



Educational Development
Ingfield Manor School, Ingfield Manor Drive,
Billingshurst, West Sussex

Transport Statement

for

Salutem LD Bidco IV Ltd

Document Control Sheet

Educational Development

Ingfield Manor School, Ingfield Manor Drive, Billingshurst, West Sussex

Salutem LD Bidco IV Ltd

This document has been issued and amended as follows:

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14/04/2026	Revised Report V3	AM/DM	DM



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1.0 Introduction

- 1.1 This Transport Statement (TS) has been produced on behalf of Salutem LD Bidco IV Ltd (herein referred to as "Salutem") to accompany a planning application for an extension to the existing Ingfield Manor School, located on Ingfield Manor Drive, Billingshurst, West Sussex, RG14 9AX (herein referred to as "the site").
- 1.2 The site is located within the administrative boundaries of the local planning authority Horsham District Council (HDC) and the county highway authority West Sussex County Council (WSCC).
- 1.3 The school is a specialist, non-maintained facility that caters for three distinct types of student:
 - ▶ Ingfield Manor School (IMS): special educational needs (SEN) students with cerebral palsy (currently Year 1 to Year 14).
 - ▶ Woodview School: SEN students with autism spectrum disorder (ASD) (currently Year 7 to Year 10).
 - ▶ Beaumont College: students with cerebral palsy who are 19 years of age and older.
- 1.4 Once operational it is anticipated that the new buildings would serve around 60 students with around 35 staff in total. Many of these pupils and staff will transfer from the existing school building, and therefore this is not a net increase in pupils/staff on site.
- 1.5 The purpose of this TS is to assess the implications of development related travel on the surrounding highway and transport networks. This Transport Statement will demonstrate that the site is capable of accommodating the scale of development proposed.
- 1.6 This report considers the relevant national and local planning policy, existing conditions of the application site and local area, and the details of the development proposals. This Transport Statement has been prepared with the following objectives:
 - ▶ To review the policy compliance of the site against national and local policy;
 - ▶ To review the existing conditions of the local highway network and the application site, including the accessibility of the site to sustainable transport methods;
 - ▶ To provide a review of the proposed site layout, confirming the proposed design suitability is in accordance with relevant standards and guidance and that the site layout is able to successfully accommodate the required vehicle manoeuvres; and,
 - ▶ That the parking provision at the site meets the needs of the site.
- 1.7 Following this introduction the remainder of this TS comprises:
 - ▶ Section 2 – outlines the transport planning policies relevant to this application;
 - ▶ Section 3 – assesses the existing accessibility of the site;
 - ▶ Section 4 – describes the proposed development;
 - ▶ Section 5 – evaluates the trip generating potential of the proposed development;
 - ▶ Section 6 – reviews appropriate mitigation measures to address the impact of the development; and
 - ▶ Section 7 – summarises the findings of this report.

2.0 Policy Context

Overview

2.1 The key documents that set the policy context for the proposed development are:

- ▶ National Planning Policy Framework – 2024;
- ▶ The Horsham District Planning Framework – 2016; and
- ▶ West Sussex Parking Standards – 2020.

National Policy

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 Section 9 of the NPPF deals with 'Promoting Sustainable Transport', with Paragraph 109 stating:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.4 Paragraph 110 emphasises the need for significant developments to be situated within sustainable locations, stating:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision making."

- 2.5 Off- street parking provision is referred to by Paragraph 112 which states that local planning authorities should take into account the following if setting local parking standards for development:
- a) *"the accessibility of the development;*
 - b) *the type, mix and use of development;*
 - c) *the availability of and opportunities for public transport;*
 - d) *local car ownership levels; and*
 - e) *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.."*
- 2.6 Paragraph 113 states:
- "Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*
- 2.7 Paragraph 115 addresses the relationship between development and sustainable transport as follows:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 2.8 Furthermore, paragraph 116 states that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.9 Paragraph 117 suggests that, within the context of Paragraph 116, applications for development should:

a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) Create places that are safe, secure and attractive – which minimise the scope for conflict between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.10 Paragraph 118 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

Local Policy

The Horsham District Planning Framework

2.11 Horsham District Council is currently in the process of producing a new Local Plan. However this is still at the examination stage, and is not currently relevant to current planning applications.

