WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	26 January 2022
LOCATION:	Southlands Hospital, Upper Shoreham Road, Shoreham-By-Sea, BN43 6TQ
SUBJECT:	AWDM/2229/21 New temporary Mobile and Relocatable CT and MRI scanners within car park. More info received.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	Advice
S106 CONTRIBUTION TOTAL:	n/a

This application has been dealt with in accordance with the Development Control Scheme protocol for small scale proposals.

I refer to your consultation in respect of the above planning application and would provide the following comments.

Context & History
West Sussex County Council was consulted previously on Highway Matters for this application and provided comments dated 23/12/2021. Some concerns were raised with regard to:

- Vehicle tracking for when the scanners are brought onto site
- Loss of Car Parking
- Revised Internal Traffic Flow Tracking

Subsequently the applicant has provided some supplementary information so satisfy these concerns. The comments below have been prepared after a review of this additional supplementary information.

The proposal seeks the placement new temporary Mobile and Relocatable CT and MRI scanners within car park of Southlands Hospital, Upper Shoreham Road, Shoreham-by-sea.

No changes are proposed at the access points into the hospital site from the maintained highway network. Access currently takes place from Upper Shoreham Road, a 'C' classified road and Hammy Lane an 'unclassified' road.

Trip Generation
While no trip generation data has been presented specifically for the CT and MRI scanners it is not unreasonable to conclude that any trips created by them will be insignificant when put into context of the wider Southlands Hospital site and trip generation.

Vehicle Tracking
The proposed site plan annotates that tracking and crane logistics are to be provided by the supplier. It does not seem that these details have been provided to date.

The applicants have clarified that the scanners will be brough in using standard sized HGV's. Given this type / size of vehicle access the site as existing for servicing and delivery it would not be anticipated this will result in any impact at the Hammy Lane or Upper Shoreham Road access point.

Car Parking
The placement of the scanners will result in the loss of 11 car parking spaces, it is appreciated this will be on a temporary 5-year basis, at which time the lost spaces will be re-instated.

No details have been provided to demonstrate what proportion of the existing car parking provision this equates to. After inspection of aerial photography the wider site seems to benefit from a provision of circa 175-180 spaces. The loss of 11 spaces would therefore represent a loss of circa 6.0% of the existing provision.

WSCC does not have a specific parking standard for D1 use class, instead each application for this use class, and its parking requirements, are to be assessed on a case-by-case basis.

The applicant has confirmed they do not have any additional data to this regard. It is noted that the existing on-site car parking was significantly improved / increased (Net +72 spaces) under application reference AWDM/0300/17. After inspection of aerial photography this seems to have been implemented. The loss of 11 spaces now will still see a significant improvement to the parking provision on site when compared to the pre 2017 parking situation on site.

It should be noted that any on street car parking in the immediate vicinity should be parking safely on street in accordance with any existing traffic regulation orders.

On balance it seems difficult to substantiate that the loss of 11 spaces, on a temporary basis, will result in any unacceptable highway safety concerns.

Internal Traffic Flow
The placement of the scanners will require reorganisation to the flow of traffic within the site with part of an internal one-way system being changed to introduce a two-way flow of vehicles. Namely at the access point from the main hospital spine road into the north eastern most parking area, with this access proposed to take the form of a 'priority' type junction to facilitate both 'in' and 'out' movements.

Vehicle tracking has been presented for this junction which demonstrates that the geometry and radii is suitable for this new internal traffic flow.

Conclusion
On balance the Local Highway Authority does not consider that the proposal would have and an unacceptable impact on highway safety or result in a 'severe' cumulative impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and as such there are no transport grounds to resist the proposal.

Ian Hayward
West Sussex County Council – Planning Services