WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Peter Barnett
FROM:	WSCC - Highways Authority
DATE:	23 December 2021
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.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information
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
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.

Without this information it is difficult to make any assessment / comment if the existing access arrangements into the hospital site from either Hammy Lane or Upper Shoreham Road, or indeed the existing internal access roads, can facilitate the 'bringing in' of this equipment.

Will the scanners be brought in on a size / type of vehicle that currently accesses the site or will the bringing in of the scanners represent a movement from an oversized vehicle that would need to be managed?

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 basis, but it has not been confirmed for how long the units will be on site.

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.

No data has been provided to demonstrate that the existing car park is operating with spare capacity that 11 spaces can be sacrificed.

The Local Highway Authority would only be in a position to raise an objection citing parking if the loss of parking resulted in overspill parking that created a highway safety issue on the wider maintained highway network. Given the quantum / proportion of spaces and existing use of the site it seems unlikely that this would be the case.

It is noted that the wider car parking at the site was expanded under AWDM/0300/17. It would be beneficial if some data could be presented to demonstrate that the loss of parking proposed by this proposal would not result in any overspill parking implications.

The Local Planning Authority would be advised to consider the amenity implications to the loss of the parking provision.

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.

It would be beneficial if the applicant could provide swept path tracking to demonstrate that the geometry radii of this junction is suitable to facilitate the passing of two-way flows. The tracking should demonstrate the tracking of vehicles that will typically make use of this internal access point.

If the geometry is not suitable this may result in queuing at this junction which may back up onto Upper Shoreham Road.

Conclusion
Please can the comments above be raised with the applicant and the Local Highways Authority be reconsulted on this application.

Ian Hayward
West Sussex County Council – Planning Services