

COURTLANDS INDEPENDENT SPECIAL SCHOOL

COURTLANDS SEN SCHOOL, WORTHING

TRANSPORT STATEMENT

REPORT REF.
2604190-ACE-XX-00-RP-C-0103

August 2026

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Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft	SR	JS	Draft	10.08.26
-	Final	SR	JS 	BS 	11.08.26

Distribution

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) has been appointed by Courtlands Independent Special School to prepare a Transport Statement (TS) to accompany a planning application at Courtlands SEN School, 37 Parklands Avenue, Worthing.
- 1.2. The site is located within the local planning authority of Worthing Borough Council, with West Sussex County Council acting as the Highways Authority.
- 1.3. The development description for the application comprises the following:

"Change of use of the site to a Special Educational Needs (SEN) School (Class F1) for up to 80 pupils, including retention of two replacement outbuildings (sheds), erection of 2no. lodge-style classroom buildings, installation of a Multi-Use Games Area (MUGA), polytunnel and associated external works including 3.34m high gate piers (with in-built CCTV camera) and automated metal entrance gates to the drive and galvanised steel security perimeter fencing."

Planning History

- 1.4. The application follows pre-application discussions with Worthing Borough Council (Ref: PREAPP/0152/25) and responds directly to the written advice dated 5 January 2026.
- 1.5. Planning permission (Ref: AWDM/2234/21) and Listed Building Consent (Ref: AWDM/2235/21) were granted on 1 September 2022 for the change of use of the site from offices to a care/school facility with overnight accommodation (Class C2), together with associated works.
- 1.6. It is understood that this consent allows for a maximum of 23 pupils, however, the site currently operates with up to 65 attending pupils with an average of 55 pupils – all relevant parties are aware of this increase.

Policy and Guidance

- 1.7. This TS has been prepared in accordance with the following national, regional and local policy / guidance documents:
 - National Planning Policy Framework [NPPF] (MHCLG, December 2024);
 - National Planning Practice Guidance [NPPG] (DCLG, 2014);
 - Manual for Streets [MfS] (DfT, 2007);

- Manual for Streets [MfS2] – Wider Application of Principles (CIHT, 2010);
- Design Manual for Roads and Bridges [DMRB] (Highways Agency, 1992);
- West Sussex Transport Plan (WSCC, 2022 – 2036);
- Worthing Local Plan (WBC, 2023).

Report Structure

1.8. Following this introduction, the remainder of this report is structured as follows:

- **Section 2** describes the existing situation, including proximity of the site to local services, pedestrian and cycle facilities and accessibility by public transport;
- **Section 3** outlines the proposed scheme, including access and parking arrangements;
- **Section 4** sets out the trip generation for the proposed development; and
- **Section 5** provides a summary and sets out the conclusions.

2. Existing Situation

Site Location & Local Context

- 2.1. Courtlands is located in a sustainable location, surrounded by a large residential catchment area. The A259 is located a short distance to the north with numerous bus stops linking the site with Worthing to the east and Littlehampton to the west. Worthing Town Centre is less than 3 km to the east.
- 2.2. **Figure 2.1** below identifies the location of the site.

