



Hurstpierpoint College

Phase 2 Development

Transport Statement (TS)

1. Introduction

This Transport Statement supports the planning application for the Phase 2 development at Hurstpierpoint College. The proposal comprises a new ground-floor gym and first-floor dining hall adjoining the sports hall and new swimming pool. The development replaces temporary gym and dining provision currently located elsewhere on campus.

The purpose of this Transport Statement is to demonstrate that the development:

- generates no net increase in vehicular movements,
- does not affect existing parking supply or demand,
- maintains or improves pedestrian and cycle connectivity,
- can be safely serviced and accessed,
- poses no transport or highways constraints, and
- complies with WSCC transport guidance.

2. Existing Situation

2.1 School Operations

Hurstpierpoint College is an established independent boarding and day school. The proposal:

- does not increase pupil numbers,
- does not increase staffing levels,
- does not alter pick-up/drop-off arrangements,
- continues to rely on existing access arrangements via College Lane.

2.2 Existing Access

Vehicular access is provided from:

- College Lane (primary access),
- Internal private roads serving buildings and car parks.

Pedestrian access is via established campus paths linking academic, sports and residential buildings.

2.3 Parking

All parking is contained within the existing campus. The proposal does not require additional parking.

3. Proposed Development and Traffic Impact

3.1 No Increase in Traffic

Because pupil and staff numbers remain unchanged:

- Peak-hour traffic movements remain identical,
- Daily arrival/departure flows remain unchanged,
- No additional car parking or drop-off demand is generated.

3.2 Internal Movements Reduced

The new gym and dining hall:

- centralise sports and dining facilities,
- reduce internal walking distances,
- eliminate the need to move between temporary structures.

3.3 Servicing and Deliveries

Servicing for the kitchen will be:

- via proposed service bays used for the proposed dining facilities,
- typically by small/medium delivery vehicles,
- within controlled hours.

No new service routes are required.

4. Pedestrian, Cycle and Access Strategy

4.1 Pedestrian Routes

The development improves pedestrian movement by:

- creating a new east–west link at ground level,
- aligning first-floor dining hall circulation with the new swimming pool concourse,
- providing level-access entrances.

4.2 Inclusive Access

Both floors are fully Part M compliant:

- lift access,
- level thresholds,
- compliant gradients on external routes.

4.3 Cycle Provision

Existing cycle storage remains available. Additional racks can be introduced if required but are not triggered by this development.

5. Construction Traffic Impacts

No abnormal loads are expected. Construction traffic will:

- be routed via College Lane,
- avoid pupil arrival/departure peaks,
- use controlled internal haul routes separate from pupil circulation.

A full Construction Logistics Plan accompanies this statement.

6. Summary and Conclusion

The Transport Statement demonstrates that:

- the development does not increase traffic,
- no highways impacts arise,
- pedestrian circulation is improved,
- access and servicing remain safe and appropriate.

The proposed development is transport-compliant and acceptable in highways terms.