

**Enforcement Appeal Land in the Peak District National Park
at Mickleden Edge, Midhope Moor Bradfield, South Yorkshire
APP/M9496/C/18/3215789**

Addendum to Landscape Proof of Evidence

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1.0 Introduction

1.1 Due to the postponement of the Public Inquiry in respect of the above Appeal in December 2020 the opportunity has been presented to re-visit the site and re-assess the findings of my Proof of Evidence.

1.2 On October 15th 2020 I visited the site and the assessments included within my Proof were based on this site visit and photographs taken by others in previous years. On 12th June 2021 I revisited the site and the weather conditions were clear with cloudless skies and sun.

2.0 Remedial Work carried out on the Track since October 2020

2.1 Work carried out on the track since the visit made in October 2020 has included:

Adding 200 nr metal pins to sections of matting that had lifted

Adding lime

Adding fertiliser

Reseeding

Covering the edges of the track with heather brash

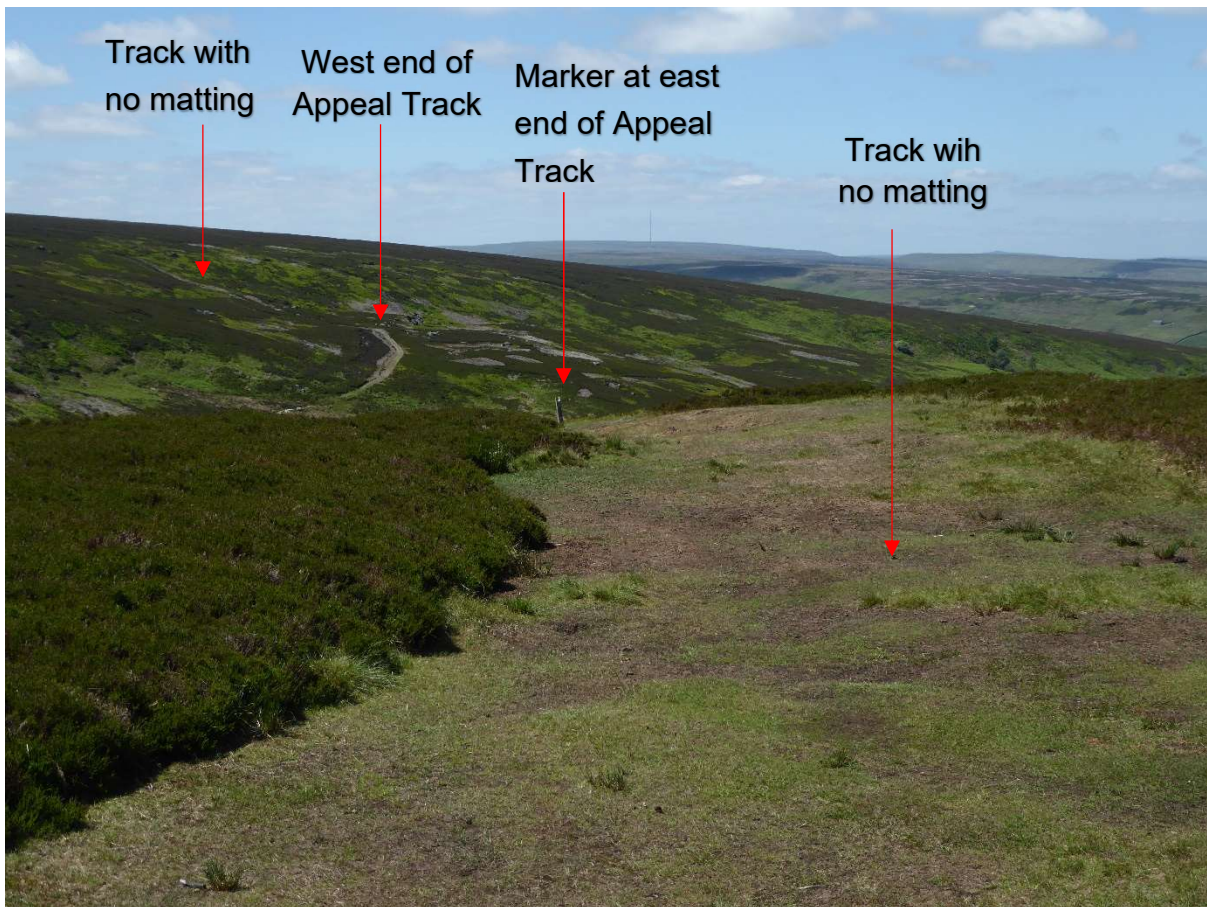
Remedial work to the matting where Cut Gate bridleway crosses the Appeal Track

3.0 Change in Condition of Track since October 2020

3.1 The track has benefitted from all the work carried out noted above however germination and establishment of grass seed has only just begun.

