

Cove Communities

Medmerry Holiday Park

Transport Assessment

July 2023



a company of Royal HaskoningDHV

Medmerry Holiday Park Transport Assessment

Version 3-0

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Produced by:



For:

Cove Communities

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Project Information Sheet

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1. Introduction

- 1.1 Integrated Transport Planning Ltd (ITP) has been commissioned by Cove Communities to prepare a Transport Assessment (TA) to accompany an application for the redevelopment of the existing Medmerry Holiday Park with the replacement and relocation of the existing 308 holiday chalets into a high-quality holiday resort comprising 308 modern holiday lodges.
- 1.2 The purpose of this TA is to present the existing situation, including the local highway network and public transport provision within the vicinity of the site, before giving details of the proposed development, including layout, access, servicing, and parking arrangements, as well as the development impact with the proposed use.
- 1.3 Medmerry Holiday Park achieved planning permission, granted in 2016, for holiday use of 308 units; as such, the refurbishment of all 308 units would not necessarily require a planning application. Nevertheless, it has been deemed more viable to replace and relocate the units; and therefore, planning permission is sought.
- 1.4 In planning terms, the number of units between the extant permission and proposed development is not changing, and therefore the number of vehicle trips would remain the same. Due to there being no change in vehicle trips from the proposed development and taking into account the existing lawful use of the well-established site, it is anticipated that the development will not result in a material or severe cumulative highway impact.
- 1.5 ITP has also been commissioned to prepare a Travel Plan (TP) and Construction Traffic Management Plan (CTMP) for the proposed development. The TP and CTMP have been prepared as standalone documents; however, the TA, TP and CTMP are linked and should be read in conjunction with one another.

Planning History

2016 Permission

- 1.6 Planning Permission was granted on 11th March 2016 (E/15/00368/FUL) to Medmerry Park Limited, the previous owners of the site, for the following proposals:

Proposed holiday use of Medmerry Chalet Park from the 1 March in any one year to the 6 January the following year

- 1.7 The 2016 permission is the primary operative permission of the site's use, comprising 308 holiday units.

2019 Refusal

- 1.8 In 2019, a hybrid planning application (E/19/02840/FULEIA) was submitted on behalf of Medmerry Park Limited for the following development:

Hybrid planning application - Full application for the redevelopment of Medmerry Park to provide 518 static holiday caravans and lodges in lieu of 308 holiday bungalows and associated works including drainage, landscaping, habitat enhancement areas, access roads, footpaths and a comprehensive flood defence scheme including bund. Outline planning application for the part demolition of the existing facility buildings and erection of replacement facility buildings together with extension/refurbishment of existing facility buildings (with all matters reserved except for access.

- 1.9 The planning application was refused under Delegated Powers on 26th January 2021 for five reasons relating to the increase of units from 308 to 518 units.

- 1.10 Transport was not a reason for refusal. Feedback from Chichester District Council, West Sussex County Council and National Highways at the time did not indicate any reasons for objecting this larger scheme from a highways and transport perspective.

Report Structure

- 1.11 Following this introduction, the remainder of this document will be structured as follows:
- Section 2 introduces relevant national and local planning policy and guidance
 - Section 3 reviews existing conditions at the site, including connectivity by a range of modes and to the local highway network
 - Section 4 presents the proposed development and gives details of access, servicing and parking
 - Section 5 presents the proposed development trip generation
 - Section 6 details the construction impact
 - Section 7 provides a summary of the key findings and draws a conclusion

2. Policy

- 2.1 This chapter sets out the strategy for the development proposals in the context of local, regional, and national policy. It outlines policy directions that should be followed and summarises how the proposed development aligns with these policies.
- 2.2 The policy documents reviewed include:
- National Planning Policy Framework (2021)
 - Chichester Local Plan: Key Policies 2014-2029 (2015)
 - DfT Circular 01/2022 (2022)

National Planning Policy Framework

- 2.3 The National Policy Planning Framework, first published in March 2012 by the Department for Communities and Local Government and updated in July 2021, is the statutory national planning document for England. It takes an overriding position in favour of sustainable development. The NPPF provides high-level policy covering a wide range of themes and topics, including transport and travel, with a focus on reducing development impact, with decisions taking account of whether:

'a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

- 2.4 Crucially paragraph 111 states:

'Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway

safety, or the residual cumulative impacts on the road network would be severe.'

- 2.5 This TA is consistent with the aims of this policy in that it will consider travel by more sustainable modes in addition to the private car.

Chichester Local Plan: Key Policies 2014-2029

- 2.6 The Chichester Local Plan: Key Policies 2014-2029 was adopted on 14th July 2015. This is the statutory local planning document for the district, excluding the South Downs National Park, and therefore is a material consideration for the proposed development, which is in the south of the district.

- 2.7 Relevant policies include:

- Policy 8 Transport and Accessibility
- Policy 22 Integrated Coastal Zone Management for the Manhood Peninsula
- Policy 31 Caravan and Camping Sites
- Policy 39 Transport, Accessibility and Parking

- 2.8 Policy 8 discusses Chichester District Council's approach to working with West Sussex County Council to improve access to services and facilities and to provide an improved integrated transport network. This includes:

'Ensuring that new development is well located and designed to minimise the need for travel, encourages the use of sustainable modes of travel as an alternative to the private car, and provides or contributes towards necessary transport infrastructure, including through travel plans.'

'Working with relevant providers to improve accessibility to key services and facilities and to ensure that new facilities are readily accessible by sustainable modes of travel.'

- 2.9 Policy 22 discusses the Council's approach to developing, in partnership with other organisations, a management plan for the Manhood Peninsula, and includes promoting:

'[Improved] infrastructure to support sustainable modes of transport, especially cycle ways, bridleways and footpaths, including the National Coastal Footpath.'

- 2.10 It is considered that the holiday park is well located to encourage the use of these upgraded footpaths and cycleways, particularly as the proposal includes plans to upgrade and extend the existing coastal wildlife habitats and flood defences.
- 2.11 Policy 31 provides criteria which will allow the granting of planning permission for new caravan and camping sites. It is required that applicants demonstrate that:

'The road network and the site's access can safely accommodate any additional traffic generated.'

