

CHAPTER 5: LANDSCAPE, TOWNSCAPE AND VISUAL IMPACT ASSESSMENT

Introduction

- 5.1 The aim of this chapter is to provide an assessment of the proposals by 'The 1249 Regeneration Partnership LLP' for the 'Barnsley Markets' and former CEAG sites in central Barnsley, on the landscape, townscape and visual amenity.
- 5.2 The application site is situated in the centre of Barnsley, between Kendray Street, Queen Street, Cheapside, Midland, Street and the Harborough Hill Road (see Figure 5.1). A railway line divides the site into two separate areas, east and west. The majority of the site is located to the west of the railway line. The eastern part of the site comprises the former CEAG site. The western part of the site comprises the existing shopping centre, Barnsley Market and a multi-storey car park. The entire site is 4.65 hectares in area.
- 5.3 The proposal for the site is to create a mixed development comprising: retail (35,903 sq.m. inclusive of 7,936 sq.m. department store and 1,612 sq.m. A3 uses); a new market (8,003 sq.m. inclusive of 789 sq.m. A3 uses); leisure facilities - a multiplex cinema (4,118 sq.m.); new car parks and new public realm. The scheme would also include a service yard at interchange level.

Methodology

Introduction

- 5.4 The Landscape and Visual Impact Assessment (LVIA) will consider the potential effects of the development upon:
- Individual landscape/townscape features and elements;
 - Landscape/Townscape character and quality (condition); and
 - Visual amenity and the people who view the landscape.
- 5.5 Refer to Appendix 5.1 for the full Landscape and Visual Impact Assessment Methodology.

Distinction between Landscape, Townscape and Visual Impacts

5.6 Landscape and visual effects are two distinct but related areas, which will be assessed separately in accordance with the approach outlined below. Landscape and visual impacts do not necessarily coincide and can be beneficial or adverse. A clear distinction will be drawn between landscape and visual impacts as follows:

- Landscape impacts relate to the effects of the proposals on the physical and other characteristics of the landscape and its resulting character and quality;
- Townscape impacts deal with the interrelationship between buildings and open spaces, plants and other elements combining to create the urban landscape; and;
- Visual impacts relate to the effects on views experienced by visual receptors (e.g. residents, footpath users, tourist's etc) and on the visual amenity experienced by those people.

Guidance

5.7 The LVIA of the proposed scheme will be undertaken by a Landscape Architect with experience of similar types of development. The assessment will be undertaken in accordance with best practice outlined in published guidance:

- Guidelines for Landscape and Visual Impact Assessment, 2nd Edition (2002), Landscape Institute and the Institute for Environmental Management and Assessment;
- Landscape Character Assessment Guidance for England and Scotland (2002), The Countryside Agency and Scottish Natural Heritage; and
- Guidelines for Environmental Impact Assessment (2004), Institute for Environmental Management and Assessment.

LVIA Methodology

- 5.8 The Landscape and Visual Impact Assessment will be undertaken in the following stages:
- Baseline data collection via desk-top, consultation and fieldwork;
 - Description of the baseline landscape character and visual amenity of the site and surrounding area which identify the relevant landscape and visual receptors (including key viewpoints) and determine their sensitivity to change;
 - Description of the magnitude of change in the landscape and visual amenity as a consequence of the proposals;
 - Description of the potential landscape and visual impacts arising from the proposals; and
 - Development of strategic mitigation proposals to assist in reducing adverse landscape and visual effects or provide compensation where unavoidable, and where possible enhance and safeguard beneficial effects.
- 5.9 Baseline information regarding landscape features and sensitive visual receptors, and the likely change in the landscape character and visual amenity of the site and its surroundings, will be used to identify potential impacts and inform the final scheme as appropriate.
- 5.10 Strategic mitigation measures will be developed in tandem with the proposals to minimise adverse impacts as part of an iterative design process. Options for screening various components of the scheme will be investigated and adopted as mitigation measures where appropriate.
- 5.11 Criteria thresholds for assessing the degree of change as a result of the scheme will be established and the final layout of the scheme will be reviewed to ascertain the

magnitude of change in the landscape and in views. Visual impact on historic features of interest may also need to be assessed.

Sensitivity of Receptors, Magnitude of Change and Significance of Effects

- 5.12 The significance of effects of the proposals on both the landscape and visual receptors within the study area are ascertained by cross-referencing the sensitivity of the baseline landscape or visual receptor and the magnitude of change as a result of the development.
- 5.13 The sensitivity of landscape and visual receptors is judged as high, medium or low. The magnitude of change is also judged to be high, medium, low or negligible. Significance of effects is expressed as either slight, moderate or substantial, which may be either beneficial or adverse, or neutral.

Visual Envelope

- 5.14 The visual envelope of a scheme defines the broad area from within which it may be possible to see the whole or part of the proposed development, and helps to establish the potential for sensitive visual receptors. The site is not considered to be visible outside this area or will be very difficult to perceive, except from occasional tall buildings or higher elevations. However, there will still be pockets within the visual envelope from which there are no views of the study area, due to the local screening effects of vegetation and topography or other features such as buildings. Landscape features, which form visual barriers and restrict views towards parts of the study area, such as landform, settlements and woodland, can then be evaluated and significant barriers identified to refine the baseline visibility of the proposals.

Study Area

- 5.15 For the purposes of this LVIA, a 2.5km study area from the centre of the site has been used as a boundary to assess the effects of the proposals. 2.5km has been considered in acknowledgement of the scale of the proposals and the surrounding dense urban form which limits views of the site. An approximate 2.5km study area was also used for a similar of scheme on the site which was submitted in 2006. The

previous scheme was larger in scale than the scheme referred to in this application and therefore a 2.5km study area is considered to be more than sufficient for this application.

- 5.16 This is not to say that there will not be views of the site from outside this study area, however, it is considered that more distant views are likely to be limited and in any event the site would only be seen as a small part of a much wider panorama and seen in the context of visually dominant surrounding features within this central part of Barnsley. Any views outside of the 2.5km study area that are considered of relevance to the visual assessment are also considered in this chapter.
- 5.17 For the purposes of the townscape assessment, a primary 0.5km study area will be used within the wider study area to be able to assess the key impacts of the development on Barnsley town centre. This enables an appropriate consideration of the impact of the development of the Barnsley town centre townscape.

Key Viewpoints

- 5.18 Within the extent of the visual envelope, it would not be practical to illustrate the visual impact on every individual visual receptor affected by a scheme. Therefore, representative viewpoints will be used to assess the impacts on the different range of views towards the site. Viewpoints will be illustrated photographically using a 56mm lens digital SLR camera and the site boundary and significant features will be identified together with landmarks and features in the surrounding area. All photography carried out as part of this assessment is in accordance with LI Advice Note 01/04 as amended (August 2008), which is included in this chapter as Appendix 5.2.
- 5.19 Visual receptors, including representative viewpoints, will be considered as experiencing close-range, mid-range or long-range views, which would be assessed using the following approximate distances:
- 0 to 0.5km would be close-range views;
 - 0.5km to 2.0km would be mid-range views; and
 - Views beyond 2km would be long-range views.

