A628 DODWORTH RD / BROADWAY / POGMOOR RD JUNCTION IMPROVEMENT

Landscape and Visual Effects

Barnsley Metropolitan Borough Council



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Ordnance Survey 0100031673

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1. Introduction

1.1 Overview and Applicant

Barnsley Metropolitan Borough Council is proposing to submit a planning application for junction and highway improvements on the A628 Dodworth Road / Broadway/Pogmoor Road junction. The proposed scheme is located between the M1 Junction 37 and the Horizon Community College and will consist of carriageway realignment, widening of existing roads and the formation of a new gyratory route within Penny Pie Park.

The proposed scheme will:

- reduce existing traffic congestion at the Dodworth Road / Broadway /Pogmoor Road crossroads junction
- prevent queuing traffic on all roads leading to the existing junction.
- Improve access to the M1 at junction 37
- Improve air quality by reducing queuing standing traffic
- accommodate additional traffic generated following recent development at Horizon Community College and improve access to the college.
- consider future predicted traffic

The proposed alignment and relationship between new and existing sections of carriageway is shown in Figure 5 Outline Highway Design.

1.2 Scope of the Report

This report will assess the likely significant effects of the proposed development on the landscape and visual amenity. It aims to provide a sufficiently detailed assessment of the landscape and visual issues in order to determine the impacts of the development and to propose suitable mitigation measures where appropriate.

The assessment will consider the physical landscape, the character of the landscape, and the visual amenity of identified receptors within the study area. This assessment will also be informed by a BS5837:2012 Tree Survey.

All on-site assessment was undertaken from publicly accessible areas. Where an assessment of the effects on residential, or other private, property is indicated this is estimated based on the nearest access point.

2 Description of the Proposed Development

2.1 The Application Site

The site is situated to the west of Barnsley town centre on the existing A628 Dodworth Road / A6133 Broadway/Pogmoor Road crossroads and extends into Penny Pie Park to the north-east side.

To the west of the site along the A628 Dodworth Road is Junction 37 of the M1 motorway, then the settlement of Dodworth and Capitol Park employment site.

To the south of the site is Broadway, a main arterial route bordered on both sides by established housing. Pogmoor Road runs north towards the residential area of Pogmoor.

The A628 Dodworth Road is the main road heading east into Barnsley town centre. For the majority of its length between the M1 and the town centre this road is also bordered by established housing.

Just to the south side of the site is Horizon Community College.

The application site is approximately 6ha and comprises land at the existing A628 Dodworth Road / A6133 Broadway/Pogmoor Road crossroads and the adjoining green space area associated with Penny Pie Park.

Penny Pie Park is bounded by the Barnsley to Huddersfield railway line to the north side, with Pogmoor Recreation Ground beyond.

A multi-use games area (MUGA) is located within Penny Pie Park and existing trees and planting generally screen and filter local views across the area. The existing road network has footways to each side and there are further footpaths within the park.

The A628 Dodworth Road, A6133 Broadway and C785 Pogmoor Road are public highways maintainable at public expense.

2.2 The Proposed Development

2.2.1 Details of the highway layout are illustrated in Figure 5 Outline Highway Design. Details of landscape and greenspace enhancements within Penny Pie Park and Pogmoor Recreation Ground are Illustrated in the Greenspace Appraisal Options 1 – 3 (See separate study, 'Dodworth Road Gyratory Greenspace Appraisal, Aecom, June 2018)
Key components consist of:

- The realignment and upgrade of Dodworth Road / Pogmoor Road.
- The creation of a new road through the existing green space, from Pogmoor Road railway bridge to a new junction on Dodworth Road.
- The closure of existing Pogmoor Road at its junction with Dodworth Road
- The creation of a new access for the closed section of Pogmoor Road linking into Whitehill Avenue with access onto the revised Pogmoor Road.
- The provision of new signalised pedestrian crossing facilities at Broadway junction, Dodworth Road-new road junction, Pogmoor Road- new road junction and Horizon Community College junction.
- the creation of a new access to Horizon Community College
- The construction of new a new highway drainage system;
- The erection of new energy saving street lighting
- A new combined footpath / cycleway
- Landscape enhancements for any loss of existing planting within Penny Pie Park.
- Construction of a new Multi Users Games Area (MUGA) to compensate for the loss of the existing MUGA.
- Relocation the existing emergency services helicopter landing area.
- Re-design and renovation of Penny Pie Park to provide a new park layout that incorporates all existing facilities in a coherent, easily used and attractive manner, with additional features to upgrade the park. The intention is to maintain connectivity for users, and to offset the loss of trees through new tree planting.
- Upgrading of Pogmoor Recreation Ground with a formalised footpath linking the two entrances, benches, and tree planting.

2.2.2 The scheme is designed to follow the existing ground contours where possible or on minimum embankment. Most of the scheme would be phased and constructed off-line to minimise disruption to existing traffic flows during the construction period.

2.2.3 Key Construction Activities would include:

- Site establishment, tree protection, selective vegetation clearance and preparation
- Establishment of Contractor's site compound
- Temporary diversions and temporary access restrictions
- Site stripping, levelling and earthworks
- Construction of the new carriageways
- Use of generators, machinery and temporary lighting
- Construction vehicle movements for the import / export of material
- Stockpiling of waste and storage of material
- Restoration of landscape and temporary use areas
- Installation of new Traffic Signals
- Installation of new Street Lighting
- Installation of directional & regulatory signing

3 Scope of the LVIA and Methodology

3.1 Methodology

3.1.1 The assessment of landscape and visual effects was undertaken using methodology developed from current published best practice. This Includes:

- Design Manual for Roads and Bridges, Volume 11, Section 3 Part 5 Landscape Effects, Highways Agency, 1993 (as amended);
- Guidelines for Landscape and Visual Impact Assessment 3rd Edition, Landscape Institute and Institute of Environmental Management and Assessment, 2013;
- Landscape Character Assessment – Guidance for England and Scotland, Countryside Agency and Scottish Natural Heritage, 2002.

3.1.2 A baseline assessment was then undertaken to establish existing conditions. The desk based assessment reviewed currently available information on the landscape, designated areas and identified potential visual receptors. The regulatory framework and current landscape policy at a national and local level was also reviewed.

3.1.3 In accordance with GLVIA3, the importance of landscape and visual effects is not absolute and whilst a judgement is made on both the overall sensitivity of each identified receptor and the magnitude of change, the conclusion is based on professional judgement of the assessor.

3.1.4 Using the above guidance and information gathered in the baseline assessment, the assessment of effects is based on:

- Sensitivity of landscape and visual effects are judged on a sliding scale of High; Medium; Low; Negligible.
- The magnitude of landscape and visual effects are judged on a sliding scale of High; Medium; Low; Negligible.
- The importance of landscape and visual effects is a function of sensitivity of the landscape resource and visual receptor against the magnitude of change that they would experience on a sliding scale of Major; Moderate; Minor; Negligible.

3.1.5 The assessment considers impacts during operation in the Opening Year and the Design Year 15 years after opening when landscape mitigation and planting can be expected to be established and

performing any character or screening function. Potential impacts during the construction phase are also highlighted in the assessment text where relevant.

It is acknowledged that visual effects will vary according to the season based on the extent of vegetation cover. The assessment at all stages is based on the worst case scenario when vegetation is not in leaf.

An assessment of the effect of the proposals on travellers has also be carried out alongside the assessment of landscape and visual effects, and follows DMRB Volume 11, Section 3, Chapter 8 Pedestrians, Cyclists, Equestrians and Community Effects, and DMRB Volume 11, Section 3, Chapter9 Vehicle Travellers.

Information was gathered through field surveys undertaken at the same time as the wider landscape and visual assessment.

No survey has been carried out to establish the level of usage of public rights of way in the study area. This means that the number of people potentially affected by changes arising from the scheme cannot be accurately predicted

Following an initial assessment of the baseline, primary mitigation measures (e.g. retention of vegetation and new planting) were imbedded into the design of the development proposals. These measures are identified in the description of the development and the assessment of landscape effects is based on the final submitted scheme.

3.2 The Study Area

3.2.1 The study area is based on an initial extent of 1km from the centre line of the road. This distance is considered sufficient to account for the likely landscape and visual effects of the proposed scheme. This initial extent was amended once the extent of visibility has been checked during the baseline assessment and on-site observations.