- 2.12 The holiday park currently operates without known issue regarding highway capacity or safety; and does not propose an increase in the number of units on site.
- 2.13 Policy 39 provides further criteria of which the application must demonstrate that they have considered for any application. These are:

'All development provides for the access and transport demands they create, through provision of necessary improvements to transport networks, services and facilities, either directly by the developer or indirectly in the form of financial contributions.'

Development is located and designed to minimise additional traffic generation and movement, and should not create or add to problems of safety, congestion, air pollution, or other damage to the environment.

The proposal has safe and adequate means of access and internal circulation/turning arrangements for all modes of transport relevant to the proposal.

The proposal encourages development that can be accessed by sustainable modes of transport, in part, through the creation of links between new development and existing pedestrian, cycle and public transport networks.

The proposal provides for safe, easy and direct movement for those with mobility difficulties.

The proposal does not create residual cumulative impacts which are severe.

Proposals provide for high quality linkage direct from the development to the broadband network.'

2.14 All the points above have been considered when preparing this TA.

DfT Circular 01/2022

- 2.15 National Highways is responsible for the management and maintenance of a safe and effective Strategic Road Network (SRN). The Department for Transport (DfT) Circular 01/2022 is the policy of the Secretary of State in relation to the SRN. The Circular explains how National Highways will engage with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient SRN. This Circular replaces the policies in the DfT Circular 02/2013; and sets out how National Highways will engage with the development industry, public bodies and communities to assist the delivery of sustainable development. The SRN near the application site is the A27, approximately 8 kilometres to the north of the site by road.
- 2.16 The Circular sets out that new developments should be facilitating a reduction in the need to travel by private car; and in the first instance, should give priority to walking, wheeling and cycle movements and facilitate access to high-quality public transport where possible. As such, sustainable transport opportunities should be prioritised ahead of capacity enhancements and new connections on the SRN.
- 2.17 The Circular also outlines that National Highways will engage with local planning authorities and development promoters at the pre-application stage of Transport Assessments, Transport Statements and/or Travel Plans if requested to do so. This is in order to determine the inputs and methodology to establish the potential impacts on the SRN and net zero principles; to help resolve any potential issues and maximise sustainable opportunities.

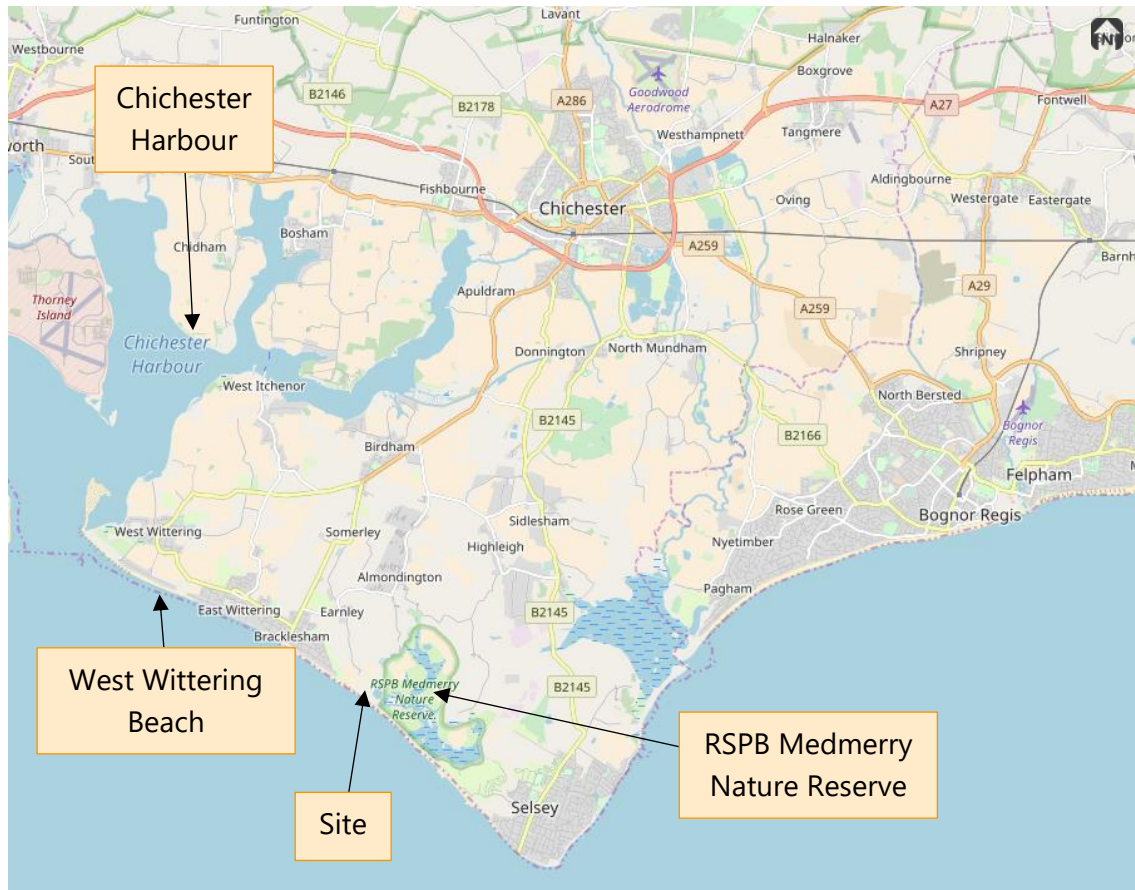
3. Existing Site

- 3.1 Medmerry Park comprises an existing holiday village of 308 holiday chalets, supporting leisure and operational facilities, including a clubhouse, The Medmerry (an on-site public house/restaurant), outdoor swimming pool, children's play area, mini-golf park, and tennis courts along with various landscaped areas. The site measures 33.3 hectares and comprises a series of fields surrounding a centrally built-up area.
- 3.2 The majority of the holiday park is within the centrally built-up area which hosts all of the accommodation, leisure and supporting operational facilities, and ancillary parking areas. All of the surrounding fields are unoccupied, and sometimes used for recreational purposes.
- 3.3 The park currently operates a mix of:
- Owned chalets – sold to and used by owners
 - Owned chalets – sold to owners and sub-let to holiday makers
 - Holiday fleet owned chalets – managed by the Park and let to holiday makers
- 3.4 For those owning chalets, this promotes a greater respect for the site, its surroundings and neighbours. They have an interest in maintaining the reputation of the site to maximise the return on their investment, in monetary terms but also in creating a sense of community, like that seen in surrounding villages.
- 3.5 Chalet owners will have a familiarity with the site which means they have a better understanding of the local road network to drive appropriately on the streets around the park; they will likely generate a lower number of trips on the surrounding network with less demand for sightseeing; and they are more likely to arrive and depart during off-peak periods as they will understand when congestion occurs.
- 3.6 Those sub-letting from chalet owners are likely to share similar characteristics with a proportion likely to be repeat bookings and therefore benefitting from a familiarity of the surrounding area.
- 3.7 The redevelopment of the site is focussed on retaining this mixture going forward, as a high-quality modern holiday resort.