Temporal Scope

- 5.20 2011 has been taken as the baseline year for defining the existing landscape. However, major developments that have been granted planning permission (either outline or full) at the time of the scheme 'Design Freeze' have been considered where sufficient information is available. These projects have been considered in the 'Description of Proposals' section of this chapter.
- 5.21 The relevant impacts of the development will be assessed at the following times:
- During construction;
 - One year (year 1 – opening year) after opening to assess the impacts once the major construction is complete; and
 - Fifteen years (year 15 – design year) after opening to allow for any mitigation planting and other landscape schemes to mature to give the intended effect.

Approach to the Assessment

Study Area

- 5.22 The Study Area for the landscape assessment comprises the regional context of the area surrounding the site (but ultimately limited by a 2.5km radius from the centre of the site as appropriate reference to consider the context in sufficient detail). The Study Area for the visual assessment is defined by the visual envelope of the proposals (see Figure 5.2) – the broad area over which any part of the scheme components would be seen – and is arrived at following an analysis of landscape features such as topography, significant vegetation and built form. The Study Area was verified by site visits undertaken in April 2011. Refer to paragraph 5.15 for a more detailed explanation of study area selection.

Consultation

- 5.23 A scoping opinion was sought from Barnsley MBC in March 2011 (see Appendix 1.1) and a response was received in May 2011 from Mr Joe Jenkinson, Group Leader (Inner Area) of Barnsley MBC's Development Management team (see Appendix 1.2). The scoping response stated that a Landscape and Visual Impact Assessment (LVIA)

would be required as part of an Environmental Impact Assessment submitted with any planning application. The scoping opinion also stated that the following should be included within the 'Landscape and Visual Impact Assessment' section:

- A consideration of the Barnsley Building Heights Study and in particular the strategic views identified on Page 18 of that report as a basis for assessing the impact on longer distance views; and
- Views from Queens Street, Cheapside; The Arcade; The Interchange; Schwabisch Gmund Way; Lambra Road; Queens Road, Oakwell should all be considered.

5.24 During the preparation of the baseline section of this report the viewpoints to be used as part of the viewpoint assessment were agreed with Mr Jenkinson, taking into account his scoping response comments and the relevant documents mentioned in the scoping response. These comments have been considered as part of this LVIA in the text and the suggested locations, which were considered to have a view of the existing site or which would have a potential view of the proposals, have been illustrated in the viewpoint graphics. The locations replicated from within the Barnsley Building Heights Study locations are:

- View 2 along Wakefield Road, which is shown in Viewpoint 7 (Figure 5.6.7) of this report; View 4 along Rotherham Road, which is shown in Viewpoint 8 (Figure 5.6.8) of this report;
- View 6 along Wood Street, which is shown in Viewpoint 10 (Figure 5.6.10) of this report; and
- View 9 along Broadway, which is shown in Viewpoint 11 (Figure 5.6.11) of this report.

5.25 The locations that were suggested by Mr Joe Jenkinson and have been used as viewpoint locations in this report are:

- Queens Street, which is shown in Viewpoint 7 (Figure 5.6.7) of this report;

- The Interchange and Schwabisch Gmund Way, which were located in close proximity and have been considered using a single viewpoint within the Interchange, Viewpoint 2 (Figure 5.6.2);
- Lambra Road, which is shown in Viewpoint 4 (Figure 5.6.4); and
- Queen’s Road, which is shown in Viewpoint 3 (Figure 5.6.3).

Desk Studies

5.26 The baseline landscape and visual assessment comprised a desktop study of the following data sources:

- Ordnance Survey Explorer Map 278: Sheffield and Barnsley at 1:25,000 scale
- The Google Earth website at www.earth.google.com;
- The Multi-Agency Geographical Information for the Countryside website at www.magic.gov.uk;
- Planning Policy Statement 1: Delivering Sustainable Development, (2005);
- The Yorkshire and Humber Plan - Regional Spatial Strategy (RSS) to 2026 (2008);
- Barnsley Unitary Development Plan, Barnsley Metropolitan Borough Council (2000);
- Countryside Character Volume 3: Yorkshire and the Humber;
- Barnsley Borough Landscape Character and Capacity, Final Report, Barnsley MBC Study, (2010); and
- Barnsley Building Heights Study, Barnsley Metropolitan Borough Council, October 2009.

Field Studies

5.27 The site was visited on 28th April 2011 to obtain the following data:

- Photographs from proposed Key Viewpoints:
- A corroboration of the findings of the desktop review; and
- To obtain additional information on landscape features, views and localised screening barriers.

- 5.28 The site surveys were all undertaken during periods of clement weather from public highways, public rights of way (PRoW) and publically accessible areas, including areas of public open space. It is considered important that only publicly accessible locations are considered as this gives a fair reflection of the views that visual receptors experience of a particular development. When the views of receptors within private properties, such as residential buildings (houses, flats, etc) or offices, are required a suitable external location is selected to assess the views towards the site in question.

Planning Policy Context

Introduction

- 5.29 The planning policy for the study area is covered in greater detail in Chapter 4, however this chapter identifies policy and designations of direct relevance to the landscape.

European Landscape Convention, Council of Europe, 2000

- 5.30 The context of landscape policy in the UK can be placed within the broad framework provided by the European Landscape Convention (ELC). The ELC was signed by the Government in February 2006 and signals a commitment to support the aims of the Convention which include promoting landscape protection, management and planning. It suggests that **"Landscape means an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors"** and covers rural and urban situations.

National Planning Policy

- 5.31 The most relevant source of national landscape policy guidance is the following:

Planning Policy Statement 1: Delivering Sustainable Development (2005)

- 5.32 PPS1 states that a key government objective is **"protecting and enhancing the natural and historic environment, the quality and character of the countryside and existing communities"** (para.5).

Regional Planning Policy

5.33 The main source of regional landscape policy is the following document:

The Yorkshire and Humber Plan - Regional Spatial Strategy (RSS) to 2026 (2008);

5.34 Regarding the landscape, policy ENV10: Landscape states that **“The region will safeguard and enhance landscapes that contribute to the distinctive character of Yorkshire and the Humber”**. Although the development site does not fall within an area specifically referred to by this policy, it is considered that the site will need to fit within the landscape, safeguarding the character of the locality, which in this case is the urban character, or townscape.

Local Planning Policy

5.35 The site falls within the boundary of Barnsley Metropolitan Borough Council. The most relevant source of local landscape policy guidance is the following:

Barnsley Unitary Development Plan, (2000)

5.36 Regarding Recreational Routeways & Networks, Policy GS26 states that **“The Council will develop and promote a network of safe multi-user recreational routeways... In addition, the council will seek to extend the network of public rights of way wherever possible.”**

5.37 Regarding existing public rights of way, Policy GS28 states that **“The council will wherever practicable, preserve, protect and enhance existing public rights of way and will require that new development retains an attractive route for existing rights of way or where diversion is necessary, provides for a satisfactory alternative route.”**

5.38 Policy GS34: Urban Greenspace states: **“Areas designated as urban greenspace on the proposals map will normally remain open and undeveloped. Proposals for the development of such areas will be assessed for their effect on the present and potential formal and informal function of the areas as:**

- a) A facility for recreation;
- b) An area of amenity value;
- c) An area of nature conservation value; and
- d) A link between adjacent areas.”

