



REPORT

Transport Note

Princess Royal Hospital, Lewes Rd, Haywards Heath, RH16 4EX



1. TRANSPORT NOTE

General

- 1.1. CitisenSense Ltd ('CTS') has prepared this Transport Note ('TN') in support of the proposals at Princess Royal Hospital, Lewes Rd, Haywards Heath, RH16 4EX ('the site').
- 1.2. The site falls within the administrative boundary of Mid Sussex District Council (MSDC) who form the local planning authority and with West Sussex County Council (WSCC) as the local highway authority.
- 1.3. The site falls within the wider area of Princess Royal Hospital (PRH) which is an operational NHS trust hospital facility. The existing PRH has a total of 699 car parking spaces.
- 1.4. The site itself where the proposed development is located comprises an area of car parking in the eastern section of the facility, which provides a total of 61 car parking spaces all accessed via a private estate road.
- 1.5. The proposed development comprises a temporary structure of approximately 284 sqm that is to be deployed to maintain elective and urgent surgical capacity during refurbishment works to the wider PRH hospital, with the structures expected to be in place for five years whilst the refurbishment works to the main trust building take place.
- 1.6. In order to accommodate the proposed development as a temporary structure, 45 car parking spaces from within the site boundary will temporarily be suspended and taken out of use from the wider hospital provisions.
- 1.7. Once the refurbishment works in the PRH are complete, it is anticipated that the proposed development would be decommissioned and the car parking spaces reinstated, so that the PRH operations could continue to operate as existing.
- 1.8. The purpose of this TN is to review the transport implications of the proposed development and ensure that there are no severe highways impacts on the local highway network.
- 1.9. This TN has been prepared with reference to the requirements of the National Planning Policy Framework ('NPPF', 2024) and in accordance with WSCC best practice guidance.

Access

- 1.10. The site is accessed via a private estate road and is thus not on the public highway. The closest section of the public highway is at the junction with Lewes Road via a roundabout junction, which is approximately 200m driving distance to the north.
- 1.11. A Road Casualty Appraisal is therefore not appropriate given the private estate road but it is expected that any collisions would have been reported to the trust and any remedial measures actioned accordingly. No such issues are known with the site location so it is considered that access is appropriate from a road safety perspective.
- 1.12. The proposed development will be accessed from the parking area that is temporarily being suspended, as per the existing situation for this area of hardstanding. The proposed development

requires the circulation of the parking area to be reconfigured, so vehicles will now need to access and egress in a clockwise circulation along the eastern edge of the building.

- 1.13. There will be an entrance point on the eastern and western side of the building to cater to arrivals from multiple directions.
- 1.14. As the proposal is temporary and a reprovision of existing operations in the hospital whilst the refurbishment takes place, it is considered that the access strategy is appropriate for the nature and scale of the use and expected volume of users.

Parking

- 1.15. It is noted that MSDC defer to the non-residential parking standards set out within the WSCC 'Guidance on Parking at New Developments' (2020) document. However for a medical facility, it is noted that there are no set car parking standards available and that instead the documents notes that car parking provisions should be allowed for based on site-specific requirements or based on any Travel Plans in place or that are proposed.
- 1.16. The proposed development would require the temporary suspension of 45 car parking whilst the refurbishment takes place, meaning these spaces would temporarily be out of use over the five year period.
- 1.17. However as the site is located within a wider private estate access road, that is a significant distance from the public highway (in excess of >200m driving distance), with a vast quantum of parking already available across the site, it is expected that the temporary reduction in car parking would not lead to any displacement impacts on the public highway and that demand for parking could continue to be managed as existing.
- 1.18. Parking management would be in the form of additional monitoring and enforcement to ensure that the existing spaces are being used appropriately and that any vehicles obstructing parking bays are appropriately removed.

Trip Generation

- 1.19. As the proposed development is a temporary structure to maintain elective and urgent surgical capacity during the refurbishment works to the wider PRH hospital, it is not expected that it would generate any additional or new trips on the network, as it is simply relocating trips from the main PRH hospital that would otherwise already be taking place.
- 1.20. The proposed development does not seek to intensify or create any new uses above what has historically taken place on the site and will continue to take place once the proposed building is decommissioned.
- 1.21. On that basis, it is unlikely that the proposed would lead to any additional demand or pressure on the local transport network, with no severe impacts from the trips.

Servicing

- 1.22. The proposed development will be serviced as per the existing hospital and tie into the existing strategy, taking place via the local private estate road network.

- 1.23. An appropriate clinical waste provision will be allowed for externally south of the proposed temporary building, with a new dedicated waste store that will be accessed by the trust refuse vehicle.
- 1.24. As the proposed development will not intensify servicing and will be incorporated into the servicing strategy for the wider trust via a private estate road, it is not expected that there will be any material impact to the local highway network.

Conclusion

- 1.25. Overall the proposed development is considered to be acceptable given it does not lead to any material transport impacts on the local highway network, as it is simply a temporary reprovision of the existing hospital operations whilst wider refurbishment works to the PRH take place.
- 1.26. The access strategy is appropriate for the nature of the use and the proposal will provide appropriate facilities to ensure safe servicing can take place, by being incorporated into the wider PRH servicing strategy.
- 1.27. The proposed development is consequently considered to be in accordance with the requirements of the NPPF and will not lead to any severe transport impacts.
- 1.28. In conclusion, it is regarded that all highways and transport matters have been addressed for the proposed development and that it should be recommended for approval.