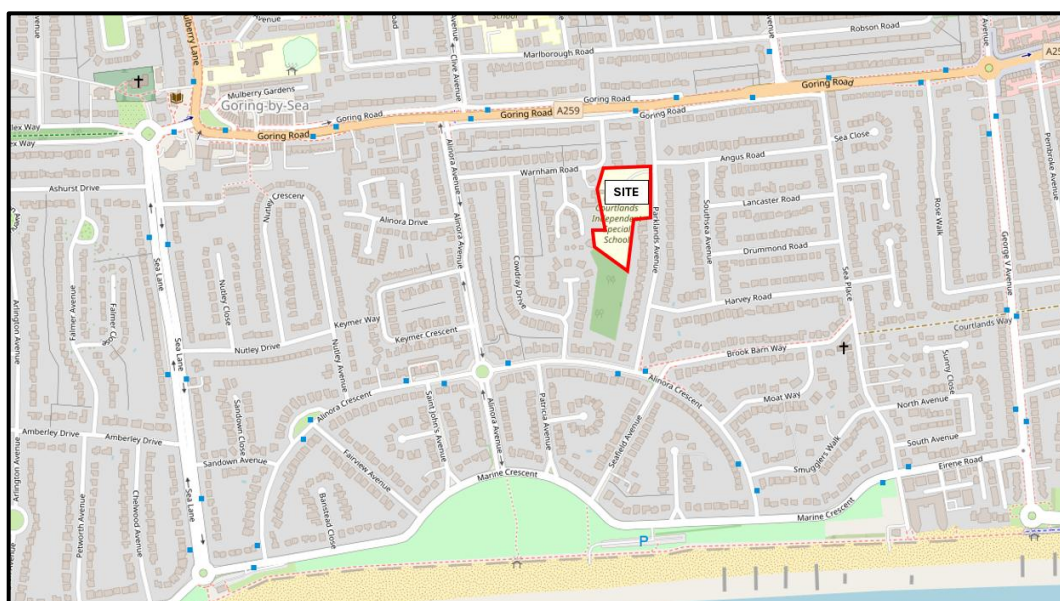


Figure 2.1: Location Plan (www.openstreetmap.com)

- 2.3. The site benefits from a planning consent for use as a care/school facility with overnight accommodation (use Class C2) granted in September 2022 (Ref: AWDM/2234/21) and is currently operational as a SEN school.
- 2.4. It should be noted that due to the nature of the school, it is expected that current and future pupils may have mobility / other impairments that may affect their opportunities to travel to and from the school via active and sustainable travel modes.

Local Highway Network

- 2.5. Parklands Avenue is part of a network of local access roads on the south side of A259 Goring Road. Along with Angus Road, Warnham Road, Harvey Road and Alinora Crescent provides access to an established area which has a mixed character of

residential and commercial uses. The local network joins the A259 via Parklands Avenue.

- 2.6. Parklands Avenue runs south from the A259, which joins as the minor arm of a priority T junction. The avenue is fronted by residential properties and comprises a 7.0m carriageway formed of two running lanes. It is lightly trafficked with low speeds, being used only by vehicles accessing the dwellings along its length.

Accident Data

- 2.7. The crashmap website (<https://www.crashmap.co.uk/>) has been reviewed for the immediate area adjacent to the site to understand the general accident traits of the immediate highway network.
- 2.8. The NPPG includes the online document 'Travel Plans, transport assessments and statements in decision-taking' (updated March 2014), which provides general advice on the scope of Transport Statements. This document states consideration should be given to *"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the site has been identified as within a high accident area"*.
- 2.9. One collision was recorded within the immediate proximity of the proposal site in the most recent three-year period spanning 2022 – 2024 (inclusive). This collision was classified as 'Slight' in severity and can be seen in **Figure 2.2** below.

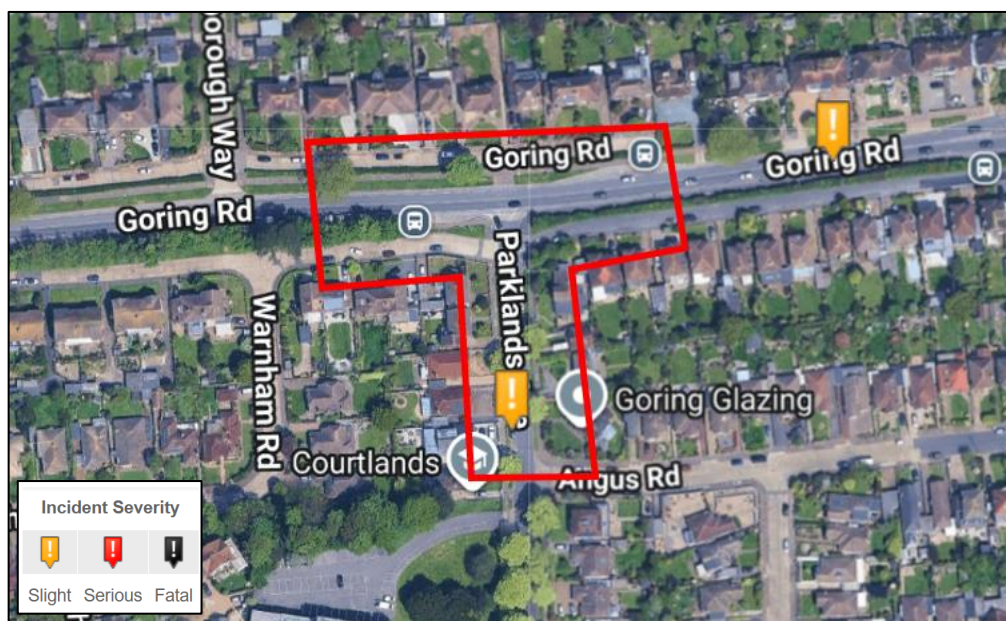


Figure 2.2: Accident Data (Source: Crashmap.co.uk)

2.10. Based on the above, no pattern of collisions can be identified that could be materially worsened by the proposed development.