5.39 Policy GS35 refers to development within urban areas and states that **“In assessing proposals for the development of land within an urban area which, although not designated urban green space, does in fact serve, or has recently served, one or more of the purposes of urban green space identified in a) to d) inclusive under policy GS34, the council will have regard to the desirability of retaining or promoting the use of the land for such purposes.”**

5.40 Policy BE2: Listed Buildings states that **“The Council will have special regard to the desirability of securing the retention, repair, maintenance and continued use of buildings of special architectural or historic interest. Development which would adversely affect special architectural or historic interest character of listed buildings will not be permitted.”**

5.41 Policy BE6 refers to Design Standards and states that **“The council will seek to achieve good design standards for all types of development. Proposals for development will be assessed using the following design criteria:**

- a) The quality of layout, and suitability of scale of the development;
- b) The use, quality, design and landscape treatment of open land;
- c) The standard of detailed design and facing materials of proposed buildings;
- d) The suitability of the whole development for its proposed context and its relationship with adjoining land uses. Designs which the council considers unsatisfactory in terms of any of these criteria will be rejected.”

Landscape and Other Relevant Environmental Designations

5.42 The following are environmental designations within the study area that are relevant to the landscape, townscape and visual assessment:

- A Conservation Area is located 1km to the north-west of the site, either side of Huddersfield Road;
- Parts of the 2.5km study area are designated in the Barnsley UDP as Urban Green space. The nearest Urban Green space to the site is located 0.5km north-east of the site;
- Parts of the study area are Green Belt, the nearest being 0.8km north-east of the site;
- A Multi-user Recreation Route, designated within the Barnsley UDP, is located 0.75km north-east of the site;
- A number of listed buildings are located within the town centre of Barnsley. The effects of the development will be considered on the entire town centre and where applicable listed buildings will be identified.

5.43 The designations listed here are shown on Figure 5.2.

Existing Situation

Published Landscape Character Assessments

5.44 The following published landscape character assessment documents are considered to be relevant to this assessment:

- Countryside Character Volume 3: Yorkshire and the Humber, Natural England;
- Barnsley Borough Landscape Character and Capacity, Final Report, Barnsley MBC Study, (2010); and
- Barnsley Buildings Heights Study, Rotherham MBC, (2009)

Countryside Character Volume 3: Yorkshire and the Humber

5.45 At a national scale the Countryside Commission and Countryside Agency (now Natural England) classified England into broadly homogenous landscape character areas. The character areas are described in eight volumes, which cover separate regional areas. The site falls within Volume 3 and Character Area 38: Nottinghamshire, Derbyshire and Yorkshire Coalfield, the key characteristics of which are:

- **“Widespread evidence of industrial activity including mine buildings, former spoil tips, and iron and steel plants;**
- **Complex mix of built-up areas, industrial land, dereliction and farmed open country;**
- **Many areas affected by urban fringe pressures creating fragmented and downgraded landscapes;**
- **Substantial areas of intact agricultural land in both arable and pastoral use;**
- **Small, fragmented remnants of pre-industrial landscape and semi-natural vegetation, including many areas of woodland, river valley habitats, subsidence flashes and other relict habitats;**
- **Ever present urban influences from major cities, smaller industrial towns and mining villages;**
- **Widespread influence of transport routes, including canal, road (M1, M62) and rail, with ribbon developments emphasising the urban influence in the landscape;**
- **Rolling landforms with hills, escarpments and broad valleys;**
- **Local variation in landscape character reflecting variations in underlying geology; and**
- **Strong cultural identity arising from history of coal mining and other heavy industry.”**

Barnsley Borough Landscape Character Assessment

5.46 This Landscape Character Assessment of Barnsley Borough was undertaken in order to inform the 2002 review of the Unitary Development Plan and, in particular, to assist the processes of assessing potential locations for new development and policy formation for integrating new development into the wider landscape. This is one of a series of studies that will inform the review of the UDP, as landscape was only one of several topics to be addressed.

5.47 The development site falls within an Character Area E2: Barnsley Settled Wooded Farmland, the key characteristics are listed below:

- **“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;**
- **Sense of urbanisation with urban fringe pressures and skyline views of settlements;**
- **Isolated pockets of farmland with farmsteads;**
- **Fields, predominantly pasture, bounded by fences and poorly managed hedgerows;**
- **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;**
- **Some areas of scrubby, compartmentalised field units adjacent to settlements at the urban interface; and**
- **Urban Greenspace running into the urban fabric of Barnsley and having a variety of uses, but predominantly recreational.”**

Barnsley Building Heights Study

5.48 This document provides townscape analysis of Barnsley town centre, the key elements of which are:

- **“Barnsley town centre benefits from a wide variety of spaces from its tight knit lanes to its wide civic streets and its network of squares and parks;**
- **The Town Hall is the most visible landmark within the town centre but other buildings such as the Markets and Transport Interchange perhaps have more relevance to everyday users of the town centre;**
- **Tall buildings and a change in scale help define the urban core. A key recommendation of the Public Spaces Strategy is to improve pedestrian and vehicular gateways into the town centre and in some cases landmark buildings are proposed to help announce arrival;**
- **Jumble Lane is a major pedestrian gateway into the town centre. In the distance large scale buildings announce arrival, however the route into town lacks definition, which could be provided by new development.**

This is one of few panoramic skylines visible from within the town centre and presents both the architectural scars of the past and glimpses of new development. From this location the Town Hall can be seen perched above with other taller buildings creating punctuation marks and the Transport Interchange creating a foreground;

- **Barnsley has a rich architectural heritage with numerous traditional buildings and more recent additions that demonstrate strong proportions;**
- **Proportion is sometimes more important than architectural style. The new Civic building blends with a historic lane;**
- **The skyline of Barnsley is punctuated by a series of taller buildings emphasised by the topography e.g. the Town Hall and Westgate Plaza offices;**
- **Development in recent years has resulted in a new, modern vernacular. The interchange is a bold addition with bright coloured render, structural glass and steel works."**

Townscape Character Assessment

5.48 The primary study area for the site, an approximate 0.5km radius around the site, can be considered as a set of different townscape character areas, each with individual characteristics, but which combine to form an overall character area that is Barnsley town centre. The townscape character areas are shown on Figure 5.3 and are considered to be:

- Barnsley Market and Metropolitan Centre;
- Peel, Wellington Street and Market Street;
- Historic Core centred on the Town Hall;
- County Way and the Transport Interchange;
- Schwabisch Gmund Street Industrial;
- New Street and Area North of Princess Street;
- Westgate;
- Pontefract Road and Oakwell; and
- The Peel Centre Trading Estate.

5.50 In addition, there are two generic townscape / landscape character types which occur throughout the study area and these are:

- Residential Streets; and
- Open Green Space.