4.0 Change in Visual Impact of Track since October 2020

- 4.1 The most striking change since the October 2020 site visit is the change in colour tones of the track and surrounding landscape. In June 2021 the study area displays much more extensive areas of new growth vegetation, presenting itself in the lush green of bracken and grass. As well as the vegetation the greys and browns of other elements in the landscape are also more evident in comparison to October 2020 such as tracks, public rights of way and burn areas. Refer Photograph 19 below.



Photograph 19 Photograph 11 Revision A June 2021 View from appeal track at the edge of Lost Lad.

- 4.2 In addition to Photograph 19 above refer to Photographs 20 and 21 on page 5 of this addendum.

5.0 Proof of Evidence Addendum. Refer revised tables for Landscape Character Assessment (Tables 2 and 3) attached.

5.1 Table 2: Assessment of stages of development against Criteria 1 Magnitude of any change in Landscape Character.

5.2 Impact of Appeal Track Route paragraph 12.4 page 20

Change: **C.** Landscape Character at Year 6 with benefit of partial mitigation (2021)

Remove: Route of the appeal track is visible as a single green track through the vegetation in keeping with the landscape character.

Add: ***‘Lime and fertiliser evident on surface of the route of the appeal track. Route is visible as green or brown/grey through vegetation in keeping with the landscape character’.***

5.3 Impact on the Wider Landscape Character in the Mickleden Valley paragraph 12.4 page 21

Change: **C.** Landscape Character at Year 6 with benefit of partial mitigation (2021)

Add: ***‘In addition to areas and strips of brighter green there are more contrasting areas of dark green, bright green, brown and grey across the moor including tracks with and without matting’ (Refer Photographs 20 and 21)’***

5.4 Impact on Landscape Character beyond Mickleden Valley on Open Moor paragraph 12.4 page 22

Change: **C.** Landscape Character at Year 6 with benefit of partial mitigation (2021)

Remove: Short sections at the east and west ends of the appeal track are visible as green, in the moorland vegetation on the valley sides but are not distinct features in the panoramic view.

Add: ***‘Short sections at the east and west ends of the appeal track are visible as green, brown/grey strips, similar in appearance to other tracks in the area on the valley sides but are not distinct features in the panoramic view’.***

5.5 Table 3: Assessment Summary of Significance of Change in Landscape Character Quantified by Matrix Table 1.

Change: **C.** Landscape Character at Year 6 with benefit of partial mitigation (2021)

6.0 Proof of Evidence Addendum. Refer revised tables for Visual Assessment (Table 4) attached.

6.1 Table 4: Assessment of stages of development against Criteria 2 Magnitude of potential visual impact

6.2 Zone 1 Receptors on the route of the Appeal Track paragraph 16.3 page 33
Change to: **C.** Visual Impact at Year 6 with benefit of partial mitigation (2021)

Add: ***'The track is not unusual and is similar in appearance to other man made routes that have not used matting. (Refer Photograph 19)***

6.3 Zone 2 Receptors within 0.5km of track within the valley landform where views are enclosed by the valley sides paragraph 16.3 page 34

Change to: **C.** Visual Impact at Year 6 with benefit of partial mitigation (2021)

6.4 Zone 3 Receptors beyond 0.5km of the track on open moor within the Visual Envelope. paragraph 16.3 page 35

Change to: **C.** Visual Impact at Year 6 with benefit of partial mitigation (2021)

Remove: Panoramic views. Route is discernible in a small section of the overall view as a track at top of valley slopes.