Site Location

- 3.8 The site is located on the southwestern fringe of the Manhood Peninsula, south of Chichester and is currently set back from the coast by approximately 200 metres. The immediate surroundings are largely undeveloped, with the site being accessed via Drove Lane, a private access road, from the village of Earnley.

Figure 3-1: Site location



Source: Open Street Map Contributors

- 3.9 The site is located in proximity to a range of local attractions, including:
- RSPB Medmerry Nature Reserve
 - West Wittering Beach
 - Chichester Harbour

- 3.12 The west of the peninsula is served by the A286, which joins the strategic road network at the Stockbridge Roundabout on the A27 Chichester Bypass. The A286 also continues into Chichester city centre.
- 3.13 Routing north of Earnley varies by navigation tool, however the most appropriate route is via the B2198 Bracklesham Lane, which is a wider road that is more suited to those unfamiliar with the area. The more direct route, via Bookers Lane, is a narrower rural road, which is likely to be unsuitable for larger vehicles.
- 3.14 Alternative routing via the B2145 is also available to the Whyke Roundabout on the A27, however this is unlikely to be used by those unfamiliar with the area due to a convoluted routing via several rural lanes.
- 3.15 The site is signed within Earnley with heritage-style finger posts, shown in Figure 3-3.

Figure 3-3: Existing signage in Earnley



Source: ITP

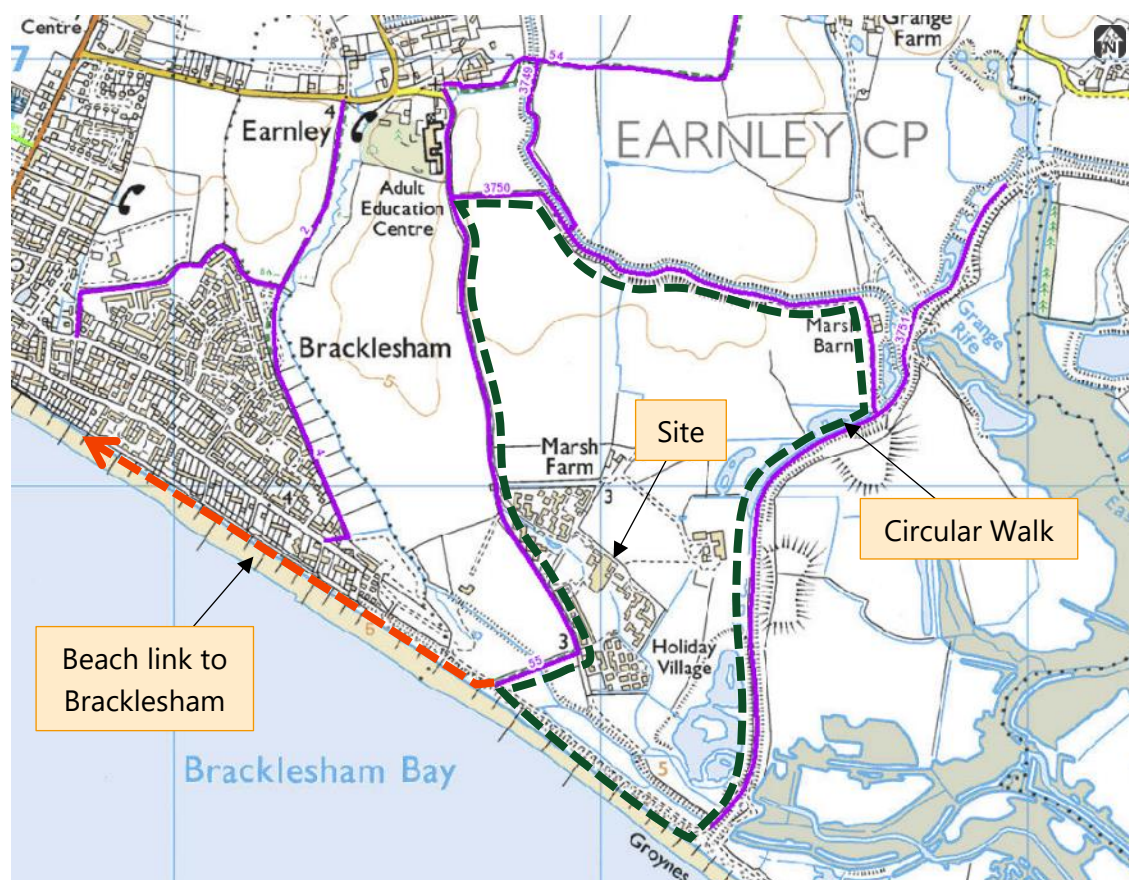
- 3.16 ITP Drawing 4150-001, included in **Appendix A**, presents the existing access arrangement where the unadopted and adopted stretches of Drove Lane meet in the hamlet of Earnley. It should be noted that no physical changes to this interface are proposed and there is also no increase in unit numbers as part of this application and therefore no Road Safety Audit has been deemed necessary.
- 3.17 It should also be noted that since the private lane is effectively a continuation of the adopted highway, there is no give-way line at the point of access from which to plot visibility splays. Forward visibility is generally acceptable in line with the rural nature of the lane and does not encourage high vehicle speeds.

