

**TABLE A3.2 Travelling West to East between Hollin Busk Road and Royd Lane**


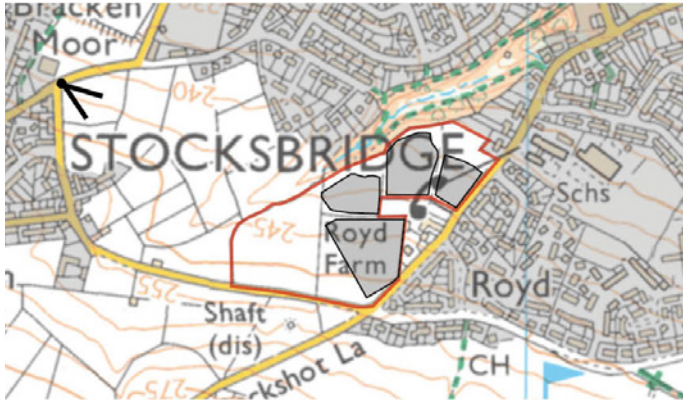

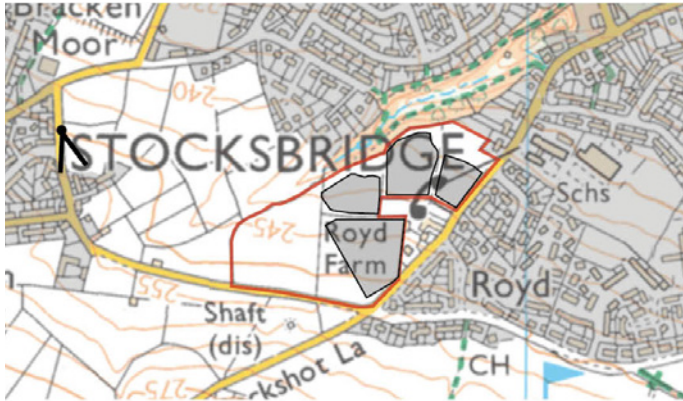
Photo Location	Single Frame Image	View Location	To what extent does the addition of the proposed development within the site undermine the role of the land at Hollin Busk Lane in visually separating established settlements as perceived from each location?
1			There would be no change to the perception of existing settlement pattern perceived from this location. Views extending towards Wharncliffe Craggs across grassland and the tree-lined Fox Glen and past the parts of Hollin Busk which lie to the east of Hollin Busk Road will remain.
2			There would be no change to the perception of existing settlement pattern perceived from this location.  Road users approach properties at Hollin Busk whereby residential development to both sides of the route provide a degree of interruption to the otherwise open grassland landscape east of the road.