4 Baseline conditions

4.1 The site is located on land rising gently above the broad Dearne valley near the western edge of the Barnsley settlement area. It lies within National Character Area 38 – Nottingham, Derbyshire and Yorkshire Coalfield. Relevant Key Characteristics for NCA 38 are

- A low-lying landscape of rolling ridges with rounded sandstone escarpments and large rivers running through broad valleys, underlain by Pennine Coal Measures
- A mixed pattern of built-up areas, industrial land, pockets of dereliction and farmed open country.

4.2 The Barnsley Borough Landscape Character Assessment identifies six Landscape Character Areas. The site lies within Landscape Character Area E2: settled, wooded farmland.

4.3 Key characteristics of the Settled Wooded Farmland that are relevant to the study area include:

- Gently rolling landform sloping towards the Rivers Dove and Dearne.
- Diverse range of land use, including agriculture, recreation, residential, industry, communication and landscape renewal.
- Dominant presence of urban development.
- Traditional mining settlements lie within the character area - Dodworth, Barugh, Barugh,Green, Higham and Barnsley.
- Evidence of past and present industrial activity due to presence of reclaimed tips and working warehouse units on settlement edges.

Lying firmly within the urban development, many of the characteristics of the Settled Wooded Farmland are not evident within the study area.

4.4 The local landscape character is defined by a mix of housing, largely from the 1940's to the present day, with pockets of industry, schools, small greenspaces used largely for recreation, and allotments. Road infrastructure plays a dominant role in defining local landscape character with Dodworth Road forming a major route from the M1 at junction 37 to the centre of Barnsley. Other secondary routes form a network with Dodworth Road to access all parts of the city. These secondary roads are often lined by grass verges and trees. Broadway is a good example. A range of schools in the study area contribute green space as well as built features. The new buildings and well planted grounds of Horizon College on Dodworth Road has a strong influence of local townscape. Penny Pie Park provides an important area of greenspace in a densely urban area, typically surrounded by urban development. Its mature perimeter trees deliver a foil for the more urban elements. Despite the range of land-uses that include small parks and tree-lined road verges, the local character is dominated by the busy road network amongst a disparate mix of residential and industrial buildings.

4.5 Landscape sensitivity is a measure of the landscape's ability to accommodate change without detriment to its character. The study area is a dense mix of mainly urban land-uses thus it will not be sensitive to further development of a type and scale similar to that already present in the landscape. However, it could be sensitive to changes that significantly alter the balance between open space and built elements. This balance is currently weighed in favour of built elements. Thus, landscape sensitivity to change is assessed as ***low.***

5 Summary of Landscape Effects

To be read in conjunction with Table 1, Landscape Effects-Schedule of Receptors.

5.1 The relative scale of the proposals and the current busy road network in the study area means that there is little impact on the wider landscape features, such as the National Character Area, Barnsley Council's Landscape Character Area of Settled Wooded Farmland, topography and drainage, or the network of green spaces. From the Landscape Effects Schedule of Receptors, it can be seen that the main elements where there will be a strong effect are Penny Pie Park and tree cover around the immediate site, and by association on the local townscape.

5.2 Effects on Penny Pie Park

5.2.1 Penny Pie Park is identified as a Local Neighbourhood Green Space in Barnsley Council's Green Space Strategy (2016 update). This document considers that the Local Neighbourhood is deficient in some types of greenspace. Therefore, it is of high value within the study area. The proposals will lead to a reduction in the area of the park, fragmentation into two parts and will bring the noise and movement of traffic and strongly urban features closer to the park. However, the current quality of the park should be taken into consideration when assessing the magnitude of change the new road will bring. Its position, bounded on three sides by busy roads and a railway, as well as its limited circulation routes, poor sense of arrival, poor signage, sparsity of seats and litter bins, indistinct boundaries that are sometimes in a poor condition and over-formalised play provision lead to a park that is not used to its full potential. The proposals include 'in principle' an enhancement of the park. (See Aecom Study, 'Dodworth Road Gyratory Greenspace Appraisal, June 2018). This could provide a revised layout within which all current features could be located in a cohesive, attractive manner. There will also be opportunities to upgrade and enhance existing facilities such as the play area and outdoor gym. The loss of part of the natural area that the proposals will necessitate can be compensated by natural planting, possibly related to SUDS works, within the smaller section of the park inside the proposed gyratory. Routes through the park could be enhanced to incorporate existing desire lines and ensure strong, safe links between other greenspaces and local housing.

5.2.2 In addition to improvements for park users, enhancement of the park will bring road users through a high quality green area instead of queuing for lengthy times within an incohesive, strongly urban area. The park area has potential to provide a much more attractive 'gateway to Barnsley' than the current situation.

5.2.3 On balance the negative effects of a new road through the park can be set against the positive effects of an improved park and improved 'gateway' to Barnsley. Thus, the effect is judges as ***major, adverse*** on the opening year of the road but reduced to ***moderate, adverse*** after 15 years. A reduction of the severity of the effect may occur sooner than 15 years, once the park enhancements are complete.

5.3 Effects on local townscape

5.3.1 The negative effect on local townscape is largely the result of tree loss from the perimeter of the park. The substantial trees around the park, along Dodworth Road and Pogmoor Road, contribute significantly and positively to the local townscape. They are of particular value as green, vertical elements amongst a plethora of hard elements such as roads and buildings, vehicles, lighting, and signs that all contribute more strongly to this urban landscape. Although there will be a reduction in the numbers of trees along the road edges there are

trees behind those on the frontage that will remain and continue to form a belt of trees, albeit less dense. This is particularly the case on Dodworth Road, but less so alongside Pogmoor Road, where some landmark trees such as the old weeping willows will be removed. The proposals include new tree planting around these boundaries that will in time replace the role of the current trees in the townscape. In the meantime, the trees that will remain along the park boundaries and just within it are likely to develop quickly due to lack of competition for light from the perimeter trees.

5.3.2 Thus, the effect on local townscape is assessed as ***minor, adverse*** in the opening year of the scheme. After 15 years the effect of tree loss on local townscape will be unnoticeable, as new trees mature and older trees develop further in density and stature. However, the small intensification of roads in the area leads to a continued ***minor, adverse*** effect on local townscape.

6 Summary of Effects on Visual Amenity

To be read in conjunction with Table 2.

6.1 The table 'Visual Effects-Schedule of Sites and Properties' illustrates that the views that will be strongly affected by the proposals are those closest to them, namely from within Penny Pie Park, those properties on Pogmoor Road and Dodworth Road with direct views of the proposals, and people walking or cycling on the immediately adjoining road network. Other properties, roads and footpaths in the study area have some views of the proposals, but these are often oblique, partially screened by vegetation, or distant.

6.2 Views from within Penny Pie Park (Views 32, 33, 34)

6.2.1 Penny Pie Park appears well used by walkers, family groups with young children and pupils of Horizon College. The proposed gyratory road will have a strong effect on all park views as the road and associated signage, lighting and traffic will be cutting through the open area within the park.

6.2.2 Both the sensitivity of viewers and the magnitude of change is assessed as ***high***. Combining a ***high*** sensitivity to change with a ***high*** magnitude of change the effect of the proposals at year one is assessed as ***major, adverse,*** reducing to ***moderate adverse*** after 15 years.

6.3 Views from Pogmoor Road (Views 16-20) and 188-206 Dodworth Road (Views 21a and 21b)

6.3.1 These sections comprise 15 houses and the three-storey high Garden Court Apartments that all face the road, and so will be highly sensitive to changes in the view. People walking, cycling or driving along Pogmoor Road will be less sensitive to change as by nature of the journeys the views are transitory. The proposals will remove many of the park boundary trees and shrubs, opening up views of the new road beyond. However, the removal of the frequently queuing traffic from immediately outside the properties will result in a positive change to the views. Overall the balance of positive and negative features is judged to result in an adverse effect.

6.3.2 Combining a ***high*** sensitivity to change with a ***high*** magnitude of change the effect of the proposals at year one is assessed as ***major, adverse***, reducing to ***minor, adverse*** after 15 years. For houses on Pogmoor Road, the effect after 15 years is judged to be ***minor, beneficial*** as the traffic will be further from their properties.

