

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Katherine Williams
FROM:	WSSC – Highways Authority
DATE:	14 th March 2025
LOCATION:	Queen Victoria Hospital Nhs Trust Holtye Road East Grinstead RH19 3DZ
SUBJECT:	DM/25/0396 Proposed development of a single storey Community Diagnostic Centre (CDC) at the existing Queen Victoria Hospital with associated car and cycle parking, landscaping and ancillary development.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	No Objection

Background

WSSC in its role of Local Highway Authority (LHA) has been consulted on the proposals for highway safety, capacity and access.

The proposed Queen Victoria Hospital (QVH) Community Diagnostic Centre (CDC) will be a single storey structure located on land at the existing QVH site to the south of the Jubilee Centre. The applicant engaged in pre-application advice with the LHA in December 2024 and the highway aspects have formed the Transport Statement (TS) for the formal application.

Access

No new vehicle accesses are proposed for the Proposed Development, with vehicles trips associated with the CDC anticipated to use the Main Entrance (for patient and staff parking). The vehicular access onto the A264 Holtye Road has been in operation for some time and appears to be operating safely according the latest LHA road traffic collision information.

In terms of pedestrian access this is taken from the A264 Holtye Road. A shared-use pedestrian / cycle path runs the western boundary of the QVH site at Meridian Way to Elizabeth Crescent, providing connections to residential areas to the west of the Proposed Development.

Network Capacity

It is expected that the proposed QVH CDC will see a peak of approximately 37 two-way patient trips per hour. Some of the associated movements will already be combined trips within the overall hospital site. Therefore, the small increase in movements is not likely to see a 'severe' impact on the highway network in accordance with National Planning Policy Framework (NPPF) 116.

Layout and Parking

Swept Path diagrams have been provided demonstrating that parking for all vehicles including a refuse and fire tender can be achieved within the parking areas.

No additional vehicle parking will be provided and will utilise the site's parking arrangements although the parking area overall will be re-configured. The TS provides some additional clarity on how this will be factored into the overall development. The expected trip demand for both staff and visitors has been assessed based on information provided by QVH Foundation Trust, patient surveys undertaken at the existing QVH site which shows the likely parking should be workable.

A total of 10 cycle parking spaces will be provided for the Proposed Development. This provision will in the form of five Sheffield stands in a covered shelter within the existing car park

Accessibility

The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for staff and visitors to travel to the site as outlined within the TS. The closest bus stops to the Proposed Development are on the A264 Holtye Road, with a northbound bus stop located directly south of the Proposed Development and a southbound bus stop located approximately 220m from the Proposed Development. Both stops provide access to two bus services providing onward connections to East Grinstead town centre, allowing for onward bus and rail journeys from East Grinstead station.

Travel Plan

It is currently anticipated that there will be 21 staff associated with the CDC at any one time. A Staff Travel Plan (STP) has been provided within the formal TS. The submitted STP is noted. This accords with the requirements of the LHA. The applicant should note that the LHA apply an auditing fee to all new travel plans. The travel plan and associated auditing fee would be secured via a s106 agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to be proportionate and reflective of the costs incurred.

Conclusion

Having regard for the current usage and the supporting information within the TS the LHA does not consider that the proposal would have 'severe' impact on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (para 116), and that there are no transport grounds to resist the proposal. Any approval of planning permission would be subject to the following condition:

Travel Plan (to be approved)

No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.

Reason: To encourage and promote sustainable transport.

Jamie Brown
West Sussex County Council – Planning Services