

Proposed Development on Land at Cannon Hall Farm,  
Cawthorne, Barnsley, South Yorkshire



**Unit 2  
The Office Campus  
Paragon Business Park  
Red Hall Court  
Wakefield  
WF1 2UY**

**PROPOSED DEVELOPMENT ON  
LAND AT CANNON HALL FARM, CAWTHORNE,  
BARNSELY, SOUTH YORKSHIRE  
HIGHWAY STATEMENT**

**457 / April 2010  
Revised Sept 11**

## **1 INTRODUCTION**

### **1.1 Introduction**

1.1.1 I have been appointed by Cannon Hall Farm to advise on the traffic impact and transport accessibility aspects of a proposal for a development on land at Cannon Hall Farm, Cawthorne near Barnsley in South Yorkshire.

1.1.2 This Transport Statement considers the traffic impact and transport sustainability provision associated with the proposed development. The assessment demonstrates that the development proposals should be acceptable for planning approval purposes.

### **1.2 Scope of the Report**

1.2.1 This report considers the transport and traffic related issues relevant to the proposed development.

1.2.2 Following this brief introduction, Section 2 describes the site in more detail and provides a review of the existing highway network. Section 3 then describes the proposed development. Section 4 provides an assessment of the traffic Impact of the proposed development on the local highway network. The conclusions are provided in Section 5.

## 2 EXISTING SITUATION

### Site Description and Existing Highway Network

- 2.1 The site is located approximately 7.4km west of Barnsley Town Centre and 13.7km south west of Wakefield City Centre and 15km south east of Huddersfield Town Centre located off New Road / Bark House Lane some 1.5km north of the junction of the latter with the Lane Head Road (A635) on the western edge of the village of Cawthorne.
- 2.2 The main access road to the site is 6m wide and has a straight alignment with speed humps located at strategic points (in advance of pedestrian crossing points for example) along its 420m length. The main access runs generally west to east and has adequate sightlines and corner radii at its junction with New Road / Bark House Lane.
- 2.3 The main car and coach parking areas for the site are situated to the south side of the access road. Both are surfaced but the spaces are not marked out. A pay and display control system is in operation which charges £2.50 per day for cars and £5.00 for coaches. A £1.70 refund ticket is proved for use in the farm cafe. There is a meadow between the junction and the coach park which is used as an overspill parking area at peak times.
- 2.4 An overspill car park has been recently constructed to the north side of the main access road (opposite the meadow) with 165 and 8 parking spaces for cars and coaches respectively.
- 2.5 The main access road terminates at a small car park (approx 26 to 30 cars) which is not marked out. This car park is used by short term visitors to the farm shop and mobility challenged persons and delivery vehicles (out of hours).
- 2.6 Pedestrian footways and footpaths are provided linking all the parking areas to the farm. Whilst the farm is still operational, Cannon Hall Farm operates as a visitor attraction providing a farm shop, adventure playground and "open farm" providing a recreational and educational experience. Some 35,000 school children visit the site each year.

Proposed Development on Land at Cannon Hall Farm,  
Cawthorne, Barnsley, South Yorkshire

- 2.7 The farm is located immediately adjacent to Cannon Hall Museum, Park and Gardens which is operated by the Council. Pedestrian movement between the two sites is frequent and unhindered and to a stranger the two sites appear as operating as one.
- 2.8 About 660m to the south of the main site access along New Road / Bark House Lane are the parking areas associated with Cannon Hall Museum, Park and Gardens and the Cannon Hall Garden Centre. The latter is privately owned and open to customers of the garden centre only. The former is a public pay and display car park with charges of £2.50 per day for cars and £5.00 for coaches.
- 2.9 Bark House Lane narrows to one way working to the south of these parking areas as it crosses the river via a narrow bridge. A priority system requiring north bound traffic to give way to south bound traffic is in force. Forward visibility in either direction is poor and is not helped by overgrowing shrubs and trees to the north west side.
- 2.10 Bark House Lane then continues for a further 650m to its junction with Lane Head Road (A635).
- 2.11 The A635 runs in a generally west to east direction between Holmfirth and Barnsley. It either has connections to or junctions with numerous major traffic routes along its length.
- 2.12 There are Traffic Regulation Orders on New Road / Bark House Lane from its junction with Lane Head Road to a point about 370m north of the car parks serving museum and garden centre. There is then a section which has no parking controls but they resume about 60m south of the junction with the main access road to the site and continue for a further 240m. These restrictions restrict on-street parking at any time from Good Friday through to 30 September.

**Pedestrian and Cyclists**

- 2.13 The catchment areas accessible by foot, encompass generally Cawthorne Village. A range of shops and other local amenities and residential development exist in this area all within easy walking distance of the site.

### **Accident History**

- 2.18 The injury accident record from 1 January 2005 to date has been obtained from the Local Authority.
- 2.19 An examination of the information provided shows that only one incident has been reported which resulted in slight injuries.
- 2.20 The incident involved three vehicles heading towards Huddersfield, the first of which began to brake, the second slowed and the third was driving too close and shunted into each other.
- 2.21 Overall there are no common causation factors or trends which indicate there might be a road safety problem in the immediate vicinity of the site access.
- 2.22 No further review of the accident data has been carried out, since the traffic generated by the development will have no material impact on the wider highway network.