6.4 Views from Dodworth Road, south-east corner of Penny Pie Park. (Views 26, 27), Dodworth Road immediately opposite Penny Pie Park. (Views 21a, 21b, 22), Horizon College and public footpath 363 through the college grounds. (Views 23-25) and from junction of Dodworth Road/Pogmoor Road/Broadway (Views 4, 5, 6)

6.4.1 Views from properties are screened by vegetation in their own gardens, reducing the sensitivity. The remainder of viewers are either people walking, cycling or driving along Dodworth Road, or staff and students at the college which is essentially a working environment. The views range from close oblique or filtered views along Dodworth Road to more distant views with intervening vegetation in the college grounds.

6.4.2 The change will be adverse resulting from the weakening, or in places removal of the tree belt that is a dominant positive feature, and from the increase in road area, signs and lights.

6.4.3 The ***medium*** sensitivity to change combined with a ***medium*** to ***high*** magnitude of change result in the effect of the proposals at year one is assessed as ***moderate, adverse***, reducing to ***minor adverse*** after 15 years.

6.5 Views from Dodworth Road-east. (Views 28, 29, 30, 31), Dodworth Road, west. (Views 1, 2, 3), Broadway. (Views 8-12), and Whitehill Avenue (Views 13, 14, 15)

6.5.1 These views for residents and pedestrians of the proposals site are all oblique or severely restricted by housing along these roads. The further the viewer is from the site, the smaller the magnitude of change in any view, which along Dodworth Road west becomes almost indiscernible. In most views, there will be a slight change to tree cover, but in closer views, the highway signage, lights and traffic will also be visible.

6.5.2 Combining a ***medium*** sensitivity to change with a ***low*** magnitude of change the effect of the proposals on these views at year one is assessed as ***minor, adverse***, with the exception of the very close views where a ***medium*** magnitude of change results in a ***moderate, adverse*** effect.

6.5.3 After 15 years the proposed tree and shrub planting will reduce the severity of the effect to ***minor, adverse*** to ***negligible.***

6.6 Views from north of Penny Pie Park – from Pogmoor Recreation Ground (Views 35-38) and from St Catherine's and St Martin's Close (Views 39,40)

6.6.1 Most views are oblique from the front of properties on St. Catherine's, St. Martin's and Glendale Closes or from upstairs windows from the rear of properties along Pogmoor Road. The recreation ground is used predominantly for sport and by people walking through between St Owen's Close and Glendale Close. There are direct views of Penny Pie Park from the recreation ground, but at a distance. Most views are restricted by vegetation growing in the railway cutting.

6.6.2 The ***medium*** sensitivity of the view combined with the predominantly ***low*** magnitude of change results in a ***minor, adverse*** change, reducing to ***negligible*** after 15 years where the mitigation in Penny Pie Park is in the view. In the closer, clear view from the recreation ground, (View 38), the effect is ***moderate***, adverse reducing to ***negligible*** after 15 years.

7 Summary of Effects on All Travellers

To be read in conjunction with Table 3

7.1 The purpose of this section of the EIA is to assess the impact of the proposed scheme on journeys that are made either as a motorist user or a non-motorist users. The assessment considers how travellers are separated from community facilities and how the scheme would affect the length and pleasantness of the journey.

7.2 The assessment considers Views from the Road.

7.3 The study area covers the immediate area of the proposed scheme along the A628 (Dodworth Road) between junction 37 of the M1 and the Shaw Lane junction, as well as along Broadway from the Co-op warehouse to the A628 and beyond along Pogmoor Road to the railway line crossing.

7.4 Traffic congestion and queuing traffic is currently a significant problem at the existing Dodworth Road / Broadway/Pogmoor Road crossroads.

7.6 For motorists, the greatest effect on visual amenity is along those sections of existing road which are to become part of the gyratory. Along Dodworth Road, there will be the introduction of three new junctions and the closure of one, resulting in a loss of trees and shrubs on the northern side, opening up views into Penny Pie Park. Current proposals for Penny Pie Park maintain these open views, but further low level planting could be used to enhance views and create a sense of arrival at the southwest corner of the park to form a gateway to Barnsley.

7.7 For the remainder of Dodworth Road between the Junction 37 of the M1 and Shaw Lane, and for motorists on Broadway, there is very little change to the visual amenity as views are restricted by housing on both sides of all three sections of road.

7.8 For motorists using Pogmoor Road, the road is realigned further into Penny Pie Park, with a line of existing mature trees breaking up views of the houses on the west side of the old Pogmoor Road. The views for motorists are less urban, with open land either side of the road.

7.9 The only public footpath in the area in sight of the proposed scheme is public footpath 363 which runs to the west and north of the college building. The effect of the road on visual amenity is minor, mainly due to the distance and intervening vegetation in the college grounds.

7.10 The potential for interrupting informal pedestrian routes in the area across Penny Pie Park has been recognised, and efforts made to limit the disconnection with the provision of pedestrian crossings at all road junctions, and surfaced paths across open areas following desire lines and taking walkers away from the busy road where space allows.

8 Overall Summary

8.1 The effects of the scheme are largely limited to the immediate area around Penny Pie Park, with the greatest effects closest to the proposals.

8.2 Most effects on landscape character are slight and adverse, due to tree loss and a small intensification of the road network. Landscape effects are limited to the immediate vicinity of the proposed gyratory, with the greatest effects on Penny Pie Park, and on the tree cover along Dodworth and Pogmoor Roads, which in turn affect the townscape bordering the park. The gyratory will reduce the total area of the park, splitting it into two parts and bringing traffic closer to it. The 'in-principle' proposals to enhance the park will reduce some of these adverse effects by improving facilities and links with other greenspaces and local housing, and by the introduction of new trees and shrubs. As these trees mature, the effects will reduce, although the fragmentation of the park will remain a negative feature. Trees will be lost along Dodworth Road and Pogmoor Road through the introduction of new junctions and some street widening and realignment. The effect is less strong on Dodworth Road, where a belt of scattered trees behind the boundary trees and shrubs continues to provide a green backdrop to the busy road. The street trees and park boundary trees make a significant and positive contribution to the local townscape and their loss has a detrimental effect on the local townscape. However, after fifteen years, the growth of the retained trees and new planting will have restored the tree cover.

8.3 The views most affected by the proposals are those closest to them, in Penny Pie Park, properties along Dodworth Road and Pogmoor Road, and for those walking and cycling along the immediate road network. The high sensitivity of the residents with windows from main living areas overlooking the proposed gyratory, and of visitors to the park, coupled with major changes to the view will result in significant adverse effects. The proposed enhancements will reduce the severity of the adverse effects as the new planting becomes established.

8.4 Where there are no direct views from living areas, the sensitivity of the residents is medium, and where views are from properties on roads leading from the proposed scheme, the proportion of the view affected by the changes is smaller, and so the effect on these receptors lower. From the section of Dodworth Road leading west from the scheme, the view is so limited by garden vegetation and house frontages that any effects are scarcely noticeable. Similar effects are found in views from the north near Pogmoor Recreation Ground.

8.5 For motorists, the greatest effect on visual amenity is along those sections of existing road which are to become part of the gyratory. New junctions will be introduced, with the loss of roadside and park boundary trees. Along Pogmoor Road, the realignment of the road away from the houses and into the park will improve the visual amenity for motorists as well as for the residents.

8.6 The only public right of way affected is footpath 363 running in front of Horizon College. The distance from the proposals and the vegetation in the college grounds result in a minor effect on the visual amenity.

8.7 In summary, the scheme will have an adverse effect on Penny Pie Park, tree cover and townscape, and on the visual amenity of the visitors to the park and on the views of those properties overlooking the park. In time, the proposed enhancements for the park will

reduce the adverse effects, particularly those related to tree cover and screening, and for those properties along Pogmoor Road and for motorists driving the realigned Pogmoor Road section of the gyratory, the enhancements will result in a positive effect. Penny Pie Park will remain smaller and in two parts, although with a more integrated and attractive layout.