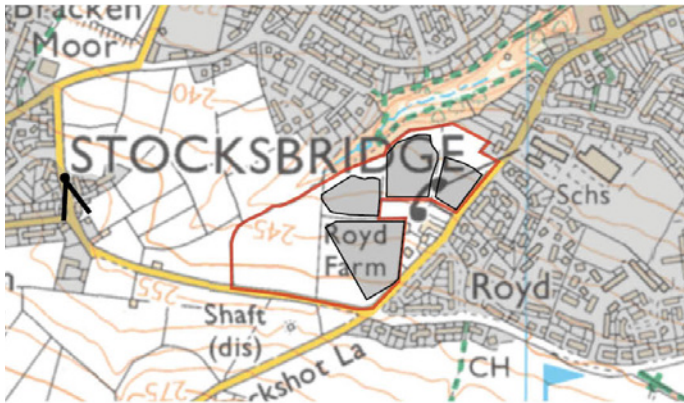

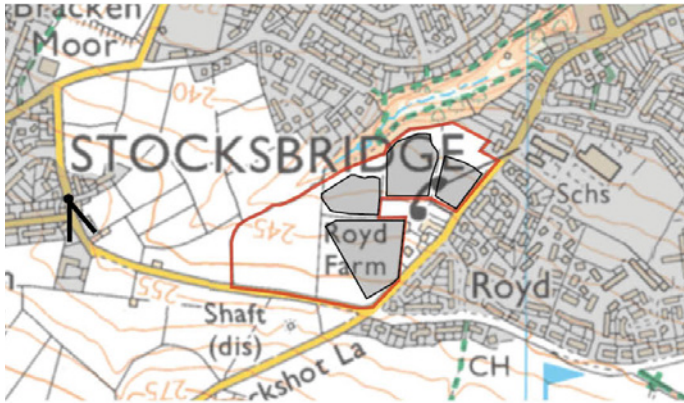
Photo Location	Single Frame Image	View Location	To what extent does the addition of the proposed development within the site undermine the role of the land at Hollin Busk Lane in visually separating established settlements as perceived from each location?
3			<p>There would be no change to the perception of existing settlement pattern perceived from this location.</p> <p>Road users pass between properties at Hollin Busk whereby residential development to both sides of the route provide a degree of interruption to the otherwise open grassland landscape east of the road.</p>
4			<p>Road users reach the junction with Hollin Busk Lane and views extend northwards to the rising land towards Bolsterstone in the south.</p> <p>The appeal proposals would not alter the connection with the wider countryside which is experienced at this point and which provides an awareness of the edge of the Stocksbridge settled area at this point on the route.</p>




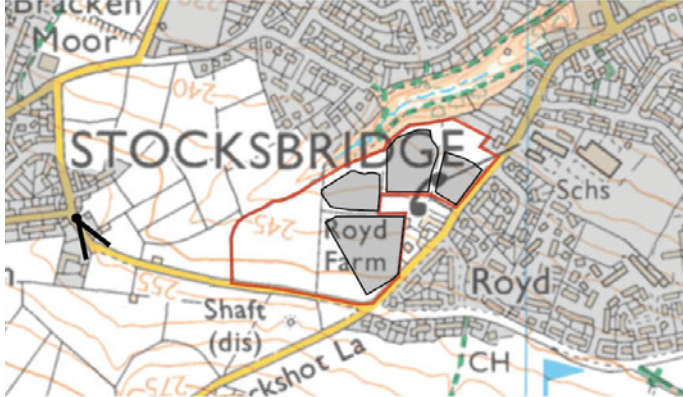

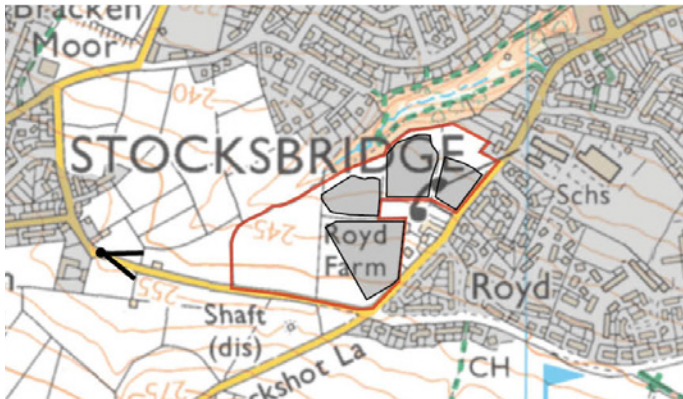
Photo Location	Single Frame Image	View Location	To what extent does the addition of the proposed development within the site undermine the role of the land at Hollin Busk Lane in visually separating established settlements as perceived from each location?
5			<p>As road users continue eastwards, views open up to the countryside to the south, further denoting a sense of departure from one area of settlement.</p> <p>There would be no change to the perception of existing settlement pattern perceived from this location.</p>
6			<p>As Hollin Busk Lane bends slightly and the last property to the north of the lane has been passed, countryside to both the north and south of Hollin Busk Lane can be seen. The wooded high round of Wharncliffe Crag and that at Round Hill to the south of Stocksbridge Golf Club are visible on the horizon. The existing south western edge of residential areas at Deepcar (Royd) appear at a distance of approximately 500 m, extending northwards along Carr Road and where existing properties at Royd Farm are located to the west side of Carr Road.</p> <p>The appeal proposals would appear within this view. However, the development, located to the north of Hollin Busk Lane, lies on land which drops in level towards the valley bottom, and which would replicate the line of properties which already appear within the view. A visualisation has been prepared, from this location to illustrate how the view eastwards would look from Location 6. This is contained at Figure X of Appendix 6 of my proof of evidence.</p>