Barnsley Market and Metropolitan Centre

5.51 This townscape area comprises: Barnsley MBC's main office; a multi-storey car park; a market area; and 'The Mall' shopping centre. The buildings here are a mix of mid to late 20th Century styles but all are large scale and rise above much of the immediately surrounding townscape. Materials are a mix of red-brick on The Mall, which was built in the 1990's and stone cladding on the Metropolitan Centre, which was built in the 1960's. The council offices are a simple structure although the external windows are covered with multi-colours, providing some interest and contrast to surrounding buildings. This area has a sense of enclosure with occasional entrances providing an entry and exit to the covered internal spaces within which there are routes to move around the shops.

Peel, Wellington Street and Market Street

5.52 This area consists of primarily open air pedestrianised shopping parades including shops, banks, cafes, bars and restaurants. There is a mix of building age and style but most are 2 or 3 storey with shops using the ground floor level. The main cluster of shops are at lower height levels around Wellington Street and New Street in the south of the study area, whilst there are a higher proportion of bars which open during evenings at higher levels along Peel Street and Peel Parade. As there are a series of linkages there is a sense of constant movement through this area both from vehicles on roads and people on pavements or entirely pedestrianised streets.

Historic Core centred on the Town Hall

5.53 The historic core of Barnsley town centre is located at the southern extent of this townscape character area around Market Hill and the Town Hall. The Town Hall, built in 1933, is the most prominent building within the town centre from a visual and an architectural perspective. The building is located on higher ground within Barnsley

town centre and has a tall white Portland Stone domed tower emanating from the minimalist main building, which is also in Portland Stone. The building is visible from around the 2.5km study area and is therefore an identifiable marker for the town centre, forming a key element of the Barnsley skyline. Located in front of the town centre is a war memorial cenotaph.

- 5.54 Almost all of this townscape character area is designated as a Conservation Area, the southern extent being the 'Regent Street, Church Street and Market Hill Conservation Area,' the northern extent being the Victoria Road Conservation Area. Notable features of this character area include: the stone-built Victorian banks located at the bottom of Market Hill; the linear rows of historic buildings, used as shops and offices; and the mature pocket park located Church Lane at the centre of this character area. There is some infilling of more modern buildings within this area which provide a contrast to the older buildings but which on the whole maintain the scale and pattern of existing buildings. Most buildings within this area are three storeys high, with some taller exceptions such as the Town Hall which provide variety in the height of roof levels.

County Way and the Transport Interchange

- 5.55 This townscape character area has an open and functional feel, consisting of wide, modern buildings, car parks and a bus exchange. There is a high difference between the lower levels of the southern extent of this character area, around the Interchange, to the northern extent along County Way. The Interchange is a rail and bus station, which is a modern building and was opened in 2007. The northern extent of the Interchange is an open-air bus depot and station. The buildings in the northern part of the character area are often large and modern offices with open-air external car parks. This character area has an open and modern feel. It is also a busy area, providing an entry and exit to many people using public transport to access Barnsley town centre.

Schwabisch Gmund Street Industrial

- 5.56 This area comprises large scale, late 20th Century industrial buildings, set within their own walled compounds often. This area has a sense of separation from the town centre and is located on the periphery of the town centre to benefit from the

proximity to the A61 Harborough Hill Road which links easily to the town centre roads and arterial roads which lead to surrounding South Yorkshire towns and the M1 motorway.

New Street and Area North of Princess Street

- 5.57 This character area is divided physically and visually from the central core of Barnsley by the A620 West Way dual carriageway. The area consists largely of mixed 20th Century office, industrial and retail units.

Westgate

- 5.58 The Westgate area links well to the historic core to the east of this character area. The area is located on higher ground, similar to the Town Hall levels, and retains the same organised road structure of the historic core but features more modern office buildings such as the Police HQ and other council offices.

Pontefract Road and Oakwell

- 5.59 Pontefract Road (A628) leads east from the town centre and more specifically from the A61 Harborough Hill Road dual carriageway, which provides a physical division of this character area from the urban core of Barnsley. This character area consists of mainly light industrial units, retail units that have located outside of the town centre and The Barnsley Football Club Stadium which is prominent landmark within the wider study area, often visible on the Barnsley skyline due to its significant height and footprint and due to its isolated position within an area of both green space and lower level development, which is mainly residential housing.

The Peel Centre Trading Estate

- 5.60 The Peel Centre Trading Estate is a retail park located adjacent to the A61 Harborough Hill Road dual carriageway. This area is set away from the urban core of Barnsley, adjacent to residential areas to the west and open space to the north, east and south.

Open Green Space (Character Type)

- 5.61 There are large open space areas within 0.5km to the east of the site and the urban core of Barnsley. These areas are largely functional, most being grass covered sports fields and recreation ground with minimal tree cover, however they do provide a contrast to the built form of central Barnsley and allow open views towards the central Barnsley skyline on occasion, when gaps in localised screening allow.

Residential Areas (Character Type)

- 5.62 Residential areas are located within 0.1km to the east and south-east of the site and comprise much of the study area between 0.5km and 2.5km from the site. The residential areas within the primary study area are typical of those located close to the centre of many British towns and cities, in that they are linear rows of terraced properties with access to pockets of greenspace and are clustered around the main arterial roads out of the town centre.

Landform and Drainage

- 5.63 The landform and drainage of the study area is defined by the River Dearne Valley. The River is located 1.0km north-east of the site and flows from north-west to south-east.
- 5.64 The Dearne is located at approximately 20m to 50m AOD at the lowest point of the study area. The highest part of the study area is the south-western extent, close to Locke Park and Worsborough Common residential area, which is approximately 170m AOD.
- 5.65 The study area falls from the south-west to the north-east. The central town centre falls in the same direction, although there are localised exceptions such as a rise 500m to the north-west of the site, around the Carey Avenue Recreation Ground area.
- 5.66 The site itself is relatively flat and the surface is largely located at a height of between 90m and 100m AOD, which is evenly located between the higher and lower extents of the study area.

Landcover, Vegetation and Land-Use

- 5.67 The application site comprises approximately 3.69 hectares of previously developed land bounded to the north by Kendray Street, to the east by an elevated section of the A61 Inner Ring Road (Harborough Hill Road) and to the west by Barnsley's principal pedestrianised shopping areas along Queen Street and Cheapside. Existing buildings on the Site comprise: Barnsley MBC's main office; an adjacent multi-storey car park, access to which is obtained by a first floor deck over the existing Metropolitan Shopping Centre; a market complex both of which also fall within the Site; and the CEAG industrial building on the eastern part of the site. The Council office building roof level is 122m AOD, the multi-storey car park roof level is 115m and the CEAG building roof level is 108m AOD. There is minimal vegetation on site, with only a line of individual trees on Kendray Street and May Day Green that are located within the pavement area.
- 5.68 The Council offices currently rise to six storeys above the car park deck and as such, the baseline for this assessment comprises a mix of uses including the Council offices (6,400m²), retail and associated uses at the Barnsley Market and Metropolitan Centre of approximately 24,000m² an existing car park of up to 600 spaces, and to the east of the railway line, the CEAG premises of some 6,500m². Existing AOD heights range from 122m for the top of the existing Council office building; the multi-storey car park above the shopping centre at 115m; the shopping centre itself at approx' 106m and the CEAG building at approx' 108m.
- 5.69 The study area is, for the most part, urban in nature and therefore the predominant landcover is either hard surfacing or built form, with a mix of residential, industrial and retail buildings. A railway line passes through the centre of the site, with Barnsley Railway Station being located within 0.1km of the northern boundary of the site. The M1 motorway is located 2.5km to the west of the site, a relatively dominant feature in that part of the study area.