2.12 The Horsham District Planning Framework is currently the main planning document for Horsham District. The document sets out the planning strategy for the years up to 2031.

2.13 Policy 40, Sustainable Transport, discusses development policies related to travel and transport. The Policy states:

"There is commitment to developing an integrated community connected by a sustainable transport system. In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.

Development will be supported if it:

- 1. Is appropriate and in scale to the existing transport infrastructure, including public transport.*
- 2. Maintains and improves the existing transport system (road, rail, cycle).*
- 3. Is integrated with the wider network of routes, including public rights of way and cycle paths.*
- 4. Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*
- 5. Is located in areas where there are, or will be a choice in the modes of transport available.*
- 6. Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
- 7. Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.*
- 8. Develops innovative and adaptable approaches to public transport in the rural areas of the district.*

9. Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.

10. Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem."

2.14 Policy 41, Parking, discusses parking requirements for new developments.

2. Adequate parking and facilities must be provided within developments to meet the needs of anticipated users. Consideration should be given to the needs of cycle parking, motorcycle parking, charging plug-in or other low emission vehicles and the mobility impaired.

WSCC Guidance on Parking at New Developments

2.15 With regard to policy 41 of the Horsham District Planning Framework, it is understood that HDC apply parking guidance set out by WSCC. Car and cycle parking standards for WSCC are contained within the document entitled 'Guidance on Parking at New Development', which was adopted in September 2020.

2.16 Car parking for "*F.1 Non-residential institutions (education)*" is stated as being assessed on a site-specific basis. This applies to both car and cycle parking provision. Due consideration is given to appropriate levels of both car and cycle parking in Section 4 of this report.

3.0 Baseline Conditions

- 3.1 The site is located approximately 3 kilometres (km) north of Billingshurst, and approximately 700 metres (m) north-west of Five Oaks (straight-line distances). The site location is shown at Figure 3.1 in relation to the local public transport interchanges.