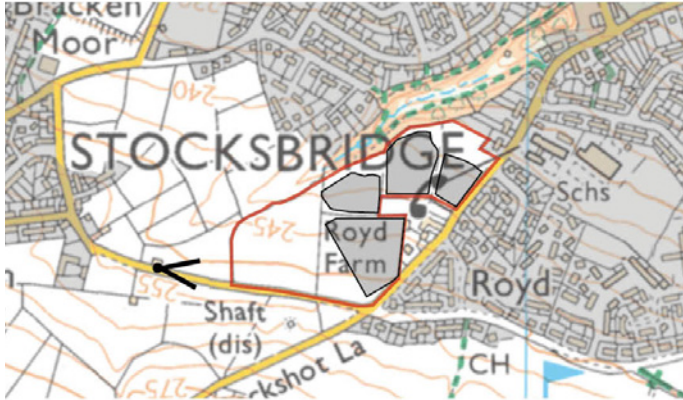

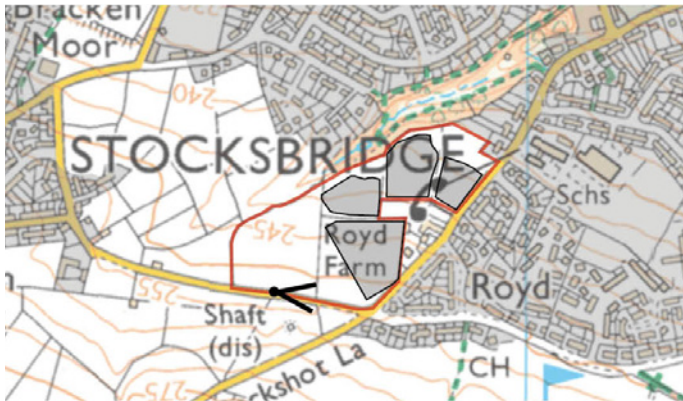
Photo Location	Single Frame Image	View Location	To what extent does the addition of the proposed development within the site undermine the role of the land at Hollin Busk Lane in visually separating established settlements as perceived from each location?
7			<p>As road users continue eastwards, it is inevitable that the appeal proposals will become increasingly visible, as the existing properties do.</p> <p>The sense of approach to a settlement area will continue to be that of an experience of passing through an area of countryside from, and towards residential areas to either side.</p> <p>The gap between the edge of Stocksbridge (Hollin Busk) and the edge of Deepcar (Royd) will be approximately 450 m when measured along Hollin Busk Lane, and 400 m when measured to the north westerly edge of the appeal proposals adjacent to Fox Glen. The appeal proposals clearly retain a substantial visual break which can be experienced when travelling between the two areas along Hollin Busk Lane.</p>
8			<p>By this location, approximately 150 m from the junction with Carr Road, Royd Lane and Cockshot Lane, existing residential properties become an increasingly apparent element of views. A sense of arrival at this settlement edge is clearly experienced at this distance.</p> <p>The appeal proposals would appear within slightly oblique view, appearing in front of existing properties to the left of the junction, and would extend northwards and within the falling lanform to the north and to Fox Glen.</p>