Accessibility

Walking and Cycling

- 3.18 Whilst it is not anticipated that a significant proportion of holidaymakers will choose to arrive initially on foot or by bicycle, the holiday park's location offers a wide range of options for active travel as a leisure activity during visitors' stays, therefore reducing the need for holidaymakers to travel away from the site by car to access similar opportunities.
- 3.19 The site benefits from its proximity to RSPB Medmerry nature reserve and the continuous beach front along the coast, which are major attractors for the holiday park.
- 3.20 Figure 3-4 highlights the existing walking and cycling routes near the holiday park. As well as footpaths along the coast from the park, there are many footpaths crossing the peninsula.

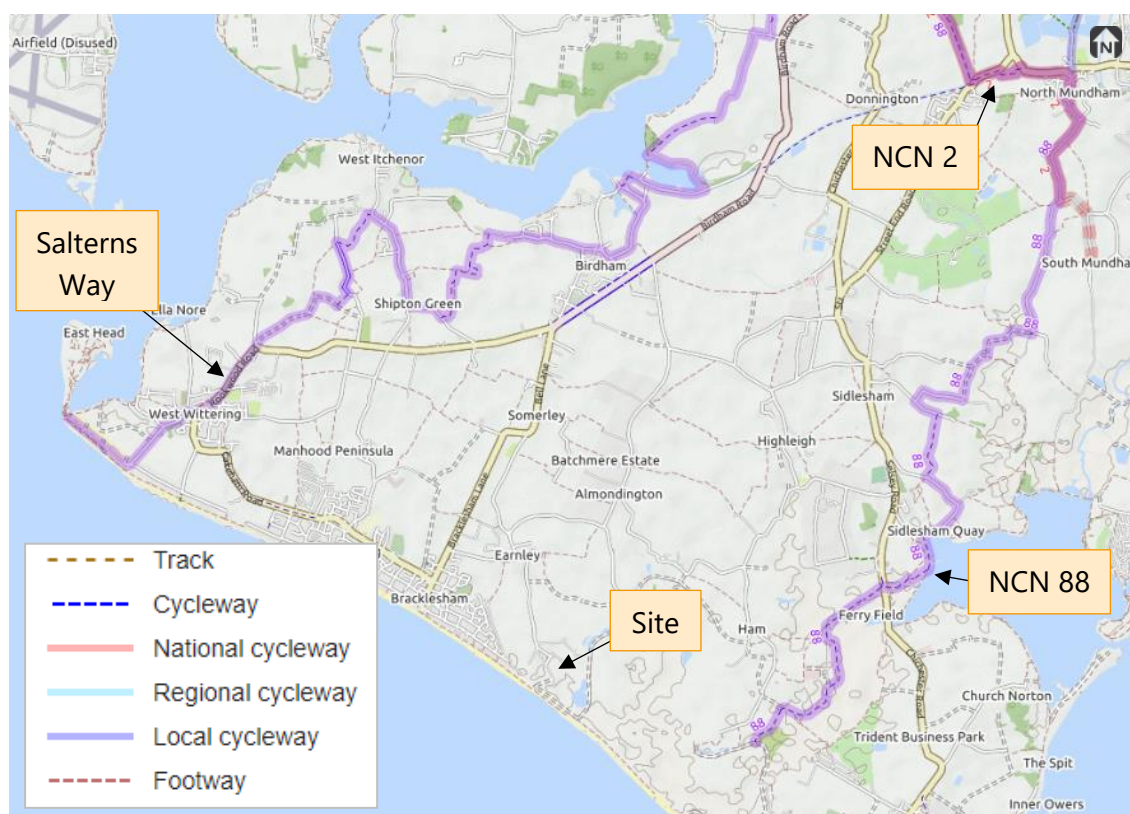
Figure 3-4: Public Rights of Way



Source: West Sussex County Council iMap

- 3.21 The park is accessible and bordered by a Public Right of Way (PRoW) along its western boundary (footpath number 55). PRoW footpath 55 follows a fully surfaced private lane directly between the park and the village of Earnley, therefore does not require any improvement in order to make it fully accessible.
- 3.22 A link to Bracklesham is also provided via the beach which runs directly from the holiday park to Bracklesham and onwards. Equally, this also provides access to the neighbouring RSPB site and forms part of a longer circular route taking in the reserve, as shown in Figure 3-4.
- 3.23 Figure 3-5 highlights the existing cycling routes in proximity of the holiday park. The nearest recognised cycle route is Salterns Way, which follows the western coast of the Manhood Peninsula from Chichester to East Head. National Cycle Network route 88 follows the eastern coast and joins route 2 near Chichester.

Figure 3-5: Walking and cycling routes



Source: Open Street Map Contributors

- 3.24 Some useful locations frequented by visitors that are accessible via foot and cycle include Bracklesham, East Wittering and West Wittering. Walking and cycling distance to amenities and attractions are presented in Table 3-1.