Guidance on Travel Distances

2.11. The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 500m (6 minutes, "Desirable") and 2km (25 minutes, "Preferred Maximum") for commuting and journeys to school.

2.12. Manual for Streets (MfS) identifies walkable neighbourhoods as being those typically characterised by having a range of facilities within an 800m (10 minute) walk distance, however not an upper limit, with walking offering the greatest potential to replace short car trips, particularly those under 2km.

Table 2.1: Recommended Walking Distances

	Town Centre (m)	Commuting/ School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

2.13. Courtlands SEN School is located within the built-up urban area of Goring-by-Sea and is in close proximity to several large residential catchment areas within a short distance, thereby facilitating active travel trips by pupils and staff.

Walking

2.14. Parklands Avenue is a residential street that runs predominantly in an east – west alignment and is subject to a 30mph speed limit. It benefits from street lighting and approximately 2m wide footways on both sides of the carriageway, as well as a 2.0m grass verge fronting onto the carriageway.

2.15. The site's location on the eastern edge of Goring by Sea town centre means that it lies within the Department for Education's stipulated 4.8km walking distance from home for children aged 8. **Figure 2.3** shows the areas accessible within a 1km, 2km, 3km and 4.8km walking distance.

2.16. All local roads have good quality, wide footways on both sides of the carriageway with street lighting, providing an excellent environment for pedestrians.

2.17. Crossing points in proximity of the site have dropped kerbs, allowing pedestrians a direct, step-free crossing point to assist pedestrian movements along key desire lines.

2.18. These facilities provide a safe environment for pedestrians and connect the site very well to surrounding public transport infrastructure and local facilities.

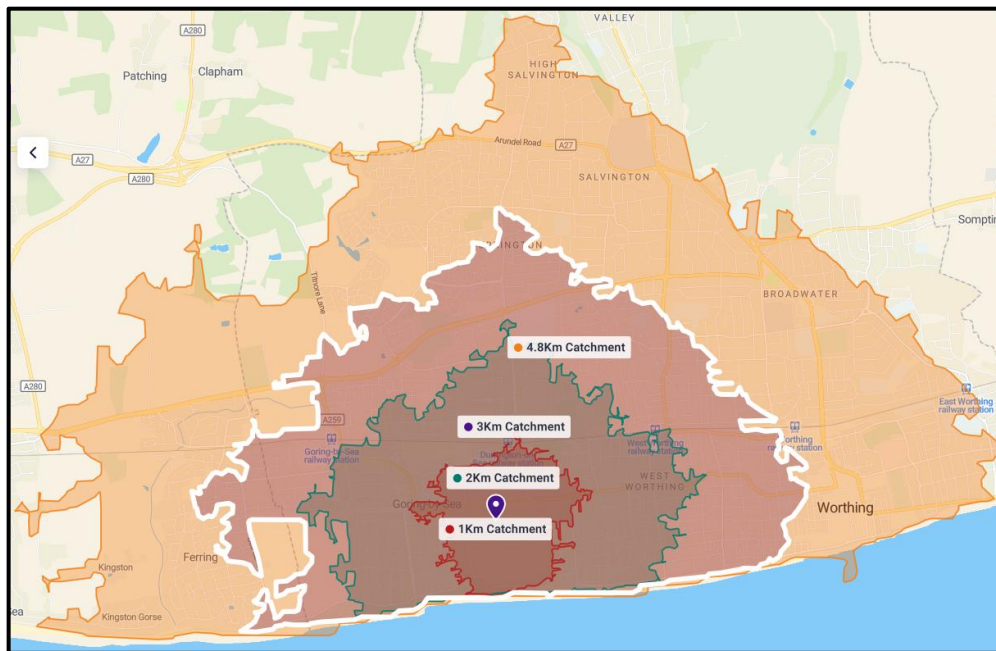


Figure 2.3: Walking Isochrones (Source: www.smappen.co.uk)

Cycle Routes

2.19. There is an extensive wider cycling network that supports cycling to and from the site with routes in the vicinity shown in **Figure 2.4**.