Appendix A – Landscape and Visual Assessment Tables

Table 1 Landscape Effects Schedule of Receptors
Table 2 Visual Effects Schedule of Sites and Properties
Table 3 View From the Road - Vehicle Traveller Assessment

TABLE 1 LANDSCAPE EFFECTS - SCHEDULE OF RECEPTORS
Date of survey: July 2018 (Landscape effects with mitigation at completion of the scheme and after 15 years)

Landscape Receptor	**Description**	**Sensitivity to Change (Value)** (High / Medium/ Low / Negligible)	**Magnitude of Change** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / Proposed)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Landscape Effect / Importance after 15 years** (average)
Topography and Drainage	Upper shoulder of wide Dearne valley. Almost level area.	Low	Negligible	Negligible (1)	No noticeable change to elevation and levels resulting from the scheme. Highway surface water controlled by highway design.	None	Negligible
Land Cover: Trees and Woodland (see tree survey)	Individual trees and groups of trees, concentrated around the boundaries of Penny Pie Park. The trees form an important landscape feature on Dodworth Road and the approach to Barnsley centre; form a good sense of enclosure to the park and visual separation of the park from the road network.	Medium	Medium	Moderate (4), Adverse	49no. individual and small groups of trees will be removed. Woodland along the eastern boundary and shrubby vegetation along the northern railway line boundary will not be affected.	Planting of substantial numbers of roadside trees along Dodworth Road and Pogmoor Road.	Minor, Adverse

			Sensitivity		
			L	M	H
			1	2	3
	N	0	1	2	3
	L	1	**2**	**3**	**4**
Magnitude	M	2	**3**	**4**	**5**
	H	3	**4**	**5**	**6**

Scale of Importance for Landscape Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

Landscape Receptor	**Description**	**Sensitivity to Change (Value)** (High / Medium/ Low / Negligible)	**Magnitude of Change** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutra)l	**Notes** (Existing / Proposed)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Landscape Effect / Importance after 15 years** (average)
Local townscape	An area of busy main roads and rail corridor at western edge of Barnsley city, closely intermixed with housing of medium to high density, small greenspaces, small scale industry and a large school (Horizon Community College)	Low	Medium	Minor to Moderate(3/4) Adverse	Overall most structures and elements of the townscape will remain, but there will be an increase in roads and a corresponding decrease in greenspace. Tree cover will be reduced in the short term.	Replacement planting and landscape treatment to new road and to Penny Pie Park to help integrate the scheme.	Minor, adverse.
Horizon College Grounds	Large educational facility of 3-4 storey new buildings set within grounds of trees, grass and seating areas. Substantial parking and bus access at Dodworth Road frontage	Moderate	Low	Minor, neutral	New road proposals will include improved access to college, and intend to reduce stationary traffic, but otherwise no physical changes. Effect of removal of trees along Dodworth Road will change views northwards from the college, resulting in a more open aspect to the college frontage.	None	Minor, neutral
NCA 38 Nottingham, Derbyshire and Yorkshire Coalfield	A mixed pattern of built-up areas, industrial land and farmed open country, overlying broad, low-lying landscape of rolling ridges	Negligible	Negligible	Negligible	Study area is entirely within a built-up part of the NCA, which will not change as a result of the proposals	None	Negligible

Sensitivity

		L	M	H
		1	2	3
N	0	1	2	3
L	1	**2**	**3**	**4**
M	2	**3**	**4**	**5**
H	3	**4**	**5**	**6**

Magnitude

Scale of Importance for Landscape Effects

Major = 6
Moderate = 4 / 5
Minor = 2 / 3
Negligible = High, Medium or Low Sensitivity combined with Negligible Magnitude.

Landscape Receptor	**Description**	**Sensitivity to Change (Value)** (High / Medium/ Low / Negligible)	**Magnitude of Change** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / Proposed)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Landscape Effect / Importance after 15 years** (average)
Barnsley Borough Landscape Character Assessment (2002) Area E2: Barnsley Settled Wooded Farmland	A mixture of agriculture, recreation, residential, industry, communication and landscape renewal.	Low	Low	Minor (2) neutral	Assessment over 16 years old. Area has undergone change since then. Proposed road does not introduce a new element into the general area.	Tree planting as per landscape management strategy recommendations.	
Penny Pie Park	A Local Neighbourhood Green Space of 4.92ha. Comprises mainly mown grass with substantial trees and shrubs around the perimeter. Small area of long grass and natural vegetation in the north-east. Includes a MUGA, equipped play area (LAP), and an outdoor gym.	HIgh	High	Major (6), adverse	The proposed road will take up 25% of the park area and split it into 2 areas separated by the road. As well as physical changes, noise and movement will affect the park's character. The road will also interrupt routes across and around the park.	Re-design and upgrade of park to enhance park. Opportunities to develop site to provide more attractive park with more comprehensive features such as footpath network, areas for seating, socialising and natural play.	Moderate, adverse
Pogmoor Road Recreation Ground	An area of mown grass immediately north of the railway line, comprising a football pitch with small car park. Apart from sport, also used by dog walkers and for informal access across the site.	Moderate	Low	Minor (3), adverse	Although not physically affected by the proposals, the new road will bring traffic movement and noise closer to the park and change views out across Penny Pie park.	Planting of trees and shrubs along the northern boundary of Penny Pie Park and possibly along the southern boundary of Pogmoor Rd Recreation Ground.	Minor, adverse

		Sensitivity		
		L	**M**	**H**
		1	2	3
N	0	1	1	1
L	1	**2**	**3**	**4**
M	2	**3**	**4**	**5**
H	3	**4**	**5**	**6**

Magnitude

Scale of Importance for Landscape Effects

Major = 6
Moderate = 4 / 5
Minor = 2 / 3
Negligible = High, Medium or Low Sensitivity combined with Negligible Magnitude.

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Landscape Receptor	**Description**	**Sensitivity to Change (Value)** (High / Medium/ Low / Negligible)	**Magnitude of Change** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutra)	**Notes** (Existing / Proposed)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Landscape Effect / Importance after 15 years** (average)
Green Space network	Sparse network of small greenspaces throughout study area.	High	Low	Minor, adverse	Visual and physical links between greenspaces are important in this area where, due to their rarity green spaces are highly valued. The proposals will affect views between Pogmoor Rec Ground and Penny Pie Park and wider footpath links in a very minor way.	Investigate potential links between green spaces and improve where feasible.	Negligible.
Setting of Listed milestone On Dodworth Road, outside Horizon College	The listed milestone is currently encased in a low stone wall at the back of the footpath, just outside the college entrance.	Medium	Negligible	Negligible	The proposals will necessitate the moving of the milestone to the rear of the new footpath (approx. 1.5m). The setting will be very similar to the current one.	None	None
Night Time and Visual Amenity	Within visual envelope, with particular reference to residential property	Low - High	Low	Minor – Moderate (2-4), neutral	Current lighting of road will be intensified by lighting of new road junctions, Higher light levels may be detrimental to wildlife and the intensify the urban features of the area. Better lighting will make use of area for pedestrians safer at night and dusk.	Use High-pressure sodium or LED lighting with light control to minimise light pollution and overspill	Minor – Moderate, neutral

		Sensitivity		
		L	**M**	**H**
		1	2	3
N	0	1	1	1
L	1	**2**	**3**	**4**
M	2	**3**	**4**	**5**
H	3	**4**	**5**	**6**

Magnitude

Scale of Importance for Landscape Effects

Major = 6
Moderate = 4 / 5
Minor = 2 / 3
Negligible = High, Medium or Low Sensitivity combined with Negligible Magnitude.