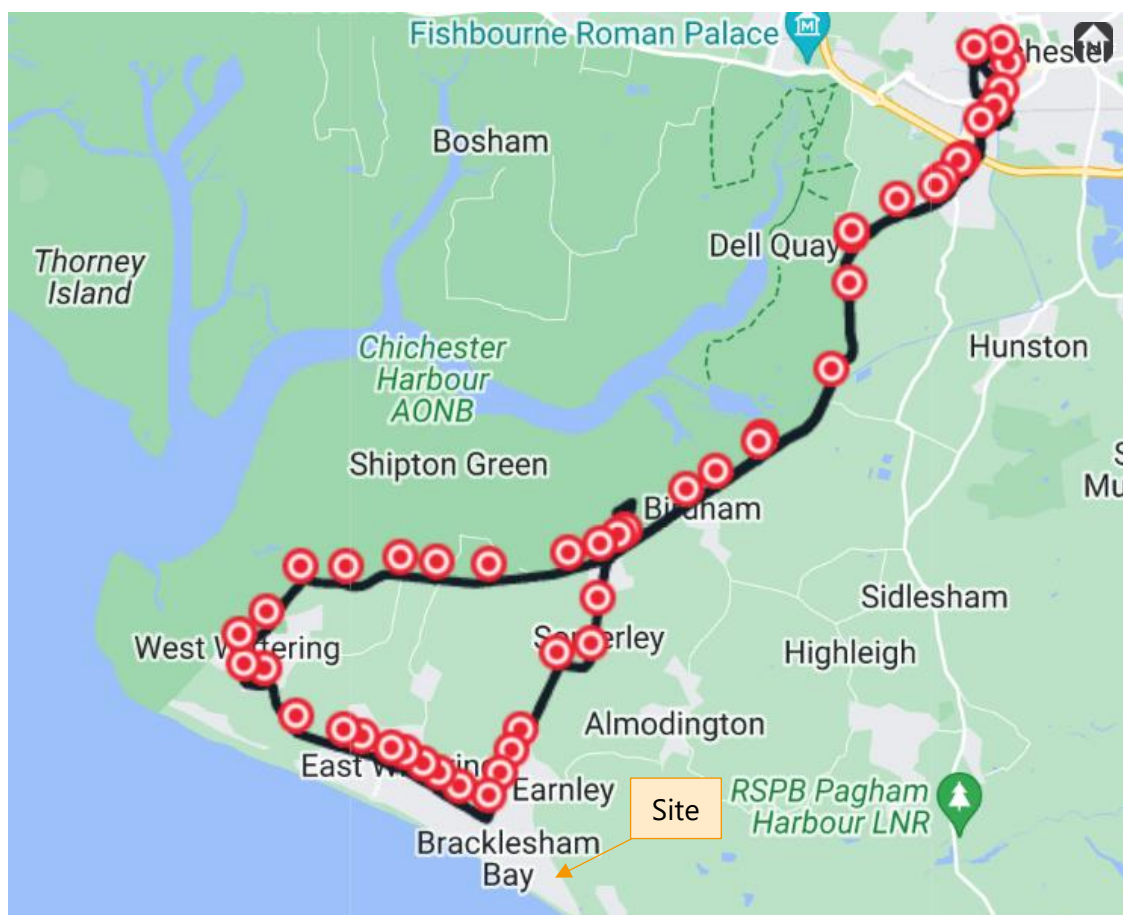
Table 3-1: Local attractions

Destination	Distance	Walking Time	Cycling Time
East Wittering Beach	0.4 km	5 min	1 min
East Wittering	3.8 km	45 min	12 min
West Wittering	6.0 km	1 hr 15 min	18 min
Chichester Harbour	7.7 km	1 hr 34 min	23 min

Bus

3.25 Access to the holiday park using public transport is limited due to its rural location. The nearest bus stops are located at the junction of Clappers Lane and Bracklesham Lane, approximately 1.8 kilometres from the park, and are served by the frequent number 52 and 53 services to Chichester, as shown in Figure 3-6.

Figure 3-6: Bus routes 52 and 53



Source: Google Maps and Stagecoach (2023)

- 3.26 The services operate as 'lollipop' routes with service number 52 completing a clockwise circuit and service number 53 completing an anticlockwise circuit. Combined, the two services provide up to four services an hour to Chichester.

Rail

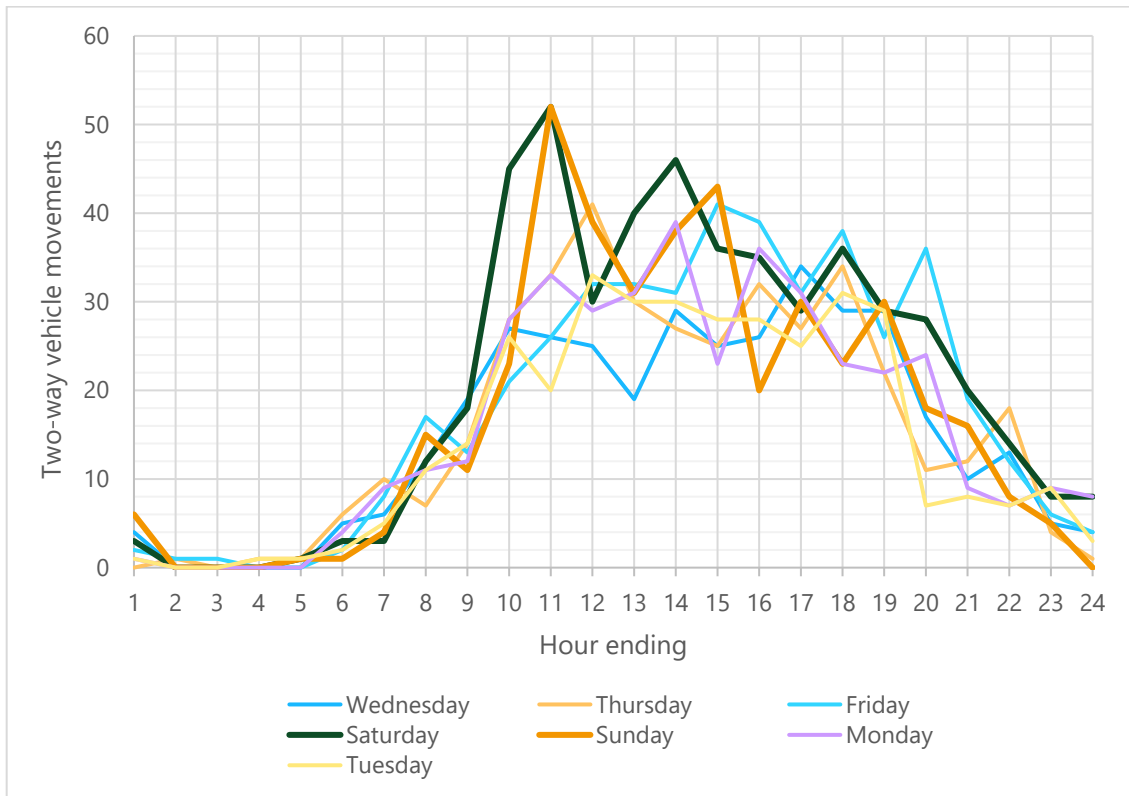
- 3.27 Chichester railway station is located approximately 12 kilometres from the holiday park and provides access to frequent services from London and along the south coast. There is no direct connection from the rail station to the site however a bus connection via a change at Bracklesham facilitates a limited degree of access. Chichester rail station also provides a taxi rank which can take users directly from the station to the site.