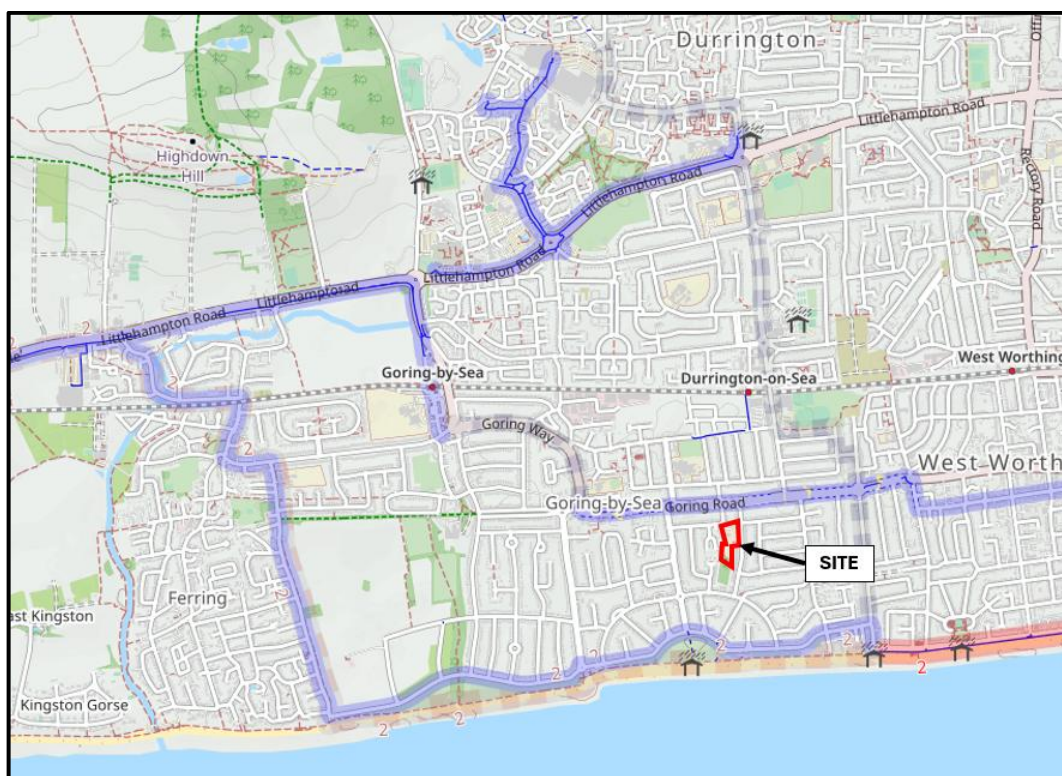


Figure 2.4: Goring by Sea Cycle Routes (Source: OpenCycleMap.org)

2.20. Goring-by-Sea benefits from both off-road and on-road cycleways and as such there is ample opportunity for travel by bike by utilising the routes in the immediate vicinity of the site.

2.21. As shown in **Figure 2.4** above, the site sits between two local cycle routes (LCR), to the north and south of the site access. The on-street route sections between the site and the LCRs are likely to be low traffic routes and therefore suitable for cycling.

2.22. It is considered that the existing pedestrian / cycle facilities in the area encourage walking or cycling as a main mode of travel to and from the school for those who live within a reasonable travel distance by foot or by bicycle.

Public Transport

2.23. There are bus stops (Parklands Avenue) located on Goring Road, within 120m (a 2-minute) walk, which are served by the 11 and 701 bus routes. Additional bus stops are located 400m to the south of the site at Seafield Avenue which are served by the 8 and 8A buses.

2.24. These routes serve destinations as follows:

- 11 – Worthing – Goring on Sea – Ferring – East Preston – Rustlington – Littlehampton (half hourly)
- 701 – Lancing – Sompting – Worthing – Goring by Sea – Rustington – Littlehampton (every 15 minutes)
- 8 – Worthing – Goring by Sea – Ferring – Angmering (hourly)

2.25. Durrington-on-Sea railway station is located an 850m (12-minute) walk from the site. The following services are provided at this station:

- 2 Trains per Hour (tph) to London Victoria via Gatwick Airport
- 2 tph to Brighton
- 2 tph to Littlehampton
- 1 tph to Chichester via Littlehampton
- 1 tph to Portsmouth and Southsea

Summary

2.26. It is clear from the above that the site is located within walking distance of local residential settlements (pupil and staff catchment areas), as well as some amenities and services to cater for the day-to-day needs of staff. These settlements and services are all accessible via a variety of active and sustainable travel modes. Therefore, significant pedestrian infrastructure already exists in the surrounding area.