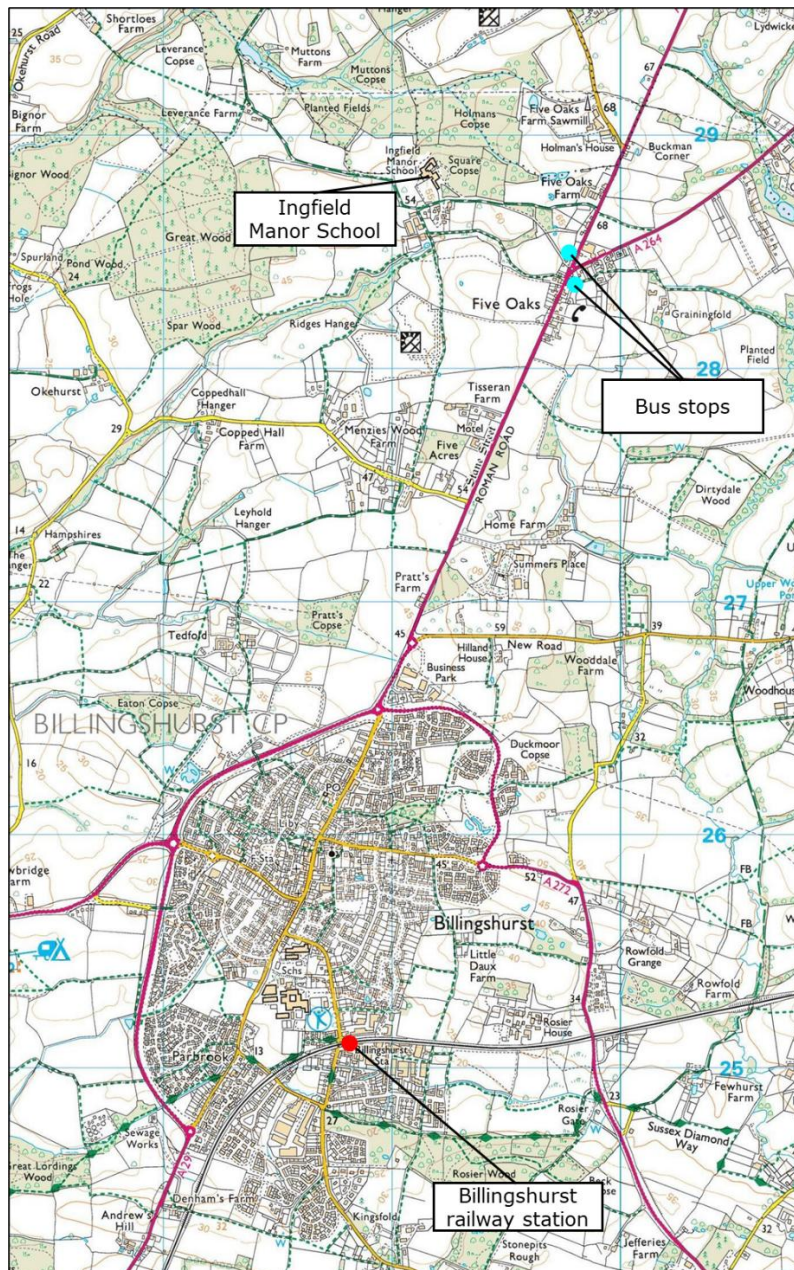


Figure 3.1: Site Location in Relation to Local Public Transport Interchanges

Local Highway Network

- 3.2 The site is accessed via Ingfield Manor Drive, which forms the north-western arm of the Five Oaks roundabout. The northern and southern arms of that roundabout are the A29 Stane Street, linking Five Oaks with Billingshurst (to the south) and Slinfold (to the north), and the north-eastern arm is the A264 leading north-east towards Broadbridge Heath and Horsham. The school is approximately 700 metres from the Five Oaks roundabout.
- 3.3 Ingfield Manor Drive is a two-way, single lane road with passing places, and operates as a private road.

Accessibility on Foot and by Cycle

- 3.4 The walking and cycling route to the school is along Ingfield Manor Drive, within the carriageway, which acts as a shared surface for these modes along with use by drivers.
- 3.5 There are passing places along Ingfield Manor Drive providing the opportunity for drivers to pull in and wait whilst cyclists/pedestrians pass, and for cyclists/pedestrians to do likewise, and good intervisibility between all users is available due to the absence of sharp bends, and any form of visual barrier (e.g. hedge/fence/wall) along the road. High-level lighting is also installed through the wooded sections of that Drive.
- 3.6 There are footways along both sides of Stane Street and Horsham Road leading from Five Oaks Roundabout, and provision for cyclists in that area is on-carriageway, without designated cycle lanes.
- 3.7 There is a network of footpaths and bridleways in the vicinity of the site. The access road serving the school partly operates as a bridleway, as shown in Figure 3.2 below. Further footpaths operate to the south of the site, offering alternative off-road routes.