Traffic Counts

Holiday Park entrance

- 3.28 To understand the current traffic generation of the holiday park, traffic surveys were conducted at the site's entrance for a week commencing 27th June 2018. This coincided with a prolonged period of excellent weather across the UK, therefore providing a robust assessment of peak operations at the current holiday park.
- 3.29 This data has previously been accepted by WSCC and is considered robust and up to date as the site hasn't changed since 2018. As such the counts remain representative of the current operation, particularly in the context of Covid-19 impacting data in 2020 and 2021.
- 3.30 Figure 3-7 shows the results of the traffic survey. The data shows that most trips to and from the park occur around midday and slowly tail off into the afternoon and evening. This pattern is observed across all seven days of the week with little difference between weekdays and weekends.
- 3.31 It can also be seen that the trip generation is highest on Saturdays and Sundays, as would be expected for a leisure resort. The peak period for trip generation was shown to be between 10:00 and 11:00 on Saturday and Sunday.

Figure 3-7: Existing hourly vehicle trip generation



Source: Commissioned ATC results

3.32 Table 3-2 shows the trip generation for the holiday park during the traditional weekday AM and PM peak periods, as well as a daily trip rate from Midnight to Midnight. The rates have been calculated as averages based on traffic flows from Monday-Friday displayed in Figure 3-7, inclusively.

Table 3-2: Existing weekday trip generation and rates

	AM peak (8-9)			PM peak (17-18)			Daily (00-24)		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle trips (308)	11	3	14	11	19	30	192	193	385
Trip rates (per unit)	0.04	0.01	0.05	0.04	0.06	0.10	0.62	0.63	1.25

Source: Commissioned ATC results

3.33 Table 3-3 shows the trip generation for the peak period on a Saturday (10:00-11:00) as well as a daily trip rate from midnight to midnight. The trip generation on a Saturday is significantly higher than on a typical weekday, however does not overlap with traditional weekday peak periods on the wider highway network.

Table 3-3: Existing Saturday trip generation and rates

	Peak hour (10-11)			Daily (00-24)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
Vehicle trips (308)	28	24	52	245	251	496
Trip rates (per unit)	0.09	0.08	0.17	0.80	0.81	1.61

Source: Commissioned ATC results

Highway Safety

- 3.34 ITP has investigated Personal Injury Collision (PIC) data from the 'Crash Map' website, for the local highway network in the vicinity of the proposed development site. National Planning Practice Guidance states that collision records should be interrogated for the most-recent available three-to-five-year-period – in this case 2017-2021, inclusively.
- 3.35 Within the five-year period reviewed, there were no recorded collisions along the private access road, Drove Lane, or the Site access itself. However, a total of five collisions were recorded on the highway network within a 250m radius of the Drove Lane / Clappers Lane junction. Four of the recorded incidents were classified as 'slight' in severity; and one incident recorded as 'serious' in severity.
- 3.36 The collision search area is displayed in Figure 3-8.

Figure 3-8: Recorded collision locations (2017-2021)



Source: Crash Map (2023)

3.37 As can be seen from Figure 3-8, the five collisions took place at the junction of Bookers Lane and Clappers Lane. Collision data has been obtained via Crashmap Pro, which details the following casualties and manoeuvres:

- Collision in 2017 involving two cars, resulting in a 'slight' injury for a driver and passenger in one of the cars
 - Car proceeding normally along the carriageway, on a right-hand bend
 - Car proceeding normally along the carriageway, on a left-hand bend
- Collision in 2019 involving three cars, resulting in a 'slight' injury for a driver in one of the cars
 - Car proceeding normally along the carriageway, not on a bend
 - Car waiting to proceed normally but is held up
 - Car proceeding normally along the carriageway, not on a bend
- Collision in 2020 involving one car and one pedal cycle, resulting in a 'slight' injury for the pedal cyclist
 - Car in the act of turning right
 - Pedal cycle proceeding normally along the carriageway, not on a bend
- Collision in 2020 involving one car and one pedal cycle, resulting in a 'serious' injury for the pedal cyclist
 - Car in the act of turning right
 - Pedal cycle proceeding normally along the carriageway, not on a bend
- Collision in 2020 involving one van and one car, resulting in a 'slight' injury for the driver and passenger in the car
 - Van slowing down
 - Car waiting to proceed normally but is held up

3.38 In planning terms, the proposed development seeks the same number of holiday units as the extant permission; and as such, there would be no change in vehicle trips and the development would not exacerbate any existing road safety issues.

3.39 Nevertheless, the cluster of collisions is recognised. Noting the time limited impact of construction vehicles, this is something that has been considered within the accompanying CTMP.

4. Proposed Development

- 4.1 The proposed redevelopment of the existing Medmerry Holiday Park seeks the replacement and relocation of the existing 308 holiday chalets into a high-quality holiday resort comprising 308 modern holiday lodges.
- 4.2 It is understood that substantial investment is required at Medmerry Holiday Park if it is to continue to play a tourism role in the future; with the current holiday chalets and central services buildings requiring significant maintenance and not meeting the expectations of visitors.
- 4.3 The development proposes to introduce a unique holiday park which is fundamentally different from other self-catering accommodation located within the area. Figure 4-1 presents the proposed masterplan for the site. The masterplan can also be found in more detail in **Appendix B**.

Figure 4-1: Proposed Masterplan



Source: Inspired Partnership Ltd Proposed Masterplan drawing 427.01_1000.2 Rev P1

- 4.4 The extent of the development would cover predominantly the northern half of the site, with the remainder of the site south of the 'no build zone' line free from significant development.
- 4.5 The 308 lodges are proposed to be located within five character areas:
- Orchard Accommodation – 40 lodges
 - Wetlands & Rife Accommodation – 31 lodges
 - Lakeside Accommodation – 100 lodges
 - Secret Garden Accommodation – 24 lodges
 - Woodland Accommodation – 113 lodges
- 4.6 The five character areas each represent a unique environmental feature of the surrounding Manhood Peninsula. Figure 4-2 presents a visual concept of the lodges located at lakeside.

Figure 4-2: Lakeside lodges visual



Source: Inspired Partnership Ltd (2023)

- 4.7 Central facilities will be redeveloped into a new series of buildings which will include the village hub; boathouse store; food & beverage; pop-up dining area; children's play area; adventure playground; paddle tennis; and beachside pool. In addition, further facilities will be scattered throughout the site, including an activity lake and outdoor amenity area.

Phasing

- 4.8 The redevelopment of the site would take place in five phases, with each phase comprising both the demolition of existing chalets and construction of new lodges.
- 4.9 The redevelopment will be phased to ensure continuous viability of the park until full completion. However, it is important to note whilst some existing and new lodges may be operational at the same time, no more than 308 units will be occupied at one time.