TABLE 2 VISUAL EFFECTS - SCHEDULE OF SITES AND PROPERTIES
Date of survey: July 2018 (Visual Effects with mitigation at completion of the scheme and after 15 years)

Ref. No	**Location of property, road or footpath**	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
VP1 VP2 VP3	Dodworth Road, west, at pedestrian crossing outside no 242 Dodworth Rd (VP1), no 279 (VP3) and on crossing (VP2) at western limit of visibility of proposals	Low	Negligible	Negligible (1)	Current view of a busy road will not change, although there may be less standing traffic. Potentially more sensitive views from properties are very oblique and distant.	None	Negligible
VP4 VP5 VP6a, b,c	Dodworth Rd/Pogmoor Rd/ Broadway junction. From south-west corner (VP4), from south-east corner (VP5), from north-west corner (VP6)	Medium	Medium	Moderate (4), adverse.	The view will be dominated by traffic as current view, but loss of trees will result in significant change, particularly when viewed from south side of the crossroads (VP 4 and VP5). The tree cover along park edge is an important foil for traffic in these views.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse
VP7	Boundary Court flats, 3 storey height.	Medium	Medium	Moderate (4), adverse	Loss of tree cover at south-west corner of Penny Pie Park will partially reduce the wooded backdrop to the view of roads and traffic, with traffic along Pogmoor Road further away behind substation.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse

			Sensitivity		
			L	**M**	**H**
			1	2	3
	N	0	1	1	1
	L	1	**2**	**3**	**4**
Magnitude	**M**	2	**3**	**4**	**5**
	H	3	**4**	**5**	**6**

Scale of Importance for Visual Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

Ref. No	**Location of property, road or footpath**	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
VP8	2 Broadway (bungalow),and Broadway footpath	Medium	Medium	Moderate (4), adverse	View will become more open due to loss of tree cover at south-west corner of Penny Pie Park, thus roads more dominant. Vegetation in garden of no 2 will soften effect.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse
VP9	From outside no 7 Broadway.	Medium	Low	Minor (3), adverse	Tree loss will result in change to backdrop trees, but foreground trees that will be unaffected will continue to dominate the view. Oblique view from housing over front gardens well furnished with trees and shrubs.	Additional tree and shrub planting along new line of park boundary.	Negligible.
VP10	Outside 35 Broadway	Medium	Low	Minor (3), adverse	As for VP 9, but in a more distant view, the tree loss will be a smaller proportion of the view.	As for VP9	Negligible
VP11	Outside no 45 Broadway	Medium	Low	Minor (3), adverse	Loss of some of the trees on the east side of Pogmoor Road beyond the junction will result in a small change to view, but it will remain dominated by the foreground trees of Broadway road verge. Oblique views from housing.	Additional tree and shrub planting along new line of park boundary.	Negligible
VP12	Outside no 8 Broadway, Harewood Ave/ Broadway junction, bus stop.	Medium	Negligible	Negligible (1)	View dominated by road junction, that will not change in principle. Unaffected trees west of Pogmoor Road more visible than those to the east side, thus less change to view.	None	Negligible

			Sensitivity		
			L	**M**	**H**
			1	2	3
Magnitude	**N**	0	1	1	1
	L	1	**2**	**3**	**4**
	M	2	**3**	**4**	**5**
	H	3	**4**	**5**	**6**

Scale of Importance for Visual Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

Ref. No	**Location of property, road or footpath**	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
VP13 VP14 VP15	From White Hill Avenue. Outside no 14 (VP14), no 2 Whitehill Grove (VP13) and near Pogmoor Rd junction (VP15)	Medium	Low	Minor (3), adverse	Very oblique views from housing. Current view over park will be interrupted by road, but will move bulk of traffic further from the viewer and add tree and shrub between the viewer and the vehicles. Loss of weeping willow in VPs 13 and 14 will be detrimental	Additional tree and shrub planting along new line of park boundary.	Negligible.
VP16 VP17 VP18	From Pogmoor Road, Whitehill Ave to railway bridge. From Garden Ct appts (three storey) and 133, 135 Pogmoor Rd.	HIgh	High	Major (6), adverse	Close views, thus proposals dominant in views. Direct views from property frontages. Removal of trees will result in large changes, but removal of main road traffic further from viewer, and addition of new trees and shrubs along old Pogmoor Road will provide strong, quieter foreground.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse
VP19 VP20	From Pogmoor Road nos 137-149	HIgh	HIgh	Major (6), adverse	Close, direct views, thus proposals dominant. As above loss of some trees will result in substantial changes to view, but re-sting of main traffic will bring positive benefits.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse
VP21	From Dodworth Road, outside no 192.	High	High	Major (6), adverse	Close, direct views, thus proposals dominant. Increase in road width. Loss of roadside trees will open up views of park and blocks of existing trees within it.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse

		Sensitivity		
		L	**M**	**H**
		1	2	3
Magnitude	**N** 0	1	1	1
	L 1	**2**	**3**	**4**
	M 2	**3**	**4**	**5**
	H 3	**4**	**5**	**6**

Scale of Importance for Visual Effects

Major = 6
Moderate = 4 / 5
Minor = 2 / 3
Negligible = High, Medium or Low Sensitivity combined with Negligible Magnitude.

Ref. No	Location of property, road or footpath	Sensitivity to Change of View (High / Medium/ Low / Negligible)	Magnitude of Change of View (High / Medium/ Low / Negligible)	Scale of Effect / Importance (Opening Year) (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	Notes (Existing / New views)	Proposed Mitigation (All mitigation on-site except where stated as off-site)	Scale of Visual Effect / Importance after 15 years (average)
VP22	At pedestrian crossing point on Dodworth Rd. New access point for Horizon College.	Medium	Medium	Moderate (4), adverse	Direct, close view. Road will be narrower here, at new crossing point. Trees to the right of crossing will remain, those to the left immediately against the road will be removed.	Additional tree and shrub planting along new line of park boundary.	Negligible
VP23	From Horizon College, nr entrance on main pedestrian/cycling route.	Medium	Medium	Moderate (4), adverse	Proposals in mid-distance, with trees of park as backdrop. View will be directly towards on-coming traffic with substantial group of trees removed. Foreground trees and shrubs in college grounds more dominant.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse
VP24 VP25	From Horizon College, north-western corner of building (VP24) and public footpath at south-west corner (VP25)	Medium	Low	Minor (3), adverse	Only tall vehicles, signs and gantries visible in distance in front of park trees. These backdrop trees will be reduced. The foreground trees in the college grounds are more dominant and will provide good screening as they mature.	Additional tree and shrub planting along new line of park boundary.	Negligible

		Sensitivity		
		L	**M**	**H**
		1	2	3
N	0	1	1	1
L	1	**2**	**3**	**4**
M	2	**3**	**4**	**5**
H	3	**4**	**5**	**6**

Magnitude

Scale of Importance for Visual Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

Ref. No	**Location of property, road or footpath**	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
VP 26 VP27	From Dodworth Road, south-east corner of park, outside no 187 and Dorothy House access (VP26), and outside no 247 (VP27)	Medium	High	Moderate (5), adverse	Change in view due to proximity of intensified roads and traffic, and removal of park side trees to accommodate new gyratory road. Views from south side of road (VP 26), more direct thus more greatly affected.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse.
VP28	From Dodworth Road, south side, outside no 168.	Medium	High	Moderate (5), adverse	Very oblique views from houses. Large section of trees removed in middle distance to accommodate new gyratory.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse
VP 29	From Dodworth Road, south side, outside no 146.	Medium	Low	Minor (3), adverse	Greater distance means that the tree loss in park is a smaller proportion of the view; and garden trees and shrubs in the foreground are more dominant	None	Minor, adverse
VP30	From Dodworth Road, north side, Grosvenor Walk junction	Medium	Low	Minor (3), adverse	As for VP 29. Views from housing more oblique.	None	Minor, adverse

			Sensitivity		
			L	**M**	**H**
			1	2	3
	N	0	1	1	1
	L	1	**2**	**3**	**4**
Magnitude	**M**	2	**3**	**4**	**5**
	H	3	**4**	**5**	**6**

Scale of Importance for Visual Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

Ref. No	**Location of property, road or footpath**	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
VP31	From Dodworth Road, south side, outside no 237.	Medium	Medium	Moderate (4), adverse	Very oblique views from houses. Large section of trees removed in middle distance of view to be replaced by new gyratory.	Additional tree and shrub planting along new line of park boundary.	Minor, adverse
VP 32	From footpath near eastern boundary of Penny Pie Park	HIgh	HIgh	Major (6), adverse	The gyratory road will cross the entire view between the viewer and the central tree changing it from and quiet, parkland view to a busy road one.	Re-development of park to provide foreground interest and visual separation from viewer	Moderate, adverse
VP 33	From footpath entrance to park from Grosvenor Walk	High	Medium	Moderate (5), adverse	The new road will cross about two-thirds of this view, removing central trees. View partially enclosed by trees and as young trees develop this will be increased.	Re-development of park to provide foreground interest and visual separation from viewer	Minor, adverse
VP34	From footpath on north side of Penny Pie Park, on western edge of natural area managed by Friends of Group.	High	HIgh	Major (6), adverse	Road will cross the entire view in the middle distance, strongly influencing the quiet, parkland view. Backdrop trees will appear less dense. MUGA and play area re-located.	Re-development of park to provide foreground interest and visual separation from viewer	Moderate, adverse.