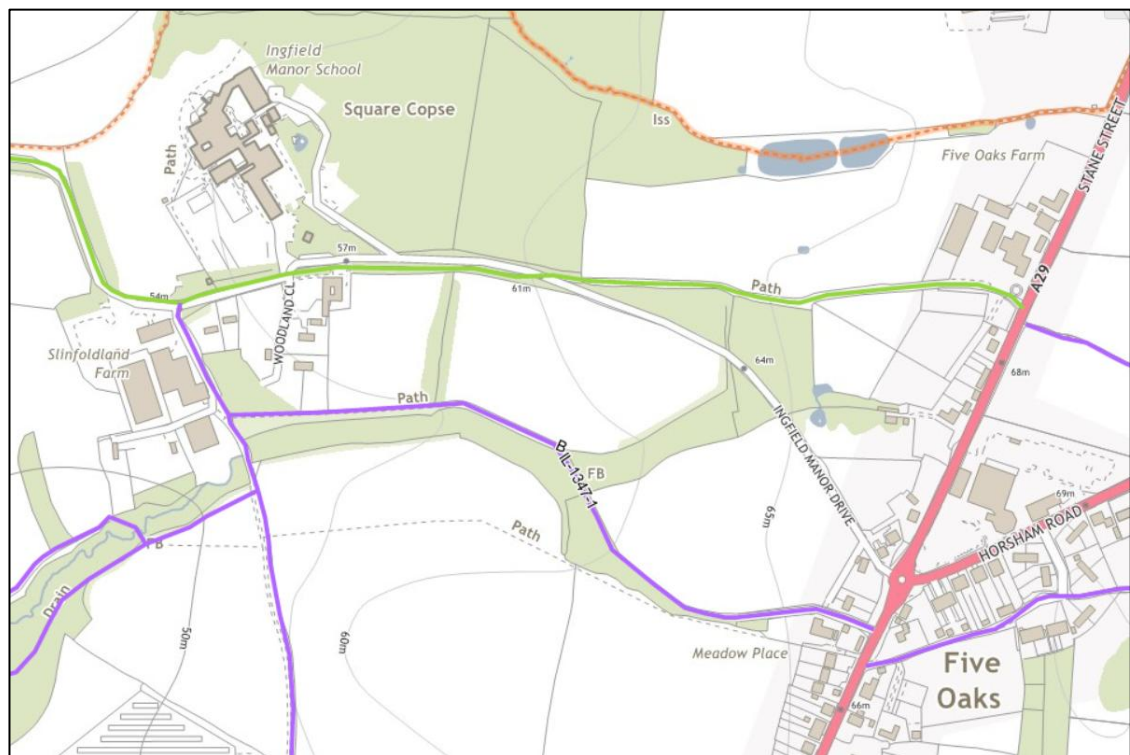


Figure 3.2 – Local Footway and Bridleway Network

Accessibility by Bus

- 3.8 The closest bus stops to the site are the 'Cherry Tree Cottage' stop north of Five Oaks Roundabout, and the 'Stanewell House' stop south of the Roundabout. Service 100 is operated by Compass Travel from these stops, which are 'Request Stops' meaning passengers flag down the bus as it approaches to show they wish to get on and advise the driver onboard when they wish to alight.
- 3.9 Service 100 is summarised at Table 3.1.

Route	Schoolday Services
Horsham bus station – Horsham railway station – Broadbridge Heath – Slinfold – Five Oaks – Billingshurst – Parbrook – Adversane – Pulborough – Wiggonholt – Cootham – Storrington – Washington – Buncton Crossroads – Steyning – Bramber – Upper Beeding – Small Dole – Henfield – Woodmancote – Muddleswood Cottages – Albourne – Sayers Common – Burgess Hill	First arrival southbound 07:41 Last departure southbound 18:23 First arrival northbound 07:51 Last departure northbound 17:21 One service an hour between the above times

Table 3.1: Summary of Bus Service 100

Accessibility by Rail

- 3.10 The railway station nearest the site is Billingshurst, which can be reached using bus service 100 in 20 minutes (10-minute bus journey, 10-minute walk between bus stop and the school), in 16 minutes by cycle, and in 8 minutes by car.
- 3.11 Parking facilities at the station comprise 18 cycle parking bays on the platforms, and 84 car parking bays operated and charged for by APCOA Parking UK, including 3 bays allocated for use by 'Blue Badge' holders, which are free of charge. All parking facilities are available 24 hours a day, 7 days a week.
- 3.12 There is ample, non-designated space at the front of the station for drop-off/pick-up by those with additional mobility needs, and there is step-free access to both platforms.
- 3.13 Staff are available at the station 06:00-19:25 Monday to Friday, 07:10 to 13:45 on Saturdays, and 08:10 to 16:45 on Sundays.
- 3.14 The ticket office is open during those staffing periods, and staff can assist at those times should travellers require a ramp for access between the carriage and platform. Accessible taxis serve the station.
- 3.15 Southern train operating company manages the station and operates direct weekday services every 30 minutes between Billingshurst and London Victoria and Bognor Regis.

Recorded Personal Injury Collision (PIC) Analysis

- 3.16 Personal injury collision records have been obtained from Crashmap for the highway network in the immediate areas north and south of the site entrance road leading from Five Oaks Roundabout.
- 3.17 Two incidents resulting in a 'slight' injury have occurred at the roundabout in the last five years. Both incidents involved cars and not vulnerable users (pedestrians/cyclists). These PIC records do not indicate inadequacy in highway design or quality of the highway infrastructure in the vicinity of the site entrance road.

