

Transport Statement (Response)

Land Adjacent Mandai

St Peters Road

Hayling Island

Hants

PO11 0RT

Planning Application APP/17/00942

Use of Land for Touring Caravan Site

January 2018

INTRODUCTION

- I have been asked to comment on the Highway Engineer's response to planning application APP/17/00942.
- I have towed caravans, folding campers and trailers for some 45 years and seen many changes in design and the equipment available.
- The site is located to the south of Mandai, a residential property, and has an agricultural field to the south.

- From Havant Road there are three access points available Northney Road, Copse Lane and Yew Tree Road.
- I have inspected the roads leading to and from the site on several occasions and at different times of the day.
- **BACKGROUND TO TOURING CARAVANS**
- The site is to be used by up to three “touring caravans” and the approximate position of these are indicated on drawing 01, submitted with the application. A pitch size of some 7.5 Metres has been indicated although the majority of caravans are likely to be less than this length but it does give a good indication of the maximum.
- The maximum dimensions for caravans on UK roads is 7 Metres long by 2.3 Metres wide.
- Licencing changes in January 1997 means that new drivers will be required to pass a further test before they can tow a caravan.
- The modern caravan is lighter and easier to tow and utilises lighter alloy construction and use of composite materials and improved insulation this results in better equipped but more expensive vehicles.
- Touring Caravans will normally enter the site on their arrival and remain on site until their leaving on the final day. In between these times only the towing vehicle will require access.
- **ACCESS TO THE SITE**
- Almost 100% of caravans accessing the site will come from the north and the national road network. The applicants intend to provide directions for access via the most appropriate access Northney Road. This will be in the form of a map provided with the booking confirmation and a postcode.
- The roads leading to and from the site are unclassified and for most of their length the subject of a 30 MPH speed limit. Although for much of their length there is no provision for pedestrians. I note that during my visits, apart from one vehicle the traffic was not achieving speeds approaching the speed limit. The one vehicle noted was a delivery van that came onto

Northney Road from the Langstone Hotel heading to Havant Road and even this was still within the limit.

- I noted that two vehicles could pass without difficulty as long as one was not a heavy goods vehicle, apart from a short section where overhanging hedges encroached to the very edge of the highway. This could be overcome if the Highway Authority took action under the provisions in the Highways Act but without an accident record or proposed improvement scheme this is not going to have a high priority.
- To the south of the site there are other several locations where touring caravans are to be found. Two are large sites which also include Mobile Homes which are generating goods delivery vehicles and it is this area where there is some sign of damage at the edges of the road. Two “Certificated Location” sites were noted. Lower Tye Farm (Caravan Club Site) appears low key and could improve the visibility of the access. The second nearby (Caravan and Motorhome Site) has very poor visibility at the access and the owners have made no attempt to improve same.
- The visibility at the access to the application site requires some cutting of the grown and the applicant intends to carry out this and to maintain same. Currently vehicles exiting the site can be seen but it would be appropriate to condition visibility splays of 2.4 Metres by 33 Metres be provided and maintained. The applicant would wish to retain the low bank fronting the site as this discourages the erosion at the edge of the road.
- The applicant proposes to formalise the radius on the north side of the access with kerbing. This will permit easy access/egress for towing vehicles to and from the north. The south radius will remain unchanged. This is adequate for the low number of vehicular movements likely to be generated for those wishing to go further onto the island or south to the seafront, and combined with the width of the drive adequate for vehicles returning from the south.
- Gates are already provided at the access to ensure security and stop access by unwanted visitors when the site is closed. If required there location could be maintained by condition. The gates could also be set further into the site if desired.

- The access drive width is to be widened to 4.2 Metres. This will permit two tow vehicles to pass with ease ensuring vehicles do not need to reverse into the public highway. This width will also assist turning within the site.
- The alterations to the access will result in an additional length of passing place being available should goods vehicles meet in this section of road.
- I note that there are several “Brown Tourist” Signs on the roads leading to and from the application site. Should these have been supported and erected if further traffic (two vehicular movements per day) is unacceptable when one takes into account there have been two caravans located on the application site?

- **TURNING FACILITIES WITHIN THE SITE**

- 4.1 In a forward direction the swept path for a towed caravan is not as great as one would expect with such a long vehicle and a car and caravan can be turned within a normal estate road turning head or reversed around the radii at the entrance into a cul de sac. With little practice the manoeuvres are easily learnt. New drivers now have to demonstrate this as part of the test.
- 4.2 It should also be noted that all caravans have a grab handle at each corner and this makes for easy turning within the caravans own length to access tight areas. For the less able caravan owners there are caravan movers available. These are bolted to the chassis and drive rollers bear onto the wheels permitting one person to easily manoeuvre a caravan into the tightest spot using a remote control unit and the caravans internal battery. There are other systems that operate by replacing the jockey wheel or by fitting into the tow hitch.
- 4.3 Although pitch positions are shown there will always be a certain amount of variation as visitors may have a preference as to whether their awning, if used, is facing east or west and to allow the grass to recover.
- 4.4 The site has no kick about area and as a result will be attractive to the older more experienced caravan owners looking for a more peaceful site and possibly contractors such as shop fitters etc who are looking for short term accommodation.

- **CONCLUSION**
- The proposal results in a very low number of additional vehicular movements especially when the number of other caravan pitches within the same road and the number of holiday homes on the two sites to the south all of which use the same accesses to Havant Road.
- The proposed use does not result in further measurable pressure on the local highway network at peak times
- Adequate parking provision and turning facilities are available within the site to ensure that there should be no “on street” parking generated or for vehicles to reverse out onto the public highway.
- In highway terms there is no demonstrable harm if consent is granted.