2.27. It is considered that the existing pedestrian / cycle facilities in the area encourages walking or cycling as a main mode of travel for those who live in the area.

2.28. Given its location within close proximity of bus stops and railway services, the site is well located to take advantage of sustainable travel opportunities and could be considered to be highly accessible by non-car modes.

3. Development Proposals

- 3.1. The proposed development seeks planning permission for the following:

"Change of use of the site to a Special Educational Needs (SEN) School (Class F1) for up to 80 pupils, including retention of two replacement outbuildings (sheds), erection of 2no. lodge-style classroom buildings, installation of a Multi-Use Games Area (MUGA), polytunnel and associated external works including 3.34m high gate piers (with in-built CCTV camera) and automated metal entrance gates to the drive and galvanised steel security perimeter fencing."

- 3.2. The architect's site layout plan is provided in **Appendix A**.

Vehicular Access

- 3.3. It is proposed that vehicular access will be taken via the existing school access fronting onto Parklands Avenue. The proposals include the relocation of the existing site gate is to be inset into the site entrance. This arrangement (shown in **Appendix B**) incorporates an automatic vehicle gate, pedestrian gate and gate intercom post.

Car Parking

- 3.4. The existing site benefits from adequate parking provision of 42 parking spaces for staff and pupil caregivers (where appropriate).
- 3.5. The proposals seek to amend the existing car park layout, as shown in the associated car parking plan (**Appendix B**). As a result of the proposed relocation of the site access gate outlined above, there will be a net reduction of 7 parking spaces from existing, such that the site will provide a total of 35 parking spaces.
- 3.6. It is noted that the WSCC document 'Guidance on Parking at New Developments (September 2020)' suggests that car parking for F1 Non-Residential Institutions should be based on a site-specific assessment, taking into account the expected needs of the site. The operator of the existing school has confirmed that the existing school car park, operating with up to 65 pupils, has significant spare capacity with no overspill onto Parklands Avenue occurring. This is shown in photographs provided by the school operator, included in **Appendix C**.

- 3.7. As the proposals seek permission for a materially small increase of 15 pupils on site, and subsequently 5 staff, the proposed reduction in parking capacity is not expected to result in a material change to parking conditions either on-site or on surrounding streets.
- 3.8. Furthermore, a comprehensive Travel Plan has been produced to support this application (**Ardent Ref: 2604190-ACE-XX-00-RP-C-0103**) and the included measures seek to encourage all members attending the school (staff, pupils and visitors) to utilise sustainable transport modes where at all possible.

Cycle Parking

- 3.9. A comprehensive provision of cycle parking will be retained within the proposals to ensure that opportunities for travelling by non-car modes are enhanced where possible.
- 3.10. It is proposed that the existing 10 Sheffield stands on site are retained and utilised to serve the school body and visitors. As with car parking, the WSCC document 'Guidance on Parking at New Developments (September 2020)' suggests that cycle parking for F1 Non-Residential Institutions should be based on a site-specific assessment, taking into account the expected needs of the site. The operator has confirmed that there is currently underused capacity with regard to cycle parking. This is confirmed by travel survey outlined in **Section 4.0** and by the photographs at **Appendix C**.
- 3.11. 10 Sheffield standards are therefore considered appropriate to support the proposed development on the site.
- 3.12. Cycle parking locations are shown within the proposed site layout attached at **Appendix A**.

Servicing

- 3.13. Refuse is to be collected within the site, with a refuse vehicle able to enter the site via the proposed gated access and get within acceptable distance of the onsite collection point. This is in accordance with the existing refuse collection strategy on site, agreed as part of the previous application (AWDM/2234/21).

3.14. Fire tenders entering the site are able to turn internally and not have to reverse beyond a 20m distance – in accordance with the existing fire strategy on site, as agreed as part of the previous application (AWDM/2234/21).

