
From: Johnston, Christopher
Sent: 06 July 2023 15:55
To: Planning Comments (SMDC)
Subject: FW: SMD/2023/0093 - Breach Lane Caravan Park
Attachments: Crash Map Extract.png

Categories:

From: Plant, David (E,I&S)
Sent: Wednesday, July 5, 2023 6:11 PM
To: Johnston, Christopher
Subject: FW: SMD/2023/0093 - Breach Lane Caravan Park

Hi Chris,

I note that the existing caravan park is seasonal and opens only between May and September. July is not noted, but I take it that it is also open in July. For 6 months of the year, no trips are generated.

From TRICS, 5 dwellings would be expected to generate 18 vehicle movements per day for 12 months a year.

Trip profile for a permanent residential dwelling will differ to that for a short stay caravan park.

There are no proposals to alter the existing access. This access approaches Breach Lane at an acute angle. The only practical way of using this access is to approach from and depart to the south east. Otherwise manoeuvring in the carriageway would be required at a point of severely restricted visibility.

Access always via the south west may be acceptable for a short stay of a few days at a caravan park, but is not practical for 5 permanent residential dwellings. What if the owners wanted to turn left out of the access? Or turn right into the access? And can't safely or reasonably do this.

Owners of the caravan park acknowledge that visibility is restricted as there is a mirror mounted in the line of sight of drivers exiting the site.

Reasons 2 and 3 of my formal response remain applicable. I cannot consider this access safe and reasonable for all users.

I trust this is of use,

Regards,

Dave



D R Plant **Eng FIHE** | Project Engineer
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From: Rob Duncan
Sent: Wednesday, May 17, 2023 9:46 AM
To: Christopher Johnston **Cc:** Plant, David (E,I&S)
Subject: SMD/2023/0093 - Breach Lane Caravan Park

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Hi Chris

I refer to the above application and specifically to the objection raised by the Local Highway Authority. The Local Highway Authority comments that a traffic count would provide proof that the existing use generates more vehicular traffic than that which could be expected from 5no. bungalows. To address this matter the owner of the site has provided details of the average number of vehicles booked onto the site over the last four years. These figures are just the cars booked onto site; they do not account for the fact that many people leave and return several times in any one day to visit local attractions etc.

NB: All figures given are the average range of pitches with a parked car per day for the respective month over the last four years:

- April: 5 to 10 vehicles per day
- May: 8 to 12 vehicles per day
- June: 15 - 18 vehicles per day
- August: 15 - 18 vehicles per day
- September: 12 - 15 vehicles per day

The above figures confirm that over the operating months, there is an average of between 11 - 15 vehicles booked on site per day. A reminder at this juncture, that this is just the number of vehicles booked onto the site, not the number of movements to and from the site. If we extrapolate those figures across a full 12 month period it equates to an average of 5 - 6 vehicles on site per day, and we submit the comings and goings of those vehicles, which could realistically amount to 2 - 3 per day, would not be different to that which could be expected from the 5no. dwellings proposed. A review of Crash Map Data furthermore confirms that there have been no recorded accidents at this junction (see attached extract).

I have copied this information Dave Plant at SCC Highways in the interests of expediency, and trust that it will serve to allay the concerns raised about the impact of this proposal on highway safety.

I look forward to hearing from you.

Kind Regards

Rob Duncan MRTPI
Director

Rob Duncan Planning Consultancy Ltd.

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