Add: ***Panoramic views. Route is discernible in a small section of the overall view as a green grass, brown/ grey track at top of valley slopes.***



Photograph 20 Panorama 1 View of Appeal Track from Cut Gate October 2020



Photograph 21 Panorama 2 View of Appeal Track from Cut Gate June 2021

12.4 Table 2 Revised. Assessment of stages of development against Criteria 1 Magnitude of any change in Landscape Character.

	Stage of Development			
	A. Pre-existing Character of study area (Pre 2015)	B. Landscape Character at Year 1 Immediately after installation of matting. (2015)	C. Landscape Character at Year 6 with benefit of partial mitigation (2021)	D. Landscape Character at Year 10 after with full, appropriate mitigation. (2025)
Impact of appeal track route	<p>Low negative effect</p> <ul style="list-style-type: none"> Established feature as a maintenance route east to west across valley. At certain points the route takes up a wide area due to numerous vehicle tracks (particularly at the ford of the beck, on steep sections and where the ground conditions are wet.) Unightly and obviously man-made vehicle erosion along the route with bare earth and lack of any vegetation. Timber structures integral part of route over wet ground including vertical poles. 	<p>Moderately negative effect</p> <ul style="list-style-type: none"> Single track route established and clearly defined at ground level due to contrasting colour and raw material of mesh. Geo-textile matting highly visible with no vegetation established through mesh. Area of previous erosion and bare earth devoid of vegetation on either side of the track in certain areas. Crossing at Cut Gate PRoW made -up ground and matting inappropriate. 	<p>No significant effect</p> <ul style="list-style-type: none"> Lime and fertiliser evident on surface of the route of the appeal track. Route is visible as green or brown/grey through vegetation in keeping with the landscape character. Geo-textile matting and log rafts are only visible in certain short sections. The mesh has been colonised by vegetation with blurred edges and successfully assimilated into the existing vegetation along the majority of the length of the track. Short sections remain bare of appropriate vegetated and are not fully integrated. (e.g. junction with the Cut Gate PRoW) 	<p>Low positive effect</p> <ul style="list-style-type: none"> Route of the appeal track can be fully integrated and vegetated and in keeping with the landscape character. Geo-textile matting and log rafts can be successfully colonised by vegetation along the entire length of the track and sides. Specific areas of matting can be removed, re-laid and re-planted as appropriate and agreed to achieve full vegetation cover and successful mitigation.

	A. Pre-existing Character of study area (Pre 2015)	B. Landscape Character at Year 1 Immediately after installation of matting (2015)	C. Landscape Character at Year 6 with benefit of partial mitigation (2021)	D. Landscape Character at Year 10 after with full, appropriate mitigation. (2025)
Impact on wider landscape character in the Mickleden Valley	<p>Low negative effect</p> <ul style="list-style-type: none"> • Obvious man-made feature due to scale of vehicle tracks and erosion. • Route is viewed in context of significant erosion along the Cut Gate PRow which is very evident on steeper sections. • Views are focused on the wider, long distance views beyond the boundary of the National Park drawn to wind farms on horizon. • Overall character of the valley is degraded by the man-made erosion along the route and heavy erosion along the PRow. • Timber structures integral part of route over wet ground including vertical poles. 	<p>Moderately negative effect</p> <ul style="list-style-type: none"> • Route of the single track across the valley is highlighted by the visibility and colour of the mesh. • Geo-textile matting emphasises the route of track across the valley when viewed from upper valley slopes. Sections of matting sit isolated in landscape with no connection to surrounding vegetation contrasting sharply with dark vegetation around. • A man-made distraction from the natural landscape character of the valley. • Detractor in mid-distance of long views beyond National Park boundary. 	<p>No significant effect</p> <ul style="list-style-type: none"> • Geo-textile matting and log rafts along the route of the appeal track are only visible in certain short sections. • The vegetation has blurred the edges of the matting and log rafts giving the route a natural character similar to the original track of pre-2015. • Distinct areas and strips of brighter green grass reflect other similar areas in close proximity to the track. • In addition to areas and strips of brighter green there are more contrasting areas of dark green, bright green, brown/grey across the moor including tracks with and without matting. (Refer Photographs 20 and 21) • There are no areas of bare earth or large-scale erosion by vehicles to detract from landscape character. • Other man-made routes (notably Cut Gate PRow) with stone pavement are more prominent in the valley. 	<p>Low positive effect</p> <ul style="list-style-type: none"> • Route of the appeal track is fully integrated as a single width track and in keeping with the landscape character of the Mickleden valley. • No areas of bare earth devoid of vegetation or large-scale erosion by vehicles on steep gradients or wet areas. • Appeal track does not form a detracting feature in mid-distance of views from the valley sides. Long-distance views to north outside National Park boundary are not negatively affected.

