

Yorkshire Land Ltd.,  
PO Box 785,  
Harrogate,  
HG19RT.

27<sup>th</sup> November 2017.

Dear Mr Green,

Land at Hunningley Lane, Barnsley.

I have previously considered the landscape implications of residential development on the above site commencing with a landscape statement prepared in May 2014 and subsequent letter reports considering the site with respect to the Barnsley Green Belt review (dated 9<sup>th</sup> Jan. 2015) and I wrote again to examine the context of the site in the light of the proposed allocation AC14 and with respect to the landscape setting of listed buildings within the Green Belt beyond the railway to the south east of your site. The conclusions from my appraisal were that development of this site would not cause harm to green belt functions of retained areas of designated Green Belt on this edge of the built-up area, and that a new boundary to the Green Belt in this area along the line of the railway cutting as a permanent recognisable physical feature would confirm to the NPPF Para. 85 requirement.

There is currently no public right of way, or permissive access, across the Hunningley Lane Site, however there is access along White Cross Lane on the southern boundary of the site to the overbridge across the railway, and to the countryside beyond. From Hunningley Lane there are views westwards over a fenced boundary across the sports pitches that occupy an area of land that forms an urban greenspace between Kendray and Worsbough Dale. The appreciation of the extent of this area further to the west is diminished by extensive educational (Barnsley Academy) and sports facilities. There are degrees of permeability through this area with access achieved through a combination of streets and open areas that create Green Infrastructure benefits for people and wildlife. Access for all users of this area to Hunningley Lane is restricted to the vehicular / pedestrian access at the northern edge of this area with the road. As a result movement to and from the open countryside to the east and south can only be achieved along the well trafficked Hunningley Lane and then between the areas of housing on White Cross Lane. The result of this is that the objectives of Barnsley UDP Policy BA16 *"The linking of existing and proposed urban greenspace will be pursued.....in order to provide local links from housing areas to major parks and to the open countryside....."* are unrealised in this area. Designation of an Urban Greenspace that allowed access to the countryside beyond the built-up area could not be achieved as the area of the site is in private ownership and active agricultural use. The use of this site for residential development offers the potential for Green Infrastructure to provide an extension of the functions of Urban Greenspace and

Landscape Architects ■ Urban Designers ■ Ecologists ■ Horticulturists

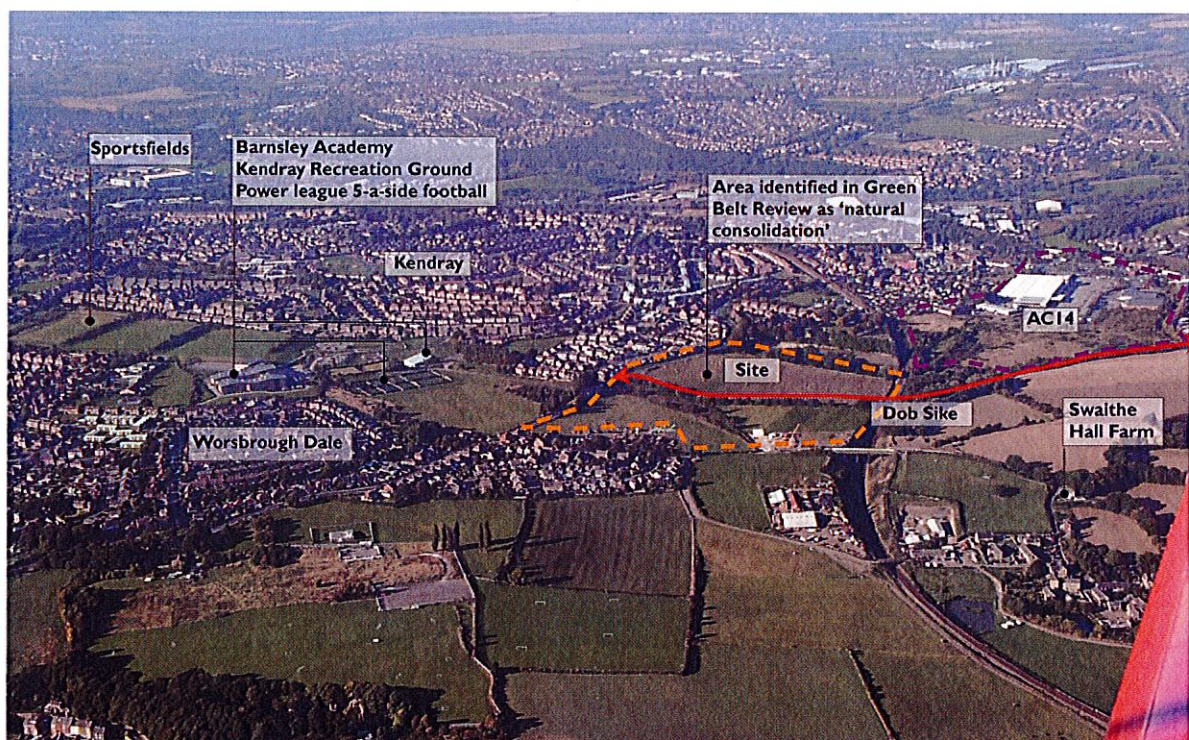
Somerset House, Low Moor Lane, Scotton, Knaresborough, North Yorkshire HG5 9JB  
Tel: 01423 863369 Fax: 01423 313107 Email: [office@smeedenforeman.co.uk](mailto:office@smeedenforeman.co.uk) [www.smeedenforeman.co.uk](http://www.smeedenforeman.co.uk)



to link the existing Urban Greenspace areas directly to open countryside on White Cross lane beyond the existing housing areas.