Current School Operations

- 3.18 Ingfield Manor School (IMS) is a specialist, non-maintained facility catering for three distinct types of student:
- ▶ Ingfield Manor School (IMS): special educational needs (SEN) students with cerebral palsy (currently Year 1 to Year 14).
 - ▶ Woodview School (WS): SEN students with autism spectrum disorder (ASD) (currently Years 7 to 10).
 - ▶ Beaumont College (BC): students with cerebral palsy who are 19 years of age and older.
- 3.19 IMS and WS have a total capacity of 100 students (as identified on the Department for Education (DoE) website, ref. 938/7023), and the current number of students (as indicated on the DoE website) is 69.
- 3.20 The range of people working at the school, and the quantity of each employee type, is detailed below:

- ▶ Teachers – 13
- ▶ Senior Leaders – 7
- ▶ Therapists - 11
- ▶ Nurses - 4
- ▶ Administrative Team - 6
- ▶ Premises Staff - 4
- ▶ Support Workers/Teaching Assistants – 70
- ▶ Catering Team/Domestic Team - 8
- ▶ Information, communications, and technology (ICT) support - 3

Operational Times

- 3.21 The school operates the same school term times as schools across the county of West Sussex.
- 3.22 Staff work a range of shifts, depending on their role, between the hours of 08:00 and 18:00, most staff members working between 08:30 and 16:30.
- 3.23 Staff members working the night shifts whilst students are staying at the school (referred to as “residential” provision) are on duty in that capacity from 21:00 to 07:00. Two staff members deliver that service, accompanied by two ‘waking night staff’ who sleep during the night but are called upon if needed.
- 3.24 Woodview School students attend 09:00-15:15, and IMS students attend 08:45–15:30.

Attendance and Residential Facility

- 3.25 Most students attend the school full-time during term-time, i.e. each full school day, whilst some attend part-time, i.e. for a reduced number of hours or days each school week.
- 3.26 Some students stay overnight on a respite basis, i.e. for one or two nights. Other students use the ‘Acorns’ facility to stay overnight at the school from Monday evening to Thursday evening during term-time, referred to as “residential” attendance. There is currently one student attending in this manner.

Parking Provision

- 3.27 There are 100 car parking bays on-site, which are generally all hard surfaced but without individual bays being marked out, other than those in front of the school where there is designated provision for 2 ‘Blue Badge’ holder car parking bays, and areas for minibuses/coaches to collect or deliver passengers with additional mobility needs. A circulation route is also marked out in that area, operating with one entry point, and one exit point.
- 3.28 The timings for visitors attending the school are generally managed such that they take place outside the times at which most trips to and from the school are made, visitors accordingly arriving after 09:15 and departing before 14:45.
- 3.29 There is no specific provision for cycle parking, however there is ample space for cycle parking to take place. Motorcycle parking can be accommodated within the car parking area.

4.0 Development Proposals

- 4.1 The site is currently a brownfield site that has been previously developed to accommodate seven houses, garages, and a three-storey hostel building. The development proposals seek to expand the school by demolishing the existing buildings on the site and build a new extension to the existing Woodview School. The plans include four phases of development, delivering new classrooms and facilities for children with SCLN. The architects' site layout plan is attached as **Appendix A**.
- 4.2 Once operational it is anticipated that the buildings would serve around 60 students with around 35 staff in total. Many of these pupils and staff will transfer from the existing school building, and therefore this is not a net increase in pupils/staff on site.
- 4.3 The current school building would operate with approximately 48 students and 90 staff in total. When considering the school currently accommodates 69 pupils supported by a total of 123 staff, it is clear that a large proportion of staff will simply transfer across to the new site. Current projections suggest that the proposals will only lead to an increase of 15 pupils and 8 staff members.

Access Arrangements

- 4.4 The proposals seek to create separate IN and OUT access points to connect with the existing private road serving the wider school site. This will aid in ensuring the free flow of traffic, whilst also allowing drop off and pick up to occur in a clearly designated location. Swept path of vehicles utilising the drop off bays is shown within **Appendix B**.
- 4.5 Improvements are proposed to the main access road serving the existing school, which is privately owned. This will include the provision of appropriately placed speed cushions at regular intervals to slow vehicles and ensure the safe continued use of the road for all other users. This is detailed further within Section 6 of this report.