Access

- 4.10 Vehicular access to the park will continue to be taken via the private road (Drove Lane) from Earnley, with secondary emergency access possible via the adjacent RSPB nature reserve – as per the existing arrangement.
- 4.11 There are no planned alterations to the existing access as part of the proposed development.
- 4.12 Signage will be provided at the access point of the Medmerry Holiday Park to direct drivers appropriately within the site. The primary route from the access point will lead drivers directly towards the village hub in the centre of the site, to then complete their journey to their lodge via secondary, access-controlled routes. Input was provided throughout the scheme design to ensure that the existing PRow footpath 55 within the site was not used as the primary access route into the site; thus minimising vehicular usage of this route and maintaining a strong sense of public access via foot.

Parking

- 4.13 The holiday park will provide ample car parking both adjacent to each holiday home, as well as at a central car park for visitors or guests while they check-in. The visitor car park will be located adjacent to the village hub and therefore remain obvious to visitors arriving for the first time.
- 4.14 West Sussex County Council's Parking Standards does not include a specific policy on holiday parks. However, parking policy for non-residential places of assembly including hotels and guest houses sets initial guidance of 1 space per bedroom.
- 4.15 It is considered that the proposed parking adjacent to each lodge will meet this demand. Two parking spaces per lodge are proposed; with an additional mix of communal, unallocated parking spaces throughout the development.

- 4.16 The site is located at the end of a long private road; therefore, it is highly unlikely that any overspill parking would affect the local highway network. The site is also gated to avoid the site becoming an unofficial car park for the adjacent beach or nature reserve.
- 4.17 It is not considered necessary to provide any additional formal cycle parking, with guests instead able to store their bicycles at their lodge. Staff can securely store bicycles in the private areas of the site, as is currently the case.

Servicing

- 4.18 Existing arrangements for servicing of the holiday park are likely to remain largely unchanged. The type of operations at the site are likely to remain the same as at present.
- 4.19 The principal servicing requirements of the holiday park include:
- Refuse and recycling collection
 - Delivery of stock and other consumables
 - Collection and delivery of laundry
 - Gardening and maintenance of the grounds
- 4.20 It is considered that any changes required to the above or similar as a result of the holiday park's development will have a negligible impact on the local highway network and therefore further assessment hasn't been undertaken.

5. Trip Generation

- 5.1 Medmerry Park currently operates a mix of owned chalets which are for sole user by owners and also sub-let to holiday makers, as well as holiday fleet owned chalets managed by the Park. The redevelopment of the Park will retain this arrangement for the brand new lodges moving forward.
- 5.2 The development also proposes a wider range of additional activities, which will help reduce traffic generation by encouraging longer stays and reducing the need to leave the site.
- 5.3 The existing trip rates calculated in Table 3-2 and Table 3-3 demonstrate a robust assessment of peak operations at the current holiday park. The trip rates are based on traffic surveys conducted at the site’s entrance for a week commencing 27th June 2018, coinciding with a prolonged period of excellent weather across the UK.
- 5.4 In order to estimate the future number of trips, the existing trip rates will be replicated. As the land use, proposed operating model and number of units is remaining the same, it is reasonable to assume that trip rates will be comparable. The use of site-specific trip rates, as opposed to generic rates provides a further degree of accuracy for movements related to the site. It has previously been noted that TRICS does not contain any comparable sites.
- 5.5 Table 5-1 provides a summary of the likely peak and daily trips of the proposed development when in full operation, based on robust surveys completed on the existing site in June 2018.

Table 5-1: Summary of total trips (two-way)

	Weekday			Saturday	
	AM Peak	PM Peak	Daily	Peak hour	Daily
Existing vehicle trips (308 units)	14	30	385	52	496
Proposed vehicle trips (308 units)	14	30	385	52	496
Net change in vehicle trips	±0	±0	±0	±0	±0

- 5.6 The assessment concludes that the development of Medmerry Holiday Park will result in an imperceptible, if any, difference in vehicle trips over that of the extant permission, therefore no further assessment is deemed necessary.

6. Construction Impact

- 6.1 A separate Construction Traffic Management Plan (CTMP) accompanies the application, seeking to control and mitigate for the temporary impact caused during the development of the holiday park. The phasing and management of the works will ensure that, like the eventual development trips, the construction impact is minimal.
- 6.2 As part of the 2019 application, it was noted that the impact of additional traffic through the Conservation Area of Earnley could have a negative impact on the village. This would have been addressed by a CTMP.
- 6.3 The works themselves will only take place within the boundary of the holiday park, which is some distance from the local highway network and most neighbouring properties. Again, like the development trips, the works can be timed to avoid peak periods on the surrounding highway network.
- 6.4 It assesses assess the impact from elements including:
- Demolition of existing chalets
 - Site earthworks
 - Construction of new lodges
- 6.5 The CTMP provides a bespoke suite of initiatives to be adopted by the appointed contractor to ensure that works travel to the site in a manner that is sustainable and minimises construction traffic impact on the local highway network.

7. Summary

- 7.1 Integrated Transport Planning has been commissioned to prepare a Transport Assessment to accompany an application for the redevelopment of the existing Medmerry Holiday Park, at Earnley, West Sussex. The proposals involve the replacement and relocation of the existing 308 holiday units.
- 7.2 This Transport Assessment demonstrates that the proposed development at Medmerry Holiday Park will result in a negligible impact on the highway network.
- 7.3 The site benefits from an existing private vehicular access from Drove Lane that is well established and suitably accommodates the type and nature of vehicles associated with Medmerry Holiday Park. There are to be no changes posed to this arrangement, therefore nothing 'new' will be introduced to the existing highway environment.

- 7.4 Medmerry Holiday Park already has planning permission, granted in 2016, for holiday use of 308 units; as such, the refurbishment of all 308 units would not necessarily require a planning application. Nevertheless, it has been deemed more viable to replace and relocate the units; and therefore, planning permission is sought.
- 7.5 In planning terms, the number of units between the extant permission and proposed development is not changing, and therefore the number of vehicle trips would remain the same. Due to there being no change in vehicle trips from the proposed development and taking into account the existing lawful use of the well-established site, it is anticipated that the development will not result in a material or severe cumulative highway impact.