### **3 THE DEVELOPMENT PROPOSALS**

3.1 These are as follows:

- A Small expansion to the car park adjacent to the farm.
- B New farm shop and also improvements for visiting school children's facilities to provide a purpose built facility
- C Extend restaurant to include an outdoor eating area and terrace.
- D Relocate farm animals into the new purpose built farm complex
- E Part of the central area redevelopment will provide a new indoor play facility to provide an all weather experience for visitors children

3.3 Adequate parking provision for cars is proposed in accordance with local authority guidance. Secure cycle storage will be provided.

3.4 The above details have been discussed on a without prejudice basis with the Council who accepted them in principle.

## 4 TRAFFIC IMPACT

- 4.1 The main reason for the development proposals has been brought about as a result of the likely recommendations of the Griffin Report for "Open Farms" where visitors interact with farm animals and this has resulted in an E.coli infection on a site at Godstone. The main recommendation is to avoid visitors having contact with animal waste as far as possible. The logical implication of this at Cannon Hall Farm is to relocate the animals that are currently housed in three dated former farm buildings to new purpose built enclosures and viewing areas to the north east. It is considered that this proposal will have no material effect on overall visitor numbers to the Farm but will provide a safer and more pleasant environment for them and the animals that they come to see.
- 4.2 Cannon Hall Open Farm is a working farm. The new farm buildings are designed as a model farm for the commercial production of beef, lamb etc whilst at the same time allowing members of the public to get as close as possible to the animals and farming activity. It is important that visitors are able to see all farming operations, therefore, a one way system of ramped paths etc and viewing galleries have been designed to take visitors through the farm. The existing shop is dated and requires comprehensive improvement. It became clear that the existing buildings were not capable of adaption and that the layout was causing conflict between shoppers and visitors etc. The new building is located as close to the existing farm complex as possible but in a position where conflicts are considerably reduced. The removal of large farm animals to the new "model" farm and the construction of a purpose designed farm shop provide the opportunity to adopt and extend the existing buildings to enhance visitor's facilities.
- 4.3 The proposed extension to the restaurant and new terrace on the grassed outdoor eating area adjacent to it will enhance the existing facilities provided and will have no impact on visitor numbers. The replacement of the three tented picnic pavilions for parties of school children with an improved facility may encourage more coach and mini bus movements to the site which take place at off peak times. However, these can be accommodated within the coach parking areas provided.
- 4.4 The remaining proposals (minor improvements to car park and service yard) will have a negligible effect on traffic movements.

4.5 There are however a number of improvements that could be made which will further mitigate current and potential future use of the site. These include the following:

A – Improve existing car parking layouts in order to maximise capacity

B – Introduce a car park management plan for peak periods

C – Improve car park and coach park signing and better define areas for mobility challenged persons.

D – Provide facilities for cycle and motor cycle parking

D – Improve definition of pedestrian routes within site

E – Define routes for service vehicles and implement a servicing strategy

F – Improve publicity literature and web site

G – Prepare and implement a Travel Plan to encourage staff to be more sustainable when commuting to and from work.

H – The Council shall arrange for over growing vegetation to be removed near the narrow bridge to improve forward visibility.

## **5 SUMMARY AND CONCLUSIONS**

- 5.1 This Transport Statement presents the existing traffic characteristics and infrastructure in the surrounding area of the development. The development proposals are then presented with details of the highway improvements associated with them. The traffic impact of the development is also assessed.
- 5.2 The developments location in relation to the availability and suitability of sustainable travel initiatives is therefore considered to be generally compliant with national and local transport policy for new developments in urban areas.
- 5.3 This statement concludes that the development is considered acceptable in terms of traffic impact and accessibility provision, and that there are no highway safety or capacity reasons why planning consent for the proposed development should not be granted.

**Paul A Howarth**

**MCIHT MIHE**

Proposed Development on Land at Cannon Hall Farm,  
Cawthorne, Bamsley, South Yorkshire

- 2.14 Access for pedestrians is limited to a public footpath link from The Park in Cawthorne. This would also be the route for potential users of the single bus service in the area.
- 2.15 There are several public footpaths in the area providing leisure routes for walkers.
- 2.16 With regards to cycling, PPG 13: Transport states that "Cycling also has the potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport". The 5km cycle catchment area from the site includes Silkstone & Silkstone Common / Cawthorne / Darton / Woolley (part) / Barugh Green / & Denby Dale.
- 2.17 Access for cyclists is via the existing roads which for employees would be at quieter periods but potential customers may well be deterred from cycling by the traffic volumes that do occur.
- 2.19 This demonstrates that there is significant mixture of development within this catchment area, providing the potential for employees and visitors to cycle from their homes to their place of work or recreation.

**Public Transport Provision**

- 2.17 The nearest bus route to the site is the 92 and 92A which operates between Barnsley and Cawthorne with an hourly service Monday to Saturday and two hourly on Sunday. The bus travels along Tivy Dale with a stop near its junction with The Park. A passenger alighting a bus can walk along The Park which continues as a public footpath up to Cannon Hall, a distance of about 1000m.