			Sensitivity		
			L	**M**	**H**
			1	2	3
	N	0	1	1	1
	L	1	**2**	**3**	**4**
Magnitude	**M**	2	**3**	**4**	**5**
	H	3	**4**	**5**	**6**

Scale of Importance for Visual Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

Ref. No	**Location of property, road or footpath**	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible)	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
VP35 VP36 VP37	From Pogmoor Recreation Ground. From St Owen's Drive access (VP35) From rear of 160 Pogmoor Road (VP36) From car-park, end of Glendale Close (VP37)	Medium	Low	Minor (3), adverse	Current views of traffic on Dodworth Road across open field, through gap in railway vegetation. New road will bring this forward thus increase role of roads in view. Main part of views will be largely unaffected.	Additional tree and shrub planting along railway edges in both Penny Pie Park and Pogmoor Recreation Ground	Negligible
VP38	From Pogmoor Recreation Ground, southern boundary nr railway line	High	Medium	Moderate (5), adverse	Close views of Penny Pie Park through gap in railway vegetation will be changed by introduction of road and traffic into middle ground.	Additional tree and shrub planting along railway edges in both Penny Pie Park and Pogmoor Recreation Ground	Negligible
VP39 V40	From St Catherines Way St Martins Close, (Feb view)	Medium	Low	Minor (3), adverse	Winter-time views only when glimpses of road and traffic will be obtained through trees. All houses have very oblique views.	None	Minor, adverse

		Sensitivity		
		L	**M**	**H**
		1	2	3
N	0	1	1	1
L	1	**2**	**3**	**4**
M	2	**3**	**4**	**5**
H	3	**4**	**5**	**6**

Magnitude

Scale of Importance for Visual Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

TABLE 3 VIEW FROM THE ROAD – VEHICLE TRAVELLER ASSESSMENT
Date of survey: July 2018 (Visual Effects with mitigation at completion of the scheme and after 15 years)

Location of Highway (existing or proposed)	**Categories Assessed** (No View/ Restricted View/ Intermittent View/ Open View)	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
A628 Dodworth Road heading east from J37 on the M1 to the junction with Pogmoor Road Photo 9067 (VP2)	Severely Restricted view.	Moderate	Low to negligible	Minor (2/3) neutral/adverse	Views of site limited by rise in ground near Hunter's Avenue. Views restricted by buildings and garden vegetation on both sides to junction with Pogmoor Road/Broadway.	None required. Proposed replanting will restore existing vegetation lost from view.	negligible
A628 Dodworth Road from junction with Pogmoor Road to No 187 Dodworth Road Photo 9093	Open but oblique view	Moderate	Moderate	Moderate (4) adverse	Three new junctions and a wider road will result in loss of roadside trees and shrubs on northside of road, revealing scattered trees and more open views of park, except section near new college entrance.	Strengthen character of park with boundary tree and shrub planting, to also create a stronger arrival/entrance point to Barnsley.	negligible
A628 Dodworth Road heading west from junction with Grosvenor Walk to No 187 Dodworth Road Photo 9181/9183 (VP30)	Restricted view,	Moderate	Low	Minor (3) adverse	Curvature of horizontal line of road allows more views of edge of park than along first section of Dodworth Road. Loss of trees will be noticed with one gap appearing where tree removed opposite old college entrance.	None required. Proposed replanting will restore existing vegetation lost from view	negligible

			Sensitivity		
			L	**M**	**H**
			1	2	3
Magnitude	**N**	0	1	1	1
	L	1	**2**	**3**	**4**
	M	2	**3**	**4**	**5**
	H	3	**4**	**5**	**6**

Scale of Importance for Visual Effects

Major = 6
Moderate = 4 / 5
Minor = 2 / 3
Negligible = High, Medium or Low Sensitivity combined with Negligible Magnitude.

Location of Highway (existing or proposed)	**Categories Assessed** (No View/ Restricted View/ Intermittent View/ Open View)	**Sensitivity to Change of View** (High / Medium/ Low / Negligible)	**Magnitude of Change of View** (High / Medium/ Low / Negligible	**Scale of Effect / Importance (Opening Year)** (Major / Moderate/ Minor / Negligible – Adverse / Beneficial/Neutral)	**Notes** (Existing / New views)	**Proposed Mitigation** (All mitigation on-site except where stated as off-site)	**Scale of Visual Effect / Importance after 15 years** (average)
A6133 Broadway from southern junction with Woodland Drive to junction with Dodworth Road. Ph 9081 (VP11)	Restricted view	Moderate	Low to negligible	Minor (2/3) adverse	The new junction will be out of view to the right. The loss of some trees may be noticed and the closure of the road ahead.	None required. Proposed replanting will restore existing vegetation lost from view	negligible
Pogmoor Road from junction with Dodworth Road to railway bridge. Ph 9104	Open but obliqueView	Moderate	Moderate	Moderate (4) adverse	Two of the three roadside trees will be lost, together with trees along the park boundary and some shrub planting.	Strengthen character of park with boundary tree and shrub planting.	negligible

			Sensitivity		
			L 1	**M** 2	**H** 3
Magnitude	**N**	0	1	1	1
	L	1	**2**	**3**	**4**
	M	2	**3**	**4**	**5**
	H	3	**4**	**5**	**6**

Scale of Importance for Visual Effects

Major	=	6
Moderate	=	4 / 5
Minor	=	2 / 3
Negligible	=	High, Medium or Low Sensitivity combined with Negligible Magnitude.