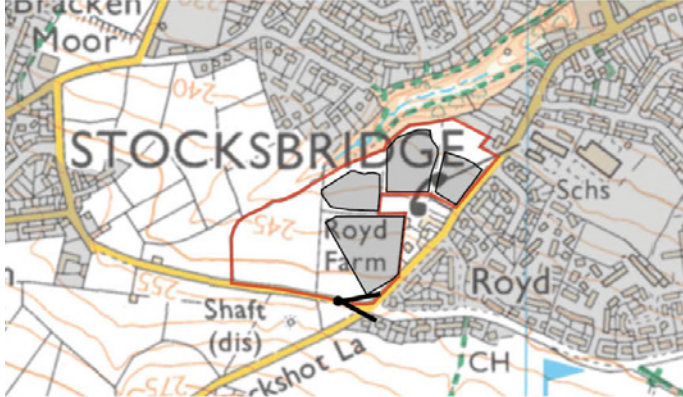

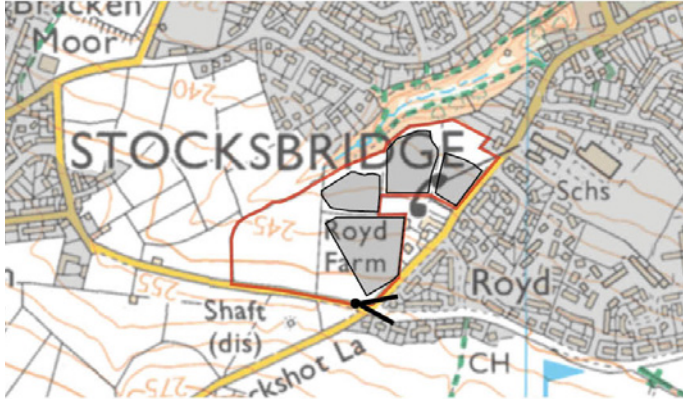

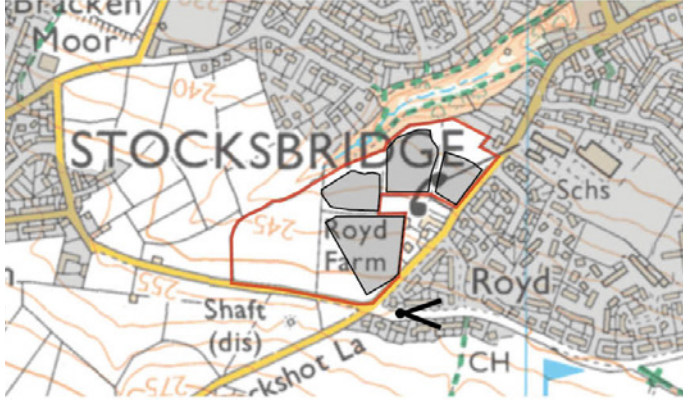
Photo Location	Single Frame Image	View Location	To what extent does the addition of the proposed development within the site undermine the role of the land at Hollin Busk Lane in visually separating established settlements as perceived from each location?
9			<p>At this location, the approaching junction and existing properties, garden landscape are the principal elements within the view. The appeal proposals would appear within oblique view to the north and would be set beyond proposed open space which would retain a degree of separation at this point.</p> <p>The extent to which any change to the perception of a visual break between the two settlement areas would be affected is in any event already apparent by the visibility of existing dwellings. The appeal proposals would not further erode the experience of departure and arrival from one place to another.</p>
10			<p>Road users arrive at the junction at which point, whether road users continue their journey on Carr Road (to the north) or Royd Lane (to the east), the presence of existing dwellings to its north east and south east of this junction clearly convey arrival at the edges of Deepcar (Royd).</p> <p>The appeal proposals would little alter the experience of arrival at this junction, where the focus is upon the ongoing direction of travel and the existing settlement fringe context.</p>



Photo Location	Single Frame Image	View Location	To what extent does the addition of the proposed development within the site undermine the role of the land at Hollin Busk Lane in visually separating established settlements as perceived from each location?
11			<p>Residential development to both the north and south of Royd Lane continues away from the junction with Hollin Busk Lane and Cockshot Lane.</p> <p>The site and any development within it would not alter the perception of the established edge of Deepcar's existing residential areas which at this point are evident to both sides of Royd Lane. This route subsequently passes the northern edges of Stocksbridge Golf Club grounds, and open countryside, as conveyed at Table A3.1 Locations 1 and 2.</p>