Settlement Pattern, Townscape and Cultural Associations

- 5.70 The site is located within central Barnsley, a South Yorkshire town with a population of 218,000 people. Barnsley was a principal centre for linen weaving during the 18th and 19th century and grew into an important manufacturing town. Barnsley also has a long tradition of glass-making but is most famous for its coalfields the mining of which had almost completely ended in South Yorkshire by the end of the 20th Century.
- 5.71 Despite its historic roots and retention of many historic buildings, much of Barnsley's existing town centre was constructed during the 1960s, and has suffered from a lack of renewal since that period. The area including the site, around Cheapside and May Day Green, which is known as the Metropolitan Centre, is home to the market as well as many national high street chains such as Marks & Spencer. The adjacent 'Mall', was opened more recently in 1991. Other prominent areas include: Queen Street, where some major retailer's stores are located; and the area of Market Street, Eldon Street and The Arcade, which houses the majority of the independent and designer retailers in Barnsley. A large part of the town centre consists of bars and pubs.
- 5.72 On the outskirts of the town centre, close to the main road network, are a number of large 'out of town' retail parks units and parks, accessible primarily by car.
- 5.73 The town centre is relatively small and largely falls within a 0.5km radius of a central point which is approximately located at the Town Hall. Outside of this 'central core' is predominantly residential housing, the closest being within 0.2km to the east of the site, in the Oakwell area. Residential streets and roads are only occasionally separated by pocket parks, an example of which would be Locke Park, 1.0km to the south-west of the site. Residential properties are predominantly 20th Century in age, although there are other ages of property such as Victorian former miner cottages.

Landscape/Townscape Receptors

- 5.74 To assess the potential impacts on the landscape resulting from the proposed development the main landscape features within and adjacent to the site have been identified and are summarised below:

- Landform;
- Landscape/Townscape Features; and
- Site Landcover.

5.75 In order to determine the potential impacts on landscape / townscape character resulting from the proposed development, the townscape character of the site and its vicinity, described earlier in this section, will be used as the baseline against which the effects will be assessed.

Visual Baseline

Visual Envelope

- 5.76 The visual envelope of the site is primarily contained by a combination of the built form within Barnsley town centre and the wider Dearne Valley landform. Barriers to views at close-range include: the A61 dual carriageway as it is on embankment to the south-east of the site; rows of properties on roads adjacent to the site; and slight local level variations in landform.
- 5.77 There are close range views of the site from within Barnsley town centre, although views tend to be restricted by surrounding buildings, allowing only glimpsed or partial views through gaps towards the site and along streets that are orientated in the direction of the site. The most visually prominent elements of the site are the Metropolitan building and multi-storey car park, which are high buildings that rise above most of the Barnsley skyline.
- 5.78 Clear views of the northern part of the site are possible from the Barnsley Transport Interchange area including Schwabisch Gmund Way and Midland Street, located either side of the Interchange. The platforms of the railway station, which forms part of the interchange, have open views towards the Metropolitan Building which are similar to those from adjacent roads.
- 5.79 Landform levels rise to the north-west of the site which does allow some views down into the site from Market Hill, Church Street, Shambles Street and St Mary's Place. The Town Hall is also located here. Views from this area are generally restricted by

adjacent buildings, particularly those located on Eldon Street which, provide a screen to low level infrastructure within the site.

- 5.80 The predominantly pedestrianised shopping areas to the south-west have views along streets orientated towards the site, such as New Street, although views of the site are limited to existing buildings in the south-western part of the site.
- 5.81 The elevated area beyond the A61 flyover, to the south-east of the site, has views of the taller buildings within the site, i.e. the Metropolitan Centre and multi-storey car park.

Mid to Long Range Views

- 5.82 The areas with potential views of the site outside of the immediate 0.5km study area but within the overall 2.5km study area include:
- Higher ground approximately 1.5km to the north-east of the site, centred around the A61 Wakefield Road and A633 Rotherham Road in the Monk Bretton area. Views are possible towards the town centre across the Dearne Valley. The site is visible amongst the urban form of Barnsley town centre;
 - High points approximately 1.5km to the south-east of the site, around the Kendray area. Views are possible when residential buildings do not screen, such as along Yews Lane, which has open views across the open green space of Barnsley Cemetery towards the site, which is visible within the town centre; and
 - High points within the south-western part of the study area, approximately 1.5km away. Views are possible when residential buildings do not screen, such as along Yews Lane, which has open views across the open green space of Barnsley Cemetery towards the site which is visible within the town centre.
- 5.83 The main area of visual influence of the development is located within the 2.5km study area, however there are likely to be a small number of locations outside of this area (between 2.5km and 5km) from where there are potential long range views of the site. It is considered however that given the distance from the site, the scale of the development and the existing context of surrounding urban form on and adjacent to the site, these views are insignificant to the assessment.

Visual Receptors

5.84 The main groups or types of visual receptors identified within the study area are summarised as follows:

- Residential areas;
- Public rights of way, which are national trails, footpaths, local roads and major roads; and
- Other publicly accessible areas, e.g. churches and parks.

The key views of the site are from certain close-range views within Barnsley town centre where the viewer can appreciate in more detail the development due to its proximity. The other key views of the site are from receptors within the wider study area [2.5km] where the site would be visible as part of the wider Barnsley skyline. Both of these receptor types are considered within the selection of the key viewpoints.

