WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Adur & Worthing Councils FAO: Jo Morin
FROM:	WSCC – Highways Authority
DATE:	28th September 2026
LOCATION:	Courtlands 37 Parklands Avenue Worthing West Sussex BN12 4NG
SUBJECT:	AWDM/0629/26 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.
DATE OF SITE VISIT:	n/a
RECOMMENDATION:	More Information

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

The site consists of the former Courtlands Hospital used previously for office use. The previous occupiers vacated the premises in 2020. The site has planning consent for use as a care/school facility with overnight accommodation (use Class C2) granted in September 2022 (AWDM/2234/21) and is currently operational as a SEN school with permission for up to 23 live in residents only. The LHA did not raise an objection to these proposals following additional information.

This application seeks to increase the number of numbers to 80 from 23 under the 2021 application. Following the request from the LHA the applicant has now provided a Transport Statement (TS) dated August 2026. The proposals will still be accessed from Parklands Avenue a 'D' classified road subject to a 30-mph speed limit.

Access and Visibility
The proposals will utilise the sites existing vehicular access from Parklands Avenue. There will be some changes to provide a set back entrance within the site to allow vehicles to pull on to the site and wait for the proposed automated intercom barriers to allow access to the car parking area, this is demonstrated with the TS appendices on drawing ARC/012/26/29. No concerns would be raised with this arrangement. The access has been operating for some time as part of the use since the original consent.

A review of the most recently available accident data confirms that there have been no recorded accidents within the vicinity of the existing point of access.

Capacity
A trip generation analysis for the maximum number of proposed usage at the site has been undertaken using the industry standard (Trip Rate Information Computer System) TRICS software. There is some clarity required regarding the data set out in paragraph 4.1 of the TS. This suggests that the site has consent for up to 65 pupils rather than the 23 pupils that the 2021 consent relates. On that basis the LHA would seek clarification on what the traffic impact is from 23 to 80 pupils now proposed, bearing in mind that the 23 pupils were live in accommodation. The figures quoted are likely to be greater than that proposed.

Parking and Accessibility
There will be a reduction in the number of parking spaces over the previous usage from 42 spaces to 35. The LHA acknowledge that the standards for C2 usage are site specific, however as with the section above some further justification is required to show how the parking level can work for the proposed usage. In terms of parking layout there appears to be sufficient space for private cars to manoeuvre within the space provided. It is acknowledged that there is local concern about the number of drop offs via taxi where taxis wait on the nearby highway. Whilst this isn't specifically a highway safety concern, the LHA would advise where possible pick ups should take where possible within the site as there appears to be sufficient space within the site as shown on the drawings.

The internal layout has previously demonstrated via swept path diagrams that turning for larger vehicles such as a fire tender can be safely accommodated within the site. Again, refuse collection will continue to take place from within the site and swept path diagrams were reviewed as part of the 2021 application.

In terms accessibility it is acknowledged that the site is located within a sustainable location, within close proximity to a number of shops, services and transport links. The TS includes a Travel Plan. 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 proportionate and reflective of the costs incurred.

Conclusion
Following the assessment of the TS the LHA would require the Design Team to clarify the following points:

- Trip data clarification when compared to the existing use of 23 pupils
- Confirmation if drop off can take place within the site as opposed to nearby local roads.

Jamie Brown
West Sussex County Council – Planning Services