			<ul style="list-style-type: none"> • Appeal track does not form a detracting feature in mid - distance of views from valley sides. Long-distance views to north outside National Park boundary are not negatively affected. 	
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	A. Pre-existing Character of study area (Pre 2015)	B. Landscape Character at Year 1 Immediately after installation of matting (2015)	C. Landscape Character at Year 6 with benefit of partial mitigation (2021)	D. Landscape Character at Year 10 after with full, appropriate mitigation. (2025)
Impact on landscape character beyond Mickleden Valley on open moor	<p>No negative effect</p> <ul style="list-style-type: none"> • Short sections at the east and west ends of the route are visible on the valley sides but are not a distinct feature. • No timber sections visible. 	<p>Minor negative effect</p> <ul style="list-style-type: none"> • Short sections at the east and west ends of the appeal tack are visible on the valley sides due to the high visibility of the geo-textile matting. • Most of appeal track is hidden within the Mickleden valley. 	<p>No significant effect</p> <ul style="list-style-type: none"> • Short sections at the east and west ends of the appeal track are visible as green, brown/grey strips, similar in appearance to other tracks in the area on the valley sides but are not distinct features in the panoramic view. • Short visible sections are not an unusual or incongruous pattern in the moorland vegetation in the large scale, panoramic views. 	<p>No significant effect</p> <ul style="list-style-type: none"> • Short sections at the east and west ends of the appeal tack remain visible but are not distinct features in the large-scale panoramic views.

12.5 Table 3 Revised. Assessment Summary of Significance of Change in Landscape Character Quantified by Matrix Table 1

Assessment	A. Pre-existing Character of study area (pre 2015)	B. Landscape Character at Year 1 Immediately after installation of matting (2015)	C. Landscape Character at Year 6 with benefit of partial mitigation (2021)	D. Landscape Character at Year 10 after with full, appropriate mitigation. (2025)
Criteria 1 Sensitivity	Highly sensitive landscape	Highly sensitive landscape	Highly sensitive landscape	Highly sensitive landscape
Criteria 2 Magnitude of Change	<p>Low negative effect</p> <p>The existing landscape will be changed in a slightly detrimental way but the change is reversible. This change may be slight overall or a significant change but within a limited area only</p>	<p>Moderately negative effect</p> <p>The existing landscape will be changed in a detrimental way but development is of a size and scale, duration and reversible nature which does not completely overshadow the original features and distinct identity of the area.</p>	<p>No significant effect</p> <p>The size and scale, duration and reversibility of the development does not change the overall character of the existing landscape.</p>	<p>Low positive effect</p> <p>The change in the existing landscape will reinforce the existing landscape character or remove detracting features so that the landscape is changed in a positive way. This change may be slight overall or a significant change but within a limited area only.</p>
Combined Significance of Change in Landscape Character	Change not significant	Significantly detrimental change	Change not significant	Change not significant

16.3 Table 4 Revised. Assessment of stages of development against Criteria 2 Magnitude of potential visual impact.
Refer Appendix E Visual Envelope Map