Appendix B - Figures and Illustrations

01 Aerial Photograph

02 Local Context

03 Landscape and Planning Context

04 Visibility -Viewpoint Locations

05 Outline Highway Design

Photographic Viewpoints – Viewpoints 1 to 40



LEGEND

Proposals

NORTH

0 500m

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Ordnance Survey 0100031673

Client

BARNSLEY
Metropolitan Borough Council

Project

HIGHWAY IMPROVEMENTS AT DODWORTH RD/BROADWAY/POGMOOR RD JUNCTION

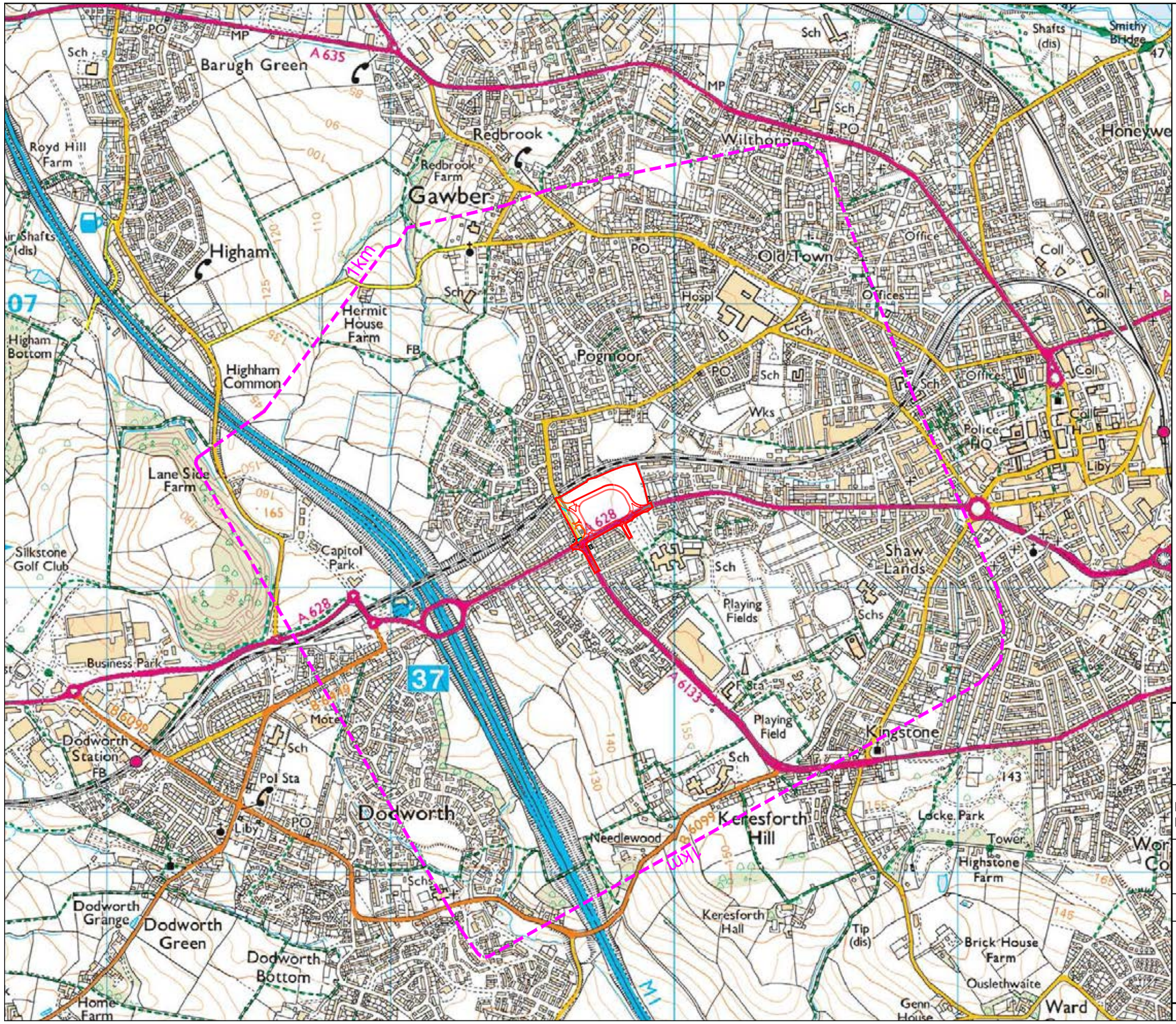
Title

AERIAL PHOTOGRAPH

Scale	Paper	Fig No.
As shown	A3	01

Wainwright
Landscape Architecture
6 Lindale Lane, Wrenthorpe, Wakefield, WF2 0PN
T. +44 (0)1924 381256 E. info@wainwrightla.co.uk

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on the drawing.



LEGEND

Proposals
Proposals area

NORTH

0 500m

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Ordnance Survey 0100031673

Client
BARNSLEY
Metropolitan Borough Council

Project
HIGHWAY IMPROVEMENTS AT DODWORTH RD/BROADWAY/POGMOOR RD JUNCTION

Title
LOCAL CONTEXT

Scale	Paper	Fig No.
As shown	A3	02

Wainwright
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LEGEND

- Green Belt (BMBC: GS6, GS8)
- Public Right of Way Footpath / Bridleway
- Local Wildlife Area (BMBC: BIO1)
- Greenspace (BMBC: GI1, GS1)
- A — Allotments (BMBC: GI1, GS1)
- School grounds (BMBC: GI1, GS1)
- Listed Building
- Registered Park and Garden
- Proposed Route

① Penny Pie Park
② Pogmoor recreation ground
③ Horizon College
④ Locke Park

NORTH

0 500m

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Ordnance Survey 0100031673

Client
BARNSLEY Metropolitan Borough Council

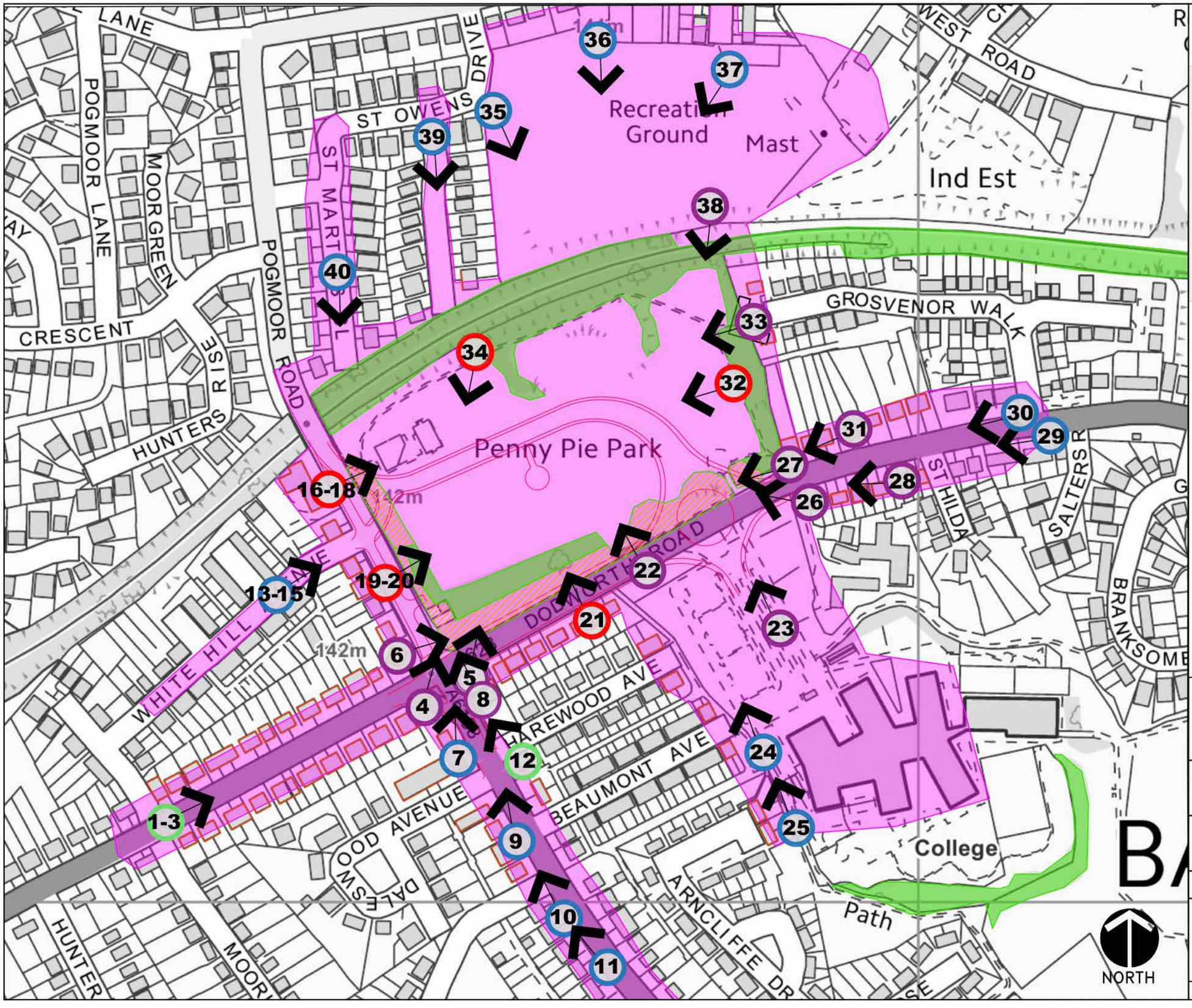
Project
HIGHWAY IMPROVEMENTS AT DODWORTH RD/BROADWAY/POGMOOR RD JUNCTION

Title
LANDSCAPE AND PLANNING CONTEXT

Scale	Paper	Fig No.
As shown @ A3	A3	03

Wainwright
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6 Lindale Lane, Wrenthorpe, Wakefield, WF2 0PN
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LEGEND

VISIBILITY

Viewpoint Locations and Effects in opening year:

- 1 Viewpoint Ref - major effect
- 1 Viewpoint Ref - moderate effect
- 1 Viewpoint Ref - slight effect
- 1 Viewpoint Ref - negligible effect