Key Viewpoints

5.85 Eleven key viewpoints have been selected as representative of the views from visual receptors within the study area, and these are listed in Table 5.1:

Table 5.1 – Key Viewpoint Descriptions

No.	Location	Type	Position & Approx. Elevation (AOD)	Distance & Direction From Site	Baseline View Description
1	Queen Street	Publicly accessible location, shopping parade	SE34463 06352, 94m	0.1km NW of site	Direct, close-range view from the pedestrianised position on Queen Street. Two and three storey buildings used for retail and banking on Eldon Street, which is located on the northern boundary of the site, are clearly visible. These buildings screen views further afield.
2	Barnsley Railway Station	Publicly accessible location, main transport hub	SE34745 06503, 101m	0.1km N of site	Direct, close-range view from outside platforms towards the site. There is minimal screening of views of the site, with the Metropolitan Building and multi-storey car park the most prominent visible elements of the site, which tower above this low-level viewing position.
3	Queen's	Public right	SE34925	0.2km NE	Direct, close-range view towards

No.	Location	Type	Position & Approx. Elevation (AOD)	Distance & Direction From Site	Baseline View Description
	Road	of way, Residential Area	06434, 102m	of site	the site from this residential road. Views of the site are of the Metropolitan building and multi-storey car park, which are prominent landmarks due to their height. The view is along the Queen's road which is slightly elevated although views of the ground level of the site are screened by the A61 dual carriageway.
4	Lambra Road	Public right of way	SE34786 06203, 110m	Adjacent to SE boundary of site	Close-range view into the site from this position beneath the A61 road 'flyover.' The immediate view is of the local road network and a modern brick-built multi-storey car park and associated ramps.
5	New Street	Publicly accessible location, shopping parade	SE34589 06128, 104m	0.15km SW of site	Direct close-range view along New Street which is a pedestrianised shopping parade. The view is along the street towards the existing shopping centre in the south-western corner of the site.
6	St Mary's Place	Public right of way, Employment area	SE34356 06477, 119m	0.25km NW of site	Direct close-range view towards the site, which is screened from view by the surrounding built environment. The initial view is across a small open-air car park towards a row of 3-storey properties on Church Street, which screen the site from view.
7	Wakefield Road, Smithies	Public right of way, Residential Area	SE35045 08074, 61m	1.5km NNE of site	Direct mid-range view towards the site from this busy arterial road that leads out of central Barnsley. The initial view is of low-level car retail units. Existing buildings within the site are visible on the horizon which is visible on the opposite side of the River Dearne Valley.
8	Rotherham Road, Monk Bretton	Public right of way, Residential Area	SE36064 07302, 83m	1.5km NE of site	Direct mid-range view towards the site from this elevated position. The initial view is across residential properties located just below this position and subsequently the Dearne Valley Park. The site is visible on the opposite side of the valley amongst other buildings within central Barnsley.
9	Yews Lane, Kendray	Public right of way, Residential Area, Open Space	SE35740 05307, 135m	1.25km SE of site	Direct mid-range view towards the site from this elevated position within a residential area. The initial view is across Barnsley Cemetery, which is located just below this position. The site is visible in the far distance, set amongst other buildings within central Barnsley.
10	Wood Street	Public right	SE34487	0.5km SW	Direct mid-range view towards the

No.	Location	Type	Position & Approx. Elevation (AOD)	Distance & Direction From Site	Baseline View Description
		of way, Residential Area	05798, 134m	of site	site from this elevated position within the south-western part of Barnsley town centre. The initial view is across adjacent buildings and car parks. The site is visible in the far distance, set amongst other buildings within central Barnsley.
11	Playing Fields beside Keresforth Centre	Public right of way, Open Space	SE33263 05503, 158m	1.5km SW of site	Direct mid-range view towards the site from this elevated position within the south-western part of the study area. The initial view is across playing fields beside the Keresforth Centre. The site is visible in the far distance, set amongst other buildings within central Barnsley.

Description of Proposals

Introduction

- 5.86 The following description of the proposals is relevant to this assessment, however a full description of the proposals can found in chapter 3 of this ES and in the accompanying Design and Access Statement [DAS].
- 5.87 The overall development is intended to provide a new focal point for Barnsley town centre. The concept is the provision of new purpose-built, architect designed, atmospheric indoor Market building, market area and high quality shopping, restaurants and cinema all set in a new and improved public realm.
- 5.88 The scheme is comprised of three main buildings and an additional area of car parking, which are:
- A new covered market along Kendray Street in the northern part of the site;
 - A central retail building onto Cheapside in the western part of the site, which includes a multi-screen cinema;
 - A perimeter building wrapping around the central building from the interchange along the railway leading and connecting to the Alhambra in the central and southern parts of the site, containing general retail space, a department store and two levels of roof car parking; and

- An open air surfaced car park located in the eastern part of the site, on the former CEAG works site. This part of the site is largely separated from the majority of the site by a railway line, although it is connected at one northern point by Kendray Street which passes across the railway line.

5.89 The scheme includes a variety of building heights to ensure heterogeneity in building form. The key heights are:

- The covered market building would be 110.4m AOD, which is 13.4m above the Cheapside ground floor level;
- The central retail building would be a maximum of 123.0m AOD, which is 26.0m above the Cheapside ground floor level. Lower levels of this building, located on its perimeter, are 111.8m AOD, which is 14.8m above Cheapside ground level; and
- The perimeter building that connects to the Alhambra is 116.1m AOD, which is 19.1m above the Cheapside ground floor level. Two small protruding elements of the roofline reach 117.8m AOD which is 20.8m above the Cheapside ground floor level.

Scheme Layout and Public Spaces

5.90 The overall scheme is designed to be integrated into the existing Town Centre, which is reflected in the proposed layout. Key to the success of this integration is the development of a cohesive and inclusive public realm, along with its connections to the existing fabric of the Town Centre, to which the architecture of the new buildings respond accordingly.

5.91 The proposals link to the existing Town Centre via three new public squares, namely: May Day Green at the end of Queen Street; Market Square opposite the new transport interchange; and Midland Square adjacent to the Cheapside entrance to the Alhambra Centre. These squares are linked via new pedestrian streets, the extension to Midland Street and the new Market Parade. These routes will form the primary pedestrian spine around which the new scheme is organized.

5.92 The development is organised on three principal levels, which are sympathetic to the varied topography of the town centre.

5.93 The three new open public spaces [see Landscape Plan drawing no. AL(90)002] proposed as part of the scheme are:

- **May Day Green:** the principal entry point into the scheme from the town centre, would be transformed into a new urban space linking to Market Parade, the Open Market and Cheapside. The chamfered façade of the new retail building defines a new triangular public space that is further contained at the three corners by large planters, seating and over-sized lighting columns;
- **Market Square:** The new square is the entry point into the scheme from the transport Interchange. The square is linked to the higher level pedestrian streets via a grand staircase from Midland Street and by escalators from Market Parade. A level difference between Kendray Street and the square is mitigated by a stepped seating area and gently sloped pavement. The new square creates both an extension and a back drop to the currently uncontained open space in front of the transport interchange. Around the perimeter would be cafés and restaurants with outdoor spaces for seating in the square, and other uses ensuring an active frontage throughout the day; and
- **Midland Square adjacent to the Alhambra:** A new space is created on Cheapside by the angled facades of the new development adjacent to the Alhambra entrance. This creates an inviting gateway into the new scheme and enables the currently unsatisfactory entrance to the Alhambra to be integrated with the new proposed hard landscape of the scheme proposals.

Scheme Design and Materials

5.94 The key areas of the scheme design and materials are as follows:

5.95 **The Shops:** The shops are predominantly double height frontages with varying heights and types of fenestration. The masonry surrounds are to be glazed terracotta rain screen tiles and the reveals are emphasised with wide painted steel frames. The

elevations to the shops are split in four parts with differently coloured glazed terracotta tiles. The changes in colour occur half way along the main pedestrian street. The concave façade of Department Store is further emphasised with a glazed black tile. The elevation along Market Parade changes in colour half way along its length, the intention being that it will visually flow into the colour of Market Square.