	Stage of Development			
	A. Pre-existing of study area (Pre 2015)	B. Visual Impact at Year 1 Immediately after installation of matting (2015)	C. Visual Impact at Year 6 with benefit of partial mitigation (2021)	D. Visual Impact at Year 10 after with full, appropriate mitigation (2025)
<p>Zone 1</p> <p>Receptors on the route of appeal track</p>	<p>Medium negative visual impact.</p> <ul style="list-style-type: none"> Established feature as a maintenance route east to west across valley. Unightly and obviously man-made vehicle erosion along the route. Detracts from natural vegetation across valley Sections of timber rafts are very visible on route with vertical poles and no vegetation. 	<p>Major negative visual impact.</p> <ul style="list-style-type: none"> Geo-textile matting highly visible with no vegetation established through mesh. Receptors can potentially view the entire length of the track across the valley. Area of previous erosion and bare earth devoid of vegetation on either side of the track in certain areas. Crossing at Cut Gate PRow made -up ground and matting inappropriate. 	<p>Medium negative visual impact.</p> <ul style="list-style-type: none"> Majority of the track is vegetated and assimilated into the existing moorland vegetation. The track is not unusual and is similar in appearance to other man-made routes that have not used matting (Refer Photograph 19) Geo-textile matting and log rafts clearly visible in some sections and ahead as the route climbs the valley sides. Crossing at Cut Gate PRow made -up ground and matting inappropriate. Receptors can potentially view the entire length of the track across the valley. 	<p>Minor negative visual impact.</p> <ul style="list-style-type: none"> Geo-textile matting and log rafts can be successfully colonised by vegetation along the entire length of the track and sides. Specific areas of matting can be removed, re-laid and re-planted as appropriate and agreed to achieve full vegetation cover and successful mitigation.

	A. Pre-existing of study area (Pre 2015)	B. Visual Impact at Year 1 Immediately after installation of matting (2015)	C. Visual Impact at Year 6 with benefit of partial mitigation (2021)	D. Visual Impact at Year 10 after with full, appropriate mitigation. (2025)
<p>Zone 2</p> <p>Receptors within 0.5km of track within the valley landform where views are enclosed by the valley sides</p>	<p>Medium negative visual impact.</p> <ul style="list-style-type: none"> • Obvious man-made feature due to scale of vehicle tracks and erosion un-like pedestrian scale braided routes on open moor. • Route is viewed in context of significant erosion along the Cut Gate PRoW which is very evident on steeper sections. • Views are focused on the wider, long distance views beyond the boundary of the National Park drawn to wind farms on horizon. • Sections of timber rafts are very visible on route with vertical poles and no vegetation. 	<p>Major negative visual impact.</p> <ul style="list-style-type: none"> • Geo-textile matting and log rafts highly visible across the valley when viewed from upper valley slopes. The matting is isolated in landscape with no connection to surrounding vegetation contrasting sharply with dark vegetation around. • A man-made distraction from the natural landscape. • Detractor in mid-distance of long views beyond National Park boundary. 	<p>Minor negative visual impact.</p> <ul style="list-style-type: none"> • Geo-textile matting and log rafts are only visible in certain short sections. • Appeal track does not form a detracting feature in mid - distance of views from valley sides. Long-distance views to north outside National Park boundary are not negatively affected. • Other man-made routes (PRoW) with stone pavement are prominent in the valley. 	<p>No negative visual impact.</p> <ul style="list-style-type: none"> • Route of the appeal track is fully integrated as a single width track and in keeping with the landscape character of the Mickleden valley. • No areas of bare earth devoid of vegetation or large-scale erosion by vehicles on steep gradients or wet areas. • Appeal track does not form a detracting feature in mid - distance of views from the valley sides. Long-distance views to north outside National Park boundary are not negatively affected.

	A. Pre-existing of study area (Pre 2015)	B. Visual Impact at Year 1 Immediately after installation of matting (2015)	C. Visual Impact at Year 6 with benefit of partial mitigation (2021)	D. Visual Impact at Year 10 after (2025) with full, appropriate mitigation.
Zone 3 Receptors beyond 0.5km of the track on open moor within the Visual Envelope.	No negative visual impact. <ul style="list-style-type: none"> • Panoramic views. Route of the track not discernible. • Majority of the route is hidden within the valley landform. Views are limited to the top sections at either end of route. 	Minor negative visual impact. <ul style="list-style-type: none"> • Panoramic views. Track discernible in a small section of the overall view due to the contrasting colour of the new geo-textile mesh. • Views are limited to short sections of the track at the top of either end of the route. 	No negative visual impact. <ul style="list-style-type: none"> • Panoramic views. Route is discernible in a small section of the overall view as a green grass, brown/grey track at top of valley slopes. 	No negative visual impact. <ul style="list-style-type: none"> • Panoramic views. Route is no longer discernible in a small section of the overall view.