3.15. The proposed layout ensures suitable access for refuse collection and fire access can be achieved.

4. Trip Assessment

- 4.1. The trip impact of the scheme has been considered in the context of both the proposed scheme as well as the existing operating school on site. The school operator has provided data regarding the modeshare for a typical day, where 55 pupils are in attendance. It is understood, however, that up to 65 pupils can attend the school. As the proposals seek to obtain permission for a maximum of 80 pupils, this assessment seeks to provide a comparison between the existing maximum of 65 pupils and the proposed maximum of 80 pupils.
- 4.2. The operational hours for the school means that the morning site peak coincides with the typical network AM Peak (08:00 – 09:00), however, the afternoon peak for the site (15:00 – 16:00) will occur prior to the typical network peak time (17:00 – 18:00).
- 4.3. In addition, it is anticipated that there will be a variety of afterschool programmes and while this may mean some crossover with the typical network PM peak, it will also mean that all pupils will not leave the site at the same time. Nonetheless, this aspect of the development has been excluded from the assessment for robustness.
- 4.4. It should be noted that the below trip assessment will refer to modeshare pupils and staff on a typical day made by in accordance with the format travel survey conducted on site.

Existing Trips

- 4.5. The existing travel survey highlights that the school accommodates a typical daily attendance of 55 pupils and 36 staff members with the modeshare shown in **Table 3.1** below.

Pupils

Mode	Number of Pupils	Modal Split
Shared Taxi Transport	20	36.4%
Single Occupancy Taxi	1	1.8%
Community Transport Bus	5	9.1%
Courtlands Minibus	5	9.1%
Parent/ Family Transport (Car/ Van)	21	38.2%
Bicycle	2	3.6%
Train	1	1.8%
Total	55	100%

Table 3.1: Typical Existing Pupil Modal Split

Staff

Mode	Number of Staff	Modal Split
Walking	3	8.3%
Car Share	2	5.6%
Single Occupancy Vehicle	31	86.1%
Total	36	100%

Table 3.2: Typical Existing Staff Modal Split

4.6. It should be noted that student numbers attending the school can be up to a maximum of 65 pupils. The maximum existing travel numbers have been calculated pro-rata to the average 55 pupil attendance and are shown in **Table 3.3** below.

Mode	Number of Pupils	Modal Split
Shared Taxi Transport	24	36.92%
Single Occupancy Taxi	1	1.54%
Community Transport Bus	6	9.23%
Courtlands Minibus	6	9.23%
Parent/ Family Transport (Car/ Van)	25	38.46%
Bicycle	2	3.08%
Train	1	1.54%
Total	65	100.00%

Table 3.3: Maximum Existing Pupil Modal Split***Proposed Scheme***

4.7. In accordance with the previous pro rata method utilised above, the modeshare and vehicle numbers have been calculated for the proposed 80 pupils and 41 staff on site.

Mode	Existing Number of Pupils (65)	Proposed Number of Pupils (80)	Proposed Mode Share	Net Change
Shared Taxi Transport	24	30	36.76%	+6
Single Occupancy Taxi	1	1	1.47%	0
Community Transport Bus	6	7	8.82%	+1
Courtlands Minibus	6	7	8.82%	+1
Parent/ Family Transport (Car/ Van)	25	31	38.24%	+6
Bicycle	2	2	2.94%	0
Train	1	1	1.47%	0
Total	65	80	100.00%	+15

Table 3.4: Proposed Pupil Modal Split

Mode	Existing Number of Staff (36)	Proposed Number of Staff (41)	Proposed Modal Split	Net Change
Walking	3	4	9.52%	+1
Car Share	2	2	4.76%	0
Single Occupancy Vehicle	31	36	85.71%	+5
Total	36	42	100.00%	+6

Table 3.5: Proposed Staff Modal Split

**Any discrepancies due to rounding*

- 4.8. As can be seen above, the proposals result in a negligible increase in vehicle numbers, with an increase of 6 vehicles associated with private cars for pupils and an increase of 5 vehicles associated with single occupancy vehicles for staff.
- 4.9. The NPPF confirms that developments should only be refused where the residual cumulative impacts of a development are 'severe'.
- 4.10. The above demonstrates that the uplift arising from the proposals in isolation would result in a negligible change in vehicle numbers, particularly when considered in the context of typical network peaks.

4.11. Therefore, it is considered that no further assessment should be required as the proposals would not have any adverse vehicular impacts on the operation of the existing road network in the surrounding area.