- 5.96 **The Cinemas:** The glazed terracotta façade to the cinemas entrance includes rhomboid windows that align with the crossing escalators leading into the main Cinema lobby. The elevation continues in the same colour and material into Market Square. The lifts here are clearly visible due to the slot windows which run up one side of the shaft. The auditoriums are well set back from the main façades and are clad in grey coloured coated steel panels of varying shades.
- 5.97 **The Covered Market:** The same size glazed terracotta tile used on the two principal retail buildings is also used to clad the façade of the Covered Market. In the case of the market, a clear glazed red terracotta tile is used. At ground level the perimeter units will have glazed shop fronts.
- 5.98 **The Railway Elevation:** The building is set back from most of the boundary with the railway. The service yard is open along this boundary to allow for maximum ventilation. The elevation remains in gaze terracotta adjacent to of the Jumble Crossing similar to that of Market Square. Further along running for the length of the railway and returning around the Department Store it changes clad to grey coloured coated steel panels of varying shades arranged in a large scale pattern.

Incorporated Enhancement and Mitigation

- 5.99 Due to the nature of the proposals and as the site and immediate study area are urban in nature, opportunities for screening using planting are limited, so the emphasis of the proposed incorporated mitigation will focus on siting, material selection, colour and texture. Considering this, the key elements of the incorporated enhancement and mitigation are as follows:

- A scale of built development that imitates the surrounding built form;

- A use of materials that are architecturally modern, providing a unique appearance to this site enhancing and complementing the existing vernacular without attempting to imitate older existing buildings within the town centre;
- The introduction of key linkages between the surrounding areas through the continuation of existing routes, the introduction of new pedestrian routes and the creation of three new areas of usable open space; and
- The provision of high quality surface treatments to access roads and vehicular parking areas along the eastern boundary of the facility which will enhance these areas. Individual specimen trees and shrubs will be planted throughout the northern part of the site to soften and contrast with the hard landscaping throughout these areas of open space. An attractive row of existing trees will be retained along the pavement of Eldon Street.

Impact of Development

Introduction

5.100 Refer to Appendix 5.3 for full Landscape and Visual Assessment Tables.

5.101 As described in the methodology (Para. 5.21) this section of the report will assess the impacts of the development at the following times:

- During construction;
- One year (year 1 – opening year) after opening to assess the impacts once the major construction is complete; and
- Fifteen years (year 15 – design year) after opening to allow for any mitigation planting and other landscape schemes to mature to give the intended effect.

5.102 It is considered to be best practice to assess impacts at these stages to be able to consider mitigation planting at a level of maturity that would enable some form of mitigation of proposals, for example a tree which had been planted at a small height as part of a development at Year 1 would reach a height at Year 15 which would alter the appearance of a scheme and require a different assessment of impacts. Due to the nature of the proposals it is not considered that there would be limited difference between the impacts of this particular development between Year 1 and Year 15. The proposals include for some tree planting, which would be planted at a

relatively mature stage of growth at Year 1, and no other elements that would alter in appearance notably over the 15 year period.

Planning Policy

5.103 Considering local planning policy (refer to Para. 5.35 onwards) in the Barnsley Unitary Development Plan, the scheme is considered to comply with the aims and objectives of the plan from a landscape and visual perspective. Policy GS35 states that development within urban areas should consider urban greenspace as a link between adjacent areas and its amenity and recreation value. The scheme does include for new areas of open space, such as May Day Green, Market Square and Midland Square and will introduce new linkages through the creation of pedestrian routes that connect the development with adjacent routes in the town centre. The high quality of design of the proposal will comply with the criteria set out in Policy BE6 which states that all development should achieve good design standards. The proposal achieves a high standard of design through the quality of layout, scale, materials and general fit of the development within its location.

Landscape Impacts

- 5.104 Refer to Appendix 5.3 for Landscape and Visual Impact Assessment Tables.
- 5.105 There will be no impacts on the landform of the site, which will remain unchanged. As the site consists almost entirely of built form there will only be a negligible loss of vegetation on site, with a small number of trees lost on May Day Green. The site will be enhanced through the introduction of new tree shrub planting within the new and improved public realm, particularly throughout the northern part of scheme. The site is currently used for retail, market, offices, industrial buildings and car parking and would benefit from the introduction of the new development and associated infrastructure, such as pedestrianised routes and car parks with suitable landscaping. At Year 1 it is considered therefore that there would be a **slight beneficial impact** on the landscape features of the site.
- 5.106 The primary impacts on townscape character relate to the removal of the existing development and the introduction of the new development. The site is centrally located within Barnsley town centre, which is a mix of retail units, civic buildings,

offices and traditional and modern industrial units. The age of buildings varies greatly from the historic older buildings located around the town hall, to the more modern architecture of the transport interchange, both of which are located within a short walk of the site. The existing development is large in scale and dominates the south-eastern part of the town centre. It is most easily accessible from the north and west, at which are located the transport interchange and other central retail areas. Despite its historic roots and the retention of many historic buildings, much of Barnsley town centre was constructed during the 1960s, and has suffered from a lack of renewal since that period. The area including the site, around Cheapside and May Day Green, which is known as the Metropolitan Centre, features buildings that appear dated and have a limited function. The proposed development would introduce a set of visually appealing buildings that would: enhance this part of the site; link the site to the wider area; and provide a variety of new uses including the introduction of the new public open spaces.

5.107 Considering each townscape character areas, previously described in paragraph 5.48 onwards, the impacts would be:

- Upon the Barnsley Market and Metropolitan Centre area there would be a notable enhancement of the built form of the site as older buildings of low aesthetic quality would be removed and replaced with buildings a high architectural quality. The current sense of enclosure and limited access to this site would be reduced as new linkages and areas of public open space would be introduced with new large entrance areas taking pedestrians in and out of the cinemas, shops, market and car parks;
- The Peel, Wellington Street and Market Street Area, consists of primarily open air pedestrianised shopping parades, including shops, banks, cafes, bars and restaurants. The new development would enhance the existing character of the area through new physical and visual linkages and by complementing the building scale and use. The existing buildings within the site provide limited architectural interest whereas the new development would be of a modern, architecturally pleasing style;

- The Historic Core centres on the Town Hall and its environs, which include Regent Street, Church Street and the Market Hill Conservation Area, would not be physically affected by the introduction of the proposals. These buildings may be visible in some views; however, the existing buildings on site do not complement this townscape area and the introduction of new high quality buildings would be a potential benefit to the setting of the town centre. Although the new development would be an a different style and scale to the historic core, the contrast in appearance would not be detrimental to this townscape character, but would in fact provide an appealing townscape contrast;
- The County Way and Transport Interchange area would link well with the proposals from a townscape perspective. The modern and visually appealing Transport Interchange is located directly adjacent to the northern part of the site, complimenting the modern design of the new development within the application site and as it a key access point to the town centre for many users, the new development would be instantly visible to many people;
- The Schwabisch Gmund Street Industrial character area appears separated from the town centre and site and whilst the new development would not necessarily complement or connect with its townscape character, there would be no detrimental effects on it as a result of the proposed development; and
- The New Street; Westgate; Pontefract Road; and Peel Centre townscape character areas are likely to experience neutral townscape impacts due to the introduction of the proposals to the site as there is limited interaction between them and the townscape character of the site.