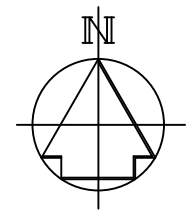
Conclusion

- 7.6 In conclusion, it is considered that the proposed development provides a genuine opportunity to develop a high-quality modern holiday park that is well established with existing suitable access and integration with the local highway network.
- 7.7 The proposal would provide safe and suitable access for all modes and will not result in a severe residual cumulative impact, not be prejudicial to highway safety, and is therefore in accordance with the National Planning Policy Framework and should be recommended for approval by West Sussex County Council as Local Highway Authority.

Appendix A

Site Access Swept Path Drawing

ITP drawing 4150/001



Earnley Village

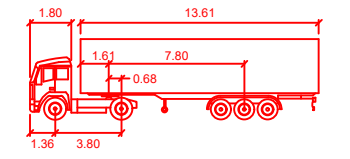


Gate access demarcating the public and private highway.

To site

REVISIONS	REV	Auth	DATE
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ADD NOTES HERE



Artic

	Tractor Width	Trailer Width	Tractor Track	Trailer Track	Tractor Length	Trailer Length	Lock to Lock Time	Steering Angle	Articulating Angle
units	: meters								
values	: 2.55	: 2.55	: 2.55	: 2.55	: 13.61	: 7.80	: 6.0	: 42.7	: 70.0

NOTES:
Table 7.1 in Manual for Streets derives the required SSD for a 30mph highway as 40 meters (43m adjusted for bonnet length)

PURPOSE OF ISSUE	REV	Auth	DATE
Updated Client Submission	-	JP	14.03.23
Client Submission	-	KD	25.10.19



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CLIENT
Cove Communities

PROJECT
Medmerry Holiday Park, Chichester

DRAWING TITLE
Site Access

BASE SCALE 1: 500 @ A3	DATE 14.03.23
---------------------------	------------------

DRAWING NUMBER DWG/4150/001	REV -
---------------------------------------	----------

Appendix B

Proposed Masterplan

Inspired Partnership Ltd Proposed Masterplan drawing 427.01_1000.2 Rev P1



- AMENITY KEY:**
- 1 - Access/Approach Signage Wall
 - 2 - The Village Hub
 - 3 - Boathouse Store and F&B
 - 4 - Pop-Up Dining/Picnic Area, Children's Play Area, & Open-Air Cinema
 - 5 - Adventure Playground
 - 6 - Adventure Golf and Padel Tennis
 - 7 - Beachside Pool
 - 8 - The Activity Lake & Beach
 - 9 - Medmerry Outdoor Amenity Area
 - 10 - Wildlife Corner Picnic Space
 - 11 - Back of House/Facilities
- ACCOMMODATION KEY:**
- Orchard Accommodation - 40no.
 - Wetlands & Rife Accommodation - 31no.
 - Lakeside Accommodation - 100no.
 - Secret Garden Accommodation - 24no.
 - Woodland Accommodation - 113no.
- Total Lodges - 308**

- Key Plan**
- Site Boundary (21.7HA, 53.6 Acre)
 - Land Under Ownership (33.3HA, 82.4 Acre)
 - Public Right of Way
 - Existing Tree Location
 - Proposed Landscaping

IMPORTANT NOTICE

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THIS DRAWING HAS BEEN PREPARED FROM SITE SURVEY INFORMATION TAKEN BY OTHERS.

Contractors must check ALL dimensions on site. Only figured dimensions are to be worked from.

Discrepancies must be reported immediately to the client before proceeding. Neither IPI nor the client accepts responsibility for works undertaken or materials purchased without accurate site assessment and specific measurement.

- Survey
- SO: For discussion
- S1: Fit for coordination
- S2: Fit for information
- S3: Fit for internal review
- S4: Fit for construction approval
- D1: Fit for costing
- D2: Tender issue
- D3: Fit for contractor design
- D4: Fit for manufacture procurement
- A: Construction issue
- B: Partially signed-off
- AB: As built drawing

10/07/2023	P1	Planning Issue
07/06/2023	10	Consultant Issue
10/05/2023	09	Retention of Rite
24/03/2023	08	Masterplan Update
13/03/2023	07	Issue with Update
09/01/2023	06	Issue for Comment
02/12/2022	05	Masterplan Update
25/11/2022	04	Masterplan Update
24/11/2022	03	Revised Masterplan
18/11/2022	02	Revised Masterplan
21/09/2022	01	Issue for Comment
Date	Rev ID	Description
Client Approval		
<input checked="" type="checkbox"/>	A	Approved
<input type="checkbox"/>	B	Approved with Comments
<input type="checkbox"/>	C	Do Not Use

Project: **Medmerry Park - Site Redevelopment**

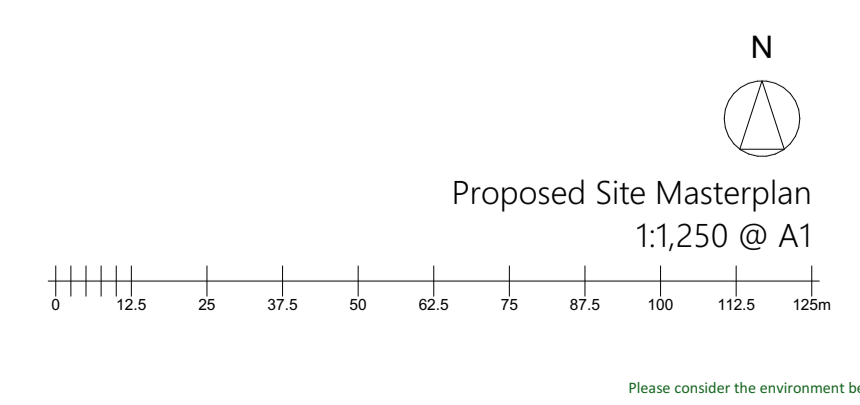


Drawn: JG Date: July'23
Sheet Size: A1 Scale: 1:1250

Drawing: **Proposed Masterplan**

Drawing Subset: **Masterplan**
Drawing Status: **S2** Purpose of Issue: **Comment**

Sheet Number: **427.01_1000.2** Rev: **P1**



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