Car Parking

- 4.6 Car parking standards for West Sussex do not specify a specific number for educational buildings. The standards suggest a "*Site-specific assessment based on travel plan and needs*".
- 4.7 The current car park for Ingfield Manor School is not fit for purpose, and therefore the proposed car park will help alleviate some of the existing parking pressure on the current site.
- 4.8 The proposals seek to provide a total of 48 car parking spaces primarily for staff and visitors, which would also allow for some existing car parking demand from the existing school. The current school typically attracts between 8-14 visitors each day, all of whom would travel by car. This is anticipated to increase with the new facility, and therefore ensuring sufficient car parking for both staff and visitors is considered appropriate. Additional space for vehicles to drop off will be provided in addition to the above provision.
- 4.9 It is noteworthy that the application site currently accommodates car parking for circa 10 vehicles, which is used by some existing staff members. It is anticipated that these staff members will continue to use the new parking area once constructed.
- 4.10 Appropriate levels of electric vehicle charging will be provided on site to a level agreed with the highway authority.

Cycle Parking

- 4.11 Cycle parking standards are also on a site specific basis. Whilst trips by cycle currently are low, it is proposed to implement a secure cycle shelter for eight spaces (four stands) to aid and encourage the uptake of cycling for staff.

Servicing and Deliveries

- 4.12 The school currently generates limited occasional deliveries, many of which will be shared with the new school due to the overlap with admin type roles. However a dedicated loading area is to be provided on site which will allow for drop off and unloading to take place in a designated location. Swept path analysis of a typical delivery van is shown within **Appendix B**.
- 4.13 Refuse collection will also take place on site outside of drop off and pick up periods. Swept path analysis of a West Sussex refuse collection vehicle is contained within **Appendix B**.

5.0 Trip Generation

- 5.1 The current school operates with a total capacity of 100 students, albeit the current number of students is 69. Beaumont Sussex also operates with 8-10 pupils with around 15 staff. The students are supported by a total of 123 staff across all roles (more than half of which are support workers/teaching assistants).
- 5.2 Once operational it is anticipated that the new buildings would serve around 60 students with around 35 teaching staff in total. The new school buildings will rely on support and administrative staff from the existing school building.
- 5.3 However many of the above pupils and staff will transfer from the existing school building. It is anticipated that the existing school buildings will operate with around 48 students with around 90 staff in total.
- 5.4 Overall it is anticipated that the actual uplift would be negligible due to the shift in both pupils and staff from the existing school. Current projections suggest that the proposals will only lead to an increase of 15 pupils and 8 staff members.

Travel Modes

- 5.5 Most students travel to and from the school in minibuses and taxis, with some students travelling by car. Where possible, in terms of home locations, timings of school attendance, and each student's abilities, lift-sharing takes place.
- 5.6 Based on the above shift of pupils from the existing school, it is anticipated that any increase in vehicle trips will be negligible. Despite this, measures will be promoted in this report and the accompanying Travel Plan to minimise the impact of any additional car trips where possible.
- 5.7 Drop off facilities are provided to the front of the building to accommodate taxis, whilst mini-buses would allow students to disembark adjacent to the building entrance from the access road.
- 5.8 Mitigation measures are promoted in the following section to address the increase in vehicle trips to the site, and ensure the safety of other non-car based trips (noting the access road operates as a bridleway in part).
- 5.9 Staff members travel to and from the school largely by car, and lift-share those journeys where possible due to home locations and working times. Census data for the surrounding area is summarised in Table 5.1 below, which highlights the reliance upon car travel for staff.

Method of Travel to Work	Percentage
Underground, metro, light rail or tram	0.0%
Train	0.7%
Bus, minibus or coach	0.0%
Taxi	0.4%
Motorcycle, scooter or moped	0.4%
Driving a car or van	90.3%
Passenger in a car or van	4.0%
Bicycle	0.4%
On foot	4.0%
Other method of travel to work	0.0%
Total	100.0%

Table 5.1 – Method of Travel to Work Percentage (Surrounding Area)

- 5.10 Table 5.1 shows how the majority of employees working in the surrounding area travel by car. It is anticipated that this will be reflected in future staff trips to and from the school. The accompanying Travel Plan will seek to minimise additional car trips as far as possible, offering mitigation where appropriate to encourage non-car travel.
- 5.11 As many of the staff working in the new building will in effect transfer from the existing school building, additional trips will be negligible. Based on the increase of 15 pupils and 8 staff members, and the travel data set out above, it is anticipated that the proposals will increase vehicular activity by up to 15 vehicles for pupils (not accounting for minibuses transporting multiple children) and 7 staff members (with the remaining staff member travelling by non-car modes or as a car passenger). This is a negligible change over a daily profile. Visitors will be infrequent, and outside of network peaks.