5.108 The eastern part of the proposals, located on the former CEAG works site, is made up of derelict industrial buildings and their removal and introduction of a new open air car park whilst altering the character of the site is unlikely to enhance the site or its surroundings. However, the removal of the existing industrial buildings would be a major benefit creating a sense of openness within the eastern part of the site, which is essentially separated from the rest of the development site by the railway line.

5.109 It is considered therefore that the proposals would have a **slight beneficial impact** on upon the landscape/townscape character of the site and immediate study area.

Visual Impacts

5.110 The primary visual impacts of the proposal would be experienced within a 0.5km radius of the site, an area that largely encompasses Barnsley town centre. Despite the buildings within the site partly protruding above the immediate surrounding townscape, the densely developed nature of the town centre acts as a screen to many of the potential views of the site at lower levels, limiting the visual envelope of the proposals.

5.111 The site is openly visible at close quarters along its northern boundary, beside the Transport Interchange and Schwabisch Gmund Street and the proposals would be visible from this area (refer to Viewpoint 2). The new market area and the new cinema entrance behind, would be clearly visible, enhancing what is at present a relatively uninteresting and dated set of buildings, which do not compliment the architectural quality of the adjacent Transport Interchange building.

5.112 The site is also visible at close proximity from the south and west, where the majority of the existing town centre shopping, both covered and open-air, is located. Although this area is densely developed, with 2 and 3 storey retail units and offices, there are key views towards the site, such as those along Queen Street (refer to Viewpoint 1) which allow a channelled view in a south-easterly direction towards the new retail buildings within the site. Although this would be a relatively narrow view, there would be an enhancement to the view with the replacement of the existing buildings with new high quality buildings. Street level planting would be clearly visible in the view softening and enhancing views of the lower levels of the development.

5.113 The proposals would be visible from the Oakwell, a residential area centred on the A628 Pontefract Road, 0.5km to the east of the site where a rise in the landform allows views to the site. Views from here are seen in context of the intervening densely developed residential areas and the A61 flyover, which would effectively screen views of the developments ground level.

- 5.114 From the wider study area [2.5km] there would be occasional views of the proposals, which would be visible as a set of buildings within the wider Barnsley town centre townscape, a townscape that features a relatively wide variety of building type and scale. The valley form of the study area means that there are varying types and extents of views of the site, with most views being from the higher levels of the River Dearne Valley slopes to the north-east and south-west of the site. Views from the north-east of the site are limited to glimpsed views from occasional locations through breaks in localised screening, such as within the Smithies and Monk Bretton areas. Similarly, to the south-west of the site, there are also occasional open views towards the town centre through breaks in localised screening. Areas such as Shaw Lands, and Kingstone have views of the Barnsley central townscape.
- 5.115 The new development would be visible in these occasional and long distant views at a similar scale to the existing site, albeit a more modern design, and is likely to be seen as a relatively small area within the wider townscape setting. At present the multi-storey car park and metropolitan centre are visible within the site from these views, and these are essentially dated buildings that do not provide any interest to the Barnsley skyline, a skyline which includes the Town Hall and more modern buildings. The new site development would enhance the Barnsley skyline, albeit to a small extent considering the distance from the site, through the removal of the existing buildings and their replacement with buildings of high architectural quality.
- 5.116 Considering the limited views of the proposals from the wider study area, the main visual impacts are expected to be experienced at close range to the site and they would be **slight beneficial** due to the enhancement that a quality modern design would bring to existing views of what is currently a dated site that does not complement well many of the surrounding buildings.
- 5.117 At Year 15, following maturity of tree planting around the northern part of the site, closer range views of the buildings at lower levels will be softened and the site will be enhanced still further. These views would be from streets and pedestrianised routes to the north-west and north of the site such as Queen Street and Eldon Street. However it is considered that at Year 15, the proposals would remain as having a **slight beneficial** impact.

Construction Impacts

5.118 Construction impacts by their very nature are temporary, however where impacts occur they are likely as a result of the following site work:

- Demolition and removal of existing structures;
- Storage and stockpiling of materials;
- Location of welfare facilities;
- Removal of vegetation in the south-western corner of the site;
- Security measures including lighting and fencing; and
- Construction traffic.

5.119 Landscape impacts during the construction period relate primarily to the demolition and site clearance works and the introduction of new materials and machinery to the site. The site is located in a busy urban area and it is considered therefore, that the townscape of the site and its study area is well capable of accommodating the temporary construction works required. Urban areas such as Barnsley experience construction impacts on a relatively regular basis, be it built development or road works, which illustrates its capacity to accept these relatively short term impacts.

5.120 The main visual impacts during the construction phase would be experienced at close range and would arise from the introduction of temporary material storage, security and working lights, and machinery on and travelling to the site, such as cranes. Views from within the wider study area would be limited, with ground level activity almost entirely screened by adjacent buildings. Cranes would be visible from a number of locations in the study area during the construction phases, although views of this equipment would be viewed against the urban backdrop. It is considered however that in the context of the urban environment visual impacts would be **slight adverse**.

5.121 To ensure that impacts arising from construction operations are kept to a minimum, the following specific mitigation of construction impacts would be utilised:

- Fencing/screening of demolition, storage and construction works;
- Regulation of working hours;

- Routing of construction vehicles; and
- Regulation of security lighting.

Summary and Conclusions

- 5.122 The landscape and townscape assessment of the proposed development has shown that there will be no adverse residual impacts on the character of the area in and around the site. The proposals do not conflict with the landscape/townscape character in either local or regional terms and have been shown to have a low impact on the components of the wider townscape.
- 5.123 The townscape assessment indicates that the proposals have the potential to complement and enhance the existing site through the introduction of a development that is appropriate to the urban context and the architectural quality of adjacent buildings, for example the Transport Interchange. This is essentially a 'dated' site that is in need of re-development and enhancement and the proposals would successfully achieve this.
- 5.124 The visual assessment has demonstrated that the primary visual impacts would be experienced within the immediate locality of the development. The scheme does not impact on any local or important views of landmarks within the town centre and where views are possible, they would be enhanced by the introduction of an attractive modern development that has the potential to act as a focal point.
- 5.125 From the wider study area, there would be limited views of the proposals; however, where views are possible the development would be seen as part of a larger panorama next to developments of similar scale and against what is a very urban backdrop. The views from surrounding areas are therefore considered to have the capacity to accept the proposals.
- 5.126 At year 15, following maturity of tree planting around the northern part of the site, the harder edges of the northern part of the development will be softened and the site enhanced still further. Although this would be experienced at a very local level, it would enhance the landscape of the site and soften views of from close-range receptors.

5.127 In summary, the proposed development has been shown to have no harmful impact on the townscape and visual resource of the study area and would not give rise to any unacceptable landscape or visual impacts.