The relationship between the proposed Hunningley Lane site and the existing Urban Greenspace to the west is clearly shown in the photograph below. The designation of Urban Greenspace is “....due to their scale, location, recreational function and / or visual, environmental or ecological value.” (BMBC UDP Vol. 2, para. 4.17). Those areas west of Hunningley Lane which form Urban Greenspace perform some of these functions in that the area is well used for formal recreation, and it is assumed for some casual recreation, such as dog walking and alternative routes for pedestrians and cyclists. Whilst grassland used for playing pitches has a comparatively low ecological value, there are areas of woody vegetation and lesser managed areas of herbaceous vegetation to the periphery of the pitches which have a comparatively high ecological value between developed housing areas.

The Hunningley Lane site proposed for residential development does not currently perform any of the functions associated with those aspects of human activity identified for Urban Greenspace and was properly not included in the designation of those areas to the west.



The photograph (looking north) shows the Urban Greenspace west of Hunningley Lane where there is a pedestrian connection to Hunningley Lane immediately below the housing on the northern edge of the Greenspace. The photograph also clearly shows the existing features within the proposed site, two well defined areas of vegetation in the shape of a 'Y', the furthest, northern, part of which is a watercourse called 'Dob Sike'. The stem of this 'Y' shape meets Hunningley Lane immediately opposite the access point from the lane to the Greenspace to the west.

The aspirations for Green Infrastructure and Greenspace are recorded in section 17 of the Local Plan Publication Version 2016.



The illustration below shows the potential for the proposed Hunningley Lane site to deliver Green Infrastructure and Greenspace through blue / green corridors through the development offering public access from the existing Greenspace to the west and connecting both existing and the proposed housing areas to the open countryside, an objective envisaged in policy BA 16.



The illustration above shows how new cycle / footway connections through the Hunningley Lane site can relate to the existing Green Space and form part of a Green Infrastructure system linking into the wider countryside to the benefit of existing local residents as well as occupiers of new dwellings.

The draft Local Plan identifies 'The Challenge' for Green Infrastructure and Greenspace and expresses these objectives through Policy GI1 Green Infrastructure. I have assessed the ability of the Hunningley Lane site to respond to these aspirations and proposed policy.

Policy GI1 states *"We will protect, maintain, enhance and create an integrated network of connected and multifunctional Green infrastructure assets that:"*. There then follow nine bullet points.

The first GI1 bullet point identifies the contribution Green Infrastructure (GI) can make to providing attractive environments. The illustrated scheme would enhance an existing land use pattern and provide a framework for three areas of housing and the routes between them. The existing quality of these assets is attractive and can be enhanced to improve the landscape setting where both existing residents and occupiers of the proposed residential area can live and recreate.

The second bullet point references the ability of GI to meet the needs of communities environmentally, socially and economically. The proposed layout reinforces existing features that connect the wider landscape with the urban greenspace to the west and retain existing wildlife corridors. The incorporation of the Dob Sike within a Sustainable Urban Drainage scheme and proposals for water attenuation features will support the wildlife benefits for this habitat and create

environmental benefits. Within the identified corridors car free routes and play areas for children can deliver social benefits. Economic benefit is derived from the GI framework which can create an attractive environment for new dwellings and attract economically active households to the area, and supports the desire to maximise potential economic and social benefits expressed in the eighth bullet point

The third bullet point concerns the quality of life for both present and future residents and visitors. I have already made the point with respect to the ability of GI on this site to create social and economic benefit for potential residents. In addition to those benefits a connection through the site can be provided to Hunningley Lane to connect with the route through the existing Green Space. This new route would offer a car free corridor to the southern part of White Cross Lane for existing residents as well as serving the needs of the proposed housing area who would similarly benefit from pedestrian and cycle routes westwards to the Barnsley Academy and further westwards into Barnsley.

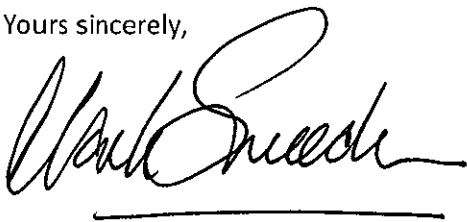
The challenge of climate change is the fourth bullet point and the proposed GI for the site responds to this by envisaging a SUDs system and water attenuation scheme as well as providing walking and cycling routes out of the site and contributing to the ability of future residents to reduce car journeys.

The fifth bullet point addresses landscape character and biodiversity, and the use of the existing landscape features within this site is responsive to both these objectives. A scheme of landscape enhancement can strengthen these features within a new context and help link areas to the edges of the site and in this way retain the ecological connections in the local area. This approach of building upon existing landscape features is also supportive of the seventh bullet point with respect to local distinctiveness.

The final and ninth bullet point seeks improved linkages between blue and green spaces. The GI proposals for this site demonstrate how well the principle blue corridor on Dob Sike and the associated attenuation features to the east of the site can be part of the GI for the whole site. Subsidiary SUDs features could also be incorporated within other parts of the GI framework and create a multifunctional landscape framework for residential development.

In conclusion, the potential adoption of Green Infrastructure principles on the Hunningley Lane site can deliver benefits for new and existing residents and accord with the aspiration for Urban Greenspace expressed in the UDP policy BA16 as well becoming an example site for the delivery of the Green Infrastructure and Greenspace policies set out in GI1 of the Local plan Publication Draft.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mark Smeeden', written over a horizontal line.

Mark Smeeden  
BA DipLA DipHort MCIHort CMLI  
Chartered Landscape Architect.