5. Summary and Conclusions

- 5.1. ACE has been appointed by Courtlands Independent Special School to advise on the transport planning aspects of the proposed school expansion at Courtlands SEN School, 37 Parklands Avenue, Worthing
- 5.2. The site is located within the local planning authority of Worthing Borough Council, with West Sussex County Council acting as the Highways Authority.
- 5.3. The proposed development comprises the change of use of the site to a Special Educational Needs (SEN) School (Class F1) for up to 80 pupils, including the retention of two replacement outbuildings and other associated expansion works.
- 5.4. Vehicular access / egress to the site is proposed to be via the existing school access, with minor amends to relocate the current access gate arrangement.
- 5.5. It is considered that the principle of the proposed development on this site is compliant with current policy guidance.
- 5.6. The vehicle increase between the existing maximum and proposed maximum is considered to be negligible and would have no material impact on the surrounding highway network.
- 5.7. Having fully considered highways / transport matters, it is considered that the proposed development would be compliant with both local and national policy. It is therefore considered that the local highway authority should be in a position to support the application.

Appendices

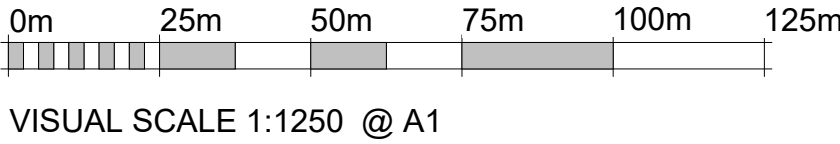
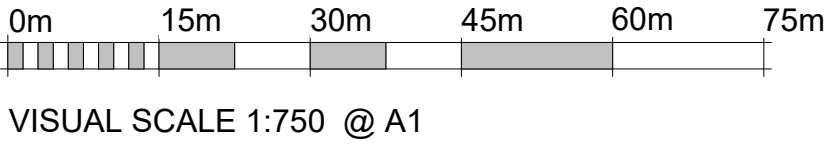
Appendix A



Site Plan
1 : 750

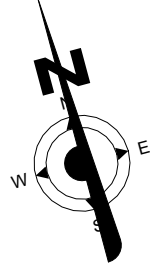


Location Plan
1 : 1250



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- Developable Area
- Site Boundary
- Location of Existing Sheds



Rev. B	Updated Plans for Validation	AP	15/06/26
Rev. A	Updated Plans for Validation	AP	01/06/26

Revision Number	Revision Description	Issued by	Revision Date
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DATE:	STATUS:	SHEET SIZE:
06/10/25	PLANNING ISSUE	A1

SCALE:	DRAWN:	CHECKED:
As indicated	AP	

CLIENT:	SITE ADDRESS:
Courtlands	

DRAWING: **Change of Use**

TITLE: **Proposed Location & Site Plan**

PROJECT NO: **Courtlands**

DRAWING NO: **APC/012/26/64**

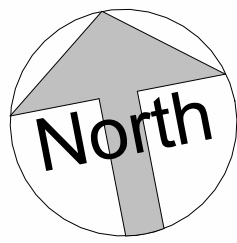
REVISION: **Rev.B**


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// [www. archevolve.co.uk](http://www.archevolve.co.uk)
// 01798 **879894**


Appendix B



Refuse Store
1 : 1



Gate Intercom Post at
1200mm height. Black
Powered Coated
Finish

New Automated
Intercom Barrier

Site Entrance Inset

Pedestrian Gate

Pedestrian Footpath

Car Parking For 35 Vehicles

Refuse Store

Improved
Turning Circle

10No
Existing
'Sheffield'
Bike Stands



Proposed Gates
1 : 1

Discrete Security Perimeter. 1800mm (Installed, including ground clearance)
Panel Dimensions 1750.5mm (H) x 3003.8mm (W), Material Pre-Galvanised Steel in
Powered Coated Green RAL 6005



Extent of Fenced Perimeter



Estate Fenced Perimeter

Proposed Parking and Surround Grounds
1 : 200

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Revision Number	Revision Description	Issued by	Revision Date
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DATE:	STATUS:	SHEET SIZE:
10/08/21	PLANNING ISSUE	A1

SCALE:	DRAWN:	CHECKED:
As indicated	AP	

CLIENT:	SITE ADDRESS:
Courtlands	

DRAWING:	TITLE:	PROJECT NO:	REVISION:
Change of Use	Proposed Car Parking and Surround Grounds	Courtlands	ARC/012/26/29



ARCHEVOLVE

design @archevolve.co.uk

WEB www. archevolve.co.uk

01798 879894



0m 6m 12m 18m 24m 30m

VISUAL SCALE 1:300 @ A1

Appendix C

07-30-2026 Thu 17:24:31

