- Visual envelope
- Trees
- Trees to be removed
- Proposed route

Rev: 300718. Addition of Viewpoint Locations, removal of view arrows

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Client

BARNSLEY Metropolitan Borough Council

Project

HIGHWAY IMPROVEMENTS AT DODWORTH RD/BROADWAY/POGMOOR RD JUNCTION

Title

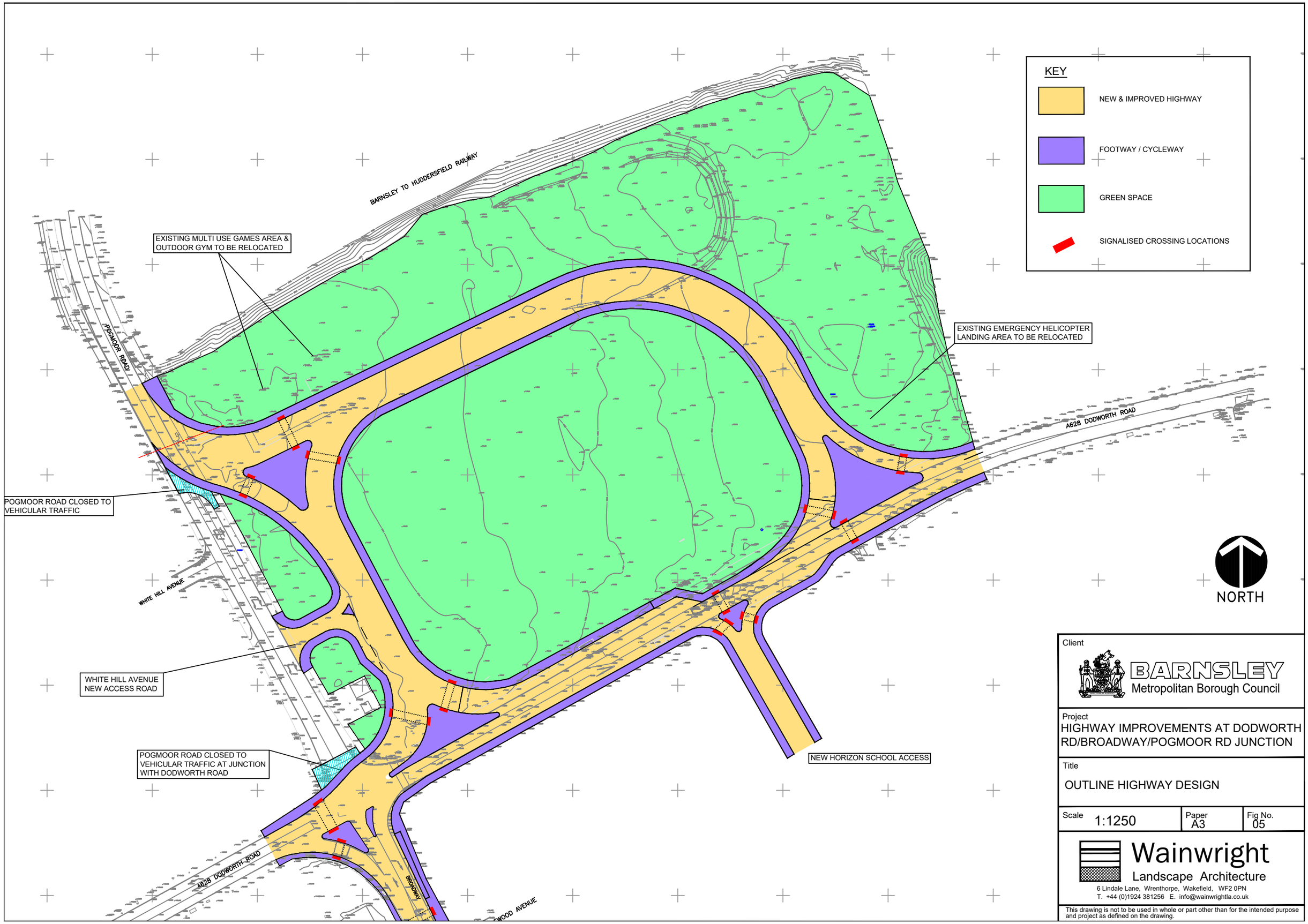
VISIBILITY-VIEWPOINT LOCATIONS

Scale	Paper	Fig No.
1:2500	A3	04

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Client

BARNSLEY Metropolitan Borough Council

Project

HIGHWAY IMPROVEMENTS AT DODWORTH RD/BROADWAY/POGMOOR RD JUNCTION

Title

OUTLINE HIGHWAY DESIGN

Scale	Paper	Fig No.
1:1250	A3	05

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Viewpoint 1. From Dodworth Road outside No 242.



Viewpoint 2. From Dodworth Road on pedestrian crossing by Moorland Avenue.



Viewpoint 3. From Dodworth Road outside No 279.



Viewpoint 4. From Dodworth Road/ Pogmoor Road junction SW corner.



Viewpoint 5. From Dodworth Road/ Pogmoor Road junction SE corner.



Viewpoint 6. From Dodworth Road/ Pogmoor NW corner







Viewpoint 7. From outside Boundary Court flats.



Viewpoint 8. From 2 The Broadway bungalow and footpath.



Viewpoint 9. From outside 7 Broadway



Viewpoint 10. From outside 35 Broadway.



Viewpoint 11. From outside 45 Broadway



Viewpoint 12. From outside 8 Broadway.



Viewpoint 13. From outside 2 Whitehill Grove



Viewpoint 14. From outside 14 Whitehill Grove.



Viewpoint 15. From Whitehill Grove near junction with Pogmoor Rd.



Viewpoint 16. From outside Garden Court looking eastwards across Pogmoor Road.



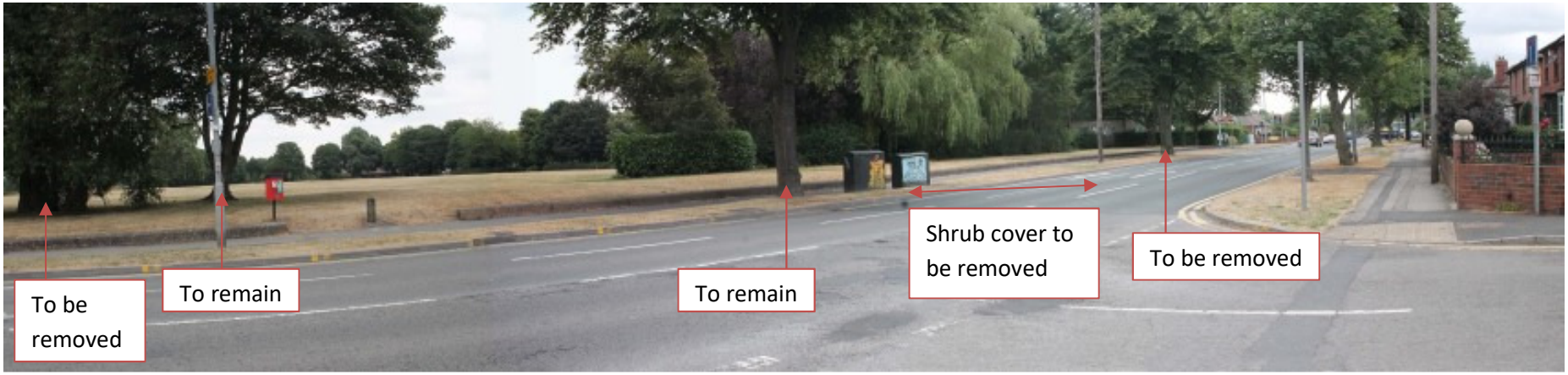
Viewpoint 17. From near 133,135 Pogmoor Rd.



Viewpoint 18. From near 133,135 Pogmoor Rd.



Viewpoint 19. From 135 Pogmoor Rd.



Viewpoint 20. From 141 Pogmoor Rd.



Viewpoint 21a. From outside 192 Dodworth Road looking west.



Viewpoint 21b. From outside 192 Dodworth Road Rd looking east.



Viewpoint 22. At pedestrian crossing near new access point to Horizon College.



Viewpoint 23. From Horizon College main pedestrian/cycling route



Viewpoint 24. From NW corner of Horizon College.



Viewpoint 25 . From Horizon College at SW corner of building



Viewpoint 26. From outside 187 Dodworth Road and Dorothy House driveway.



Viewpoint 27. From outside 247 Dodworth Road.



Viewpoint 28. From outside 168 Dodworth Road



Viewpoint 29. From outside 146 Dodworth Road



Viewpoint 30. From north side of Dodworth Road near Grosvenor Walk junction



Viewpoint 31. From outside 237 Dodworth Road



Viewpoint 32. From footpath on east side of Penny Pie Park.



Viewpoint 33. From footpath entrance to Penny Pie Park from Grosvenor Park.



Viewpoint 34. From footpath on north side of Penny Pie Park, just on west side of natural area



Viewpoint 35. From entrance to Pogmoor Recreation Ground from St Owen's Drive.



Viewpoint 36. From rear of 160 Pogmoor Road.



Viewpoint 37. From car park at end of Glendale Close.



Viewpoint 38. From southern boundary of Pogmoor recreation ground by gap in vegetation along railway cutting.



Viewpoint 39. From junction of St Catherine's Way with St Owen's Drive.



Viewpoint 40. From lower south end of St Martin's Close (in Feb 2017)

