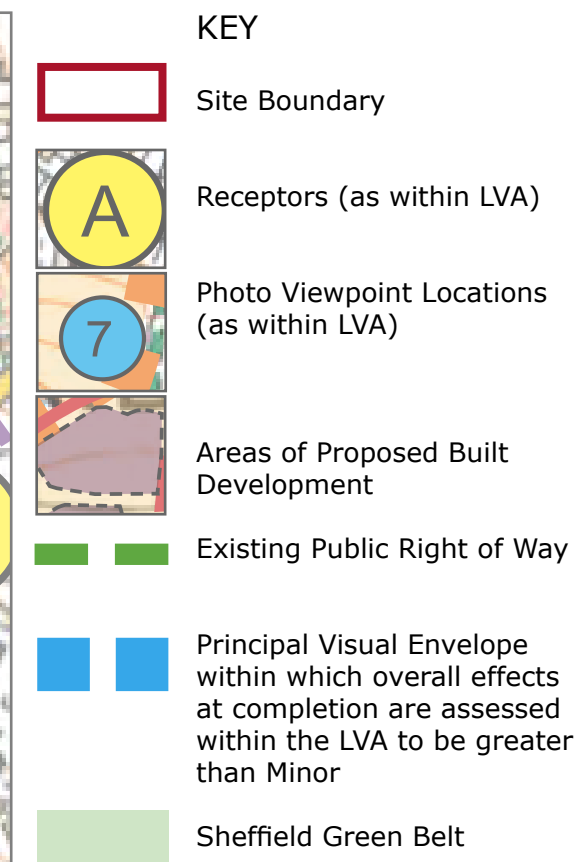
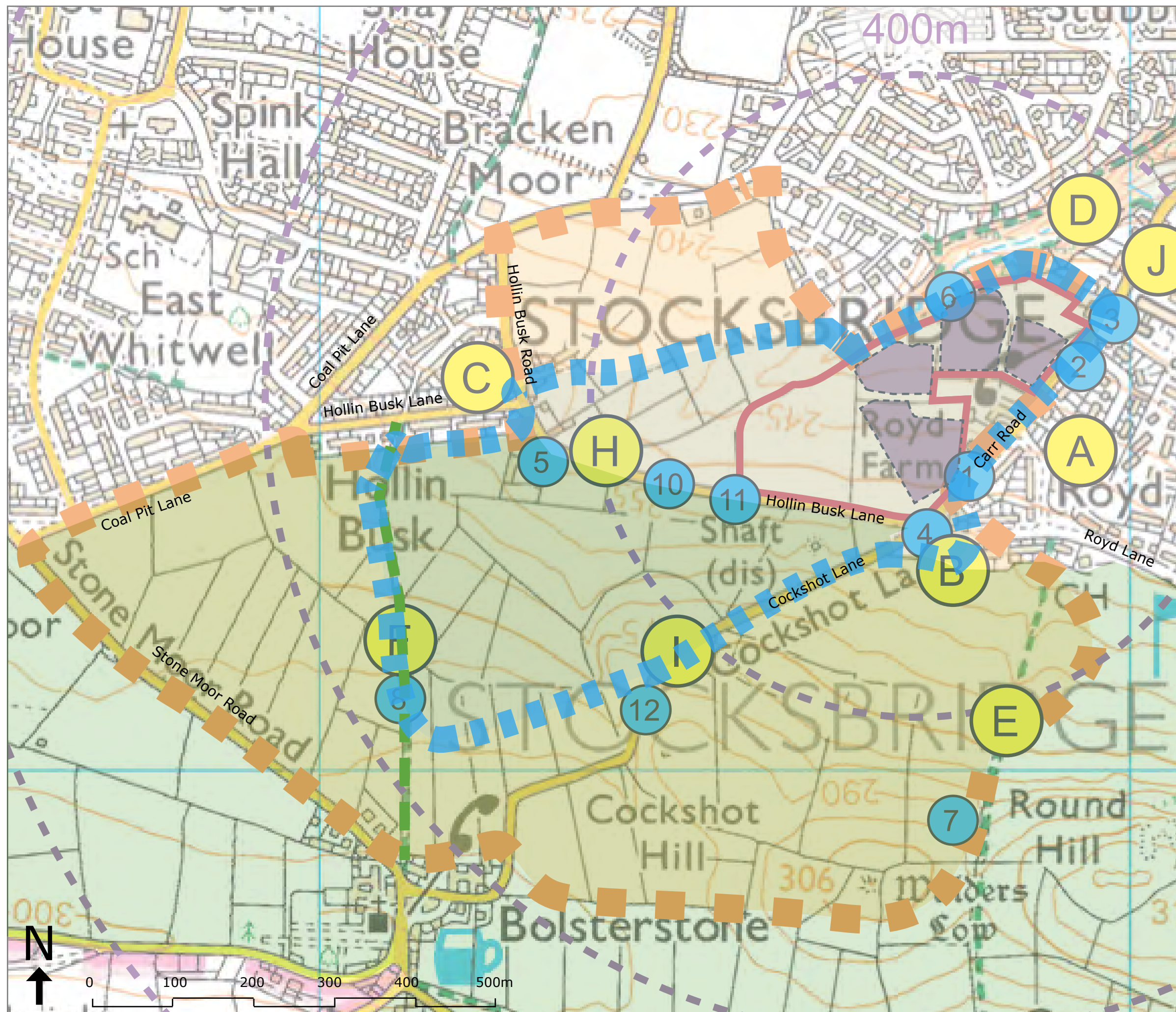


Figure 1
Principal Visual Envelope
Land at Hollin Busk Lane, Deepcar
Client: Hallam Land Management Ltd
DRWG No: P19-2172.006A
Date: 15/04/21
Rev: -
Approved by: BD