Sports Hall Use

- 5.12 The sports hall will also be available for hire during evenings, weekends and school holidays, subject to school requirements, maintenance schedules, and prior booking. This would serve the following:
- ▶ Local sports clubs and teams;
 - ▶ Community groups and organisations;
 - ▶ Youth groups and charities; and
 - ▶ Individuals or informal groups.
- 5.13 It is difficult to establish potential usage at this stage, however activities would not occur during network or school peak periods. Usage of the facility will be monitored as part of the Travel Plan to encourage shared trips where possible to reduce single occupancy car use.

6.0 Mitigation Measures

- 6.1 The following paragraphs provide a summary of various mitigation measures that will be implemented to aid in addressing the potential increase in traffic flow associated with the school extension.

Travel Plan

- 6.2 A School Travel Plan previously been implemented in association with recent extensions to the school facilities, which has been updated and re-submitted as part of this current planning application. The Travel Plan seeks to inform the potential for increasing use of public transport, lift-sharing, and cleaner-fuelled vehicles for staff and students' trips to and from Ingfield Manor School, and a package of awareness-raising and participation measures relating to active and/or sustainable travel.
- 6.3 A copy of the Travel Plan is submitted separately to this report.

Cycle Parking

- 6.4 It is proposed to implement a secure cycle shelter for eight spaces (four stands) to aid and encourage the uptake of cycling for staff.

Speed Reducing Measures

- 6.5 Based on feedback from local residents as part of a public consultation, improvements are proposed to the main access road serving the existing school. This will include the provision of appropriately placed speed cushions at regular intervals to slow vehicles and ensure the safe continued use of the road for all other users.
- 6.6 The above is particularly relevance since the road is also used by the public as part of a bridleway for part of the road length (albeit not the eastern section).
- 6.7 It is envisaged that a detailed scheme of speed humps would be secured by way of a planning condition.

7.0 Summary and Conclusions

- 7.1 This Transport Statement (TS) has been produced on behalf of Salutem LD Bidco IV Ltd (herein referred to as "Salutem") to accompany a planning application for an extension to the existing Ingfield Manor School, located on Ingfield Manor Drive, Billingshurst, West Sussex, RG14 9AX (herein referred to as "the site").
- 7.2 Once operational it is anticipated that the new buildings would serve around 60 students with around 35 staff in total. Many of these pupils and staff will transfer from the existing school building, and therefore this is not a net increase in pupils/staff on site.
- 7.3 In summary, this Transport Statement has demonstrated that:
- ▶ the proposed development accords with the applicable national and local policies;
 - ▶ safe and suitable access to the proposed development can be achieved by all applicable modes;
 - ▶ the proposed development will make provision for car and cycle parking in accordance with local parking standards; and,
 - ▶ the level of vehicular traffic associated with use of the proposed development will not lead to severe impact to the existing operation and free flow of vehicular traffic on the adjoining highway.
- 7.4 In accordance with the NPPF, there are therefore no transport or highway reasons why planning permission should be withheld or refused.

Appendix A

Site Layout Plan



Note: All levels and dimensions are to be checked on site. This drawing is to be read in conjunction with all relevant consultants' requirements, drawings and specifications. Any discrepancies between consultants' drawings to be reported to the Contract Administrator before any relevant work commences.

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Notes

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drawn	Checked	Status
P01	31.07.25	First Issue	SC	RM	
P02	29.10.25	Updated with additional detail added.	JC	RM	
P03	07.11.25	Site Boundary Line Amended	JC	RM	
P04	12.12.25	Trees amended to match tree survey information	JC	RM	
P05	05.02.26	Minor alterations. Landscaping updated.	JC	RM	
P06	23.02.26	Path from Phase 2 SE exit amended to reduce incursion into RPA.	JC	RM	
P07	11.03.26	SUDs troughs added, Car Park Levels adjusted, Pathways, fencing and pond amended	JC	RM	
P08	01.04.26	Red line amended	JC	RM	

PLANNING APP

Ingfield Woodview School

Proposed Phases 1, 2, 3 & 4 Site Layout

Scale: 1:500 @ A3

Drawing Reference: 4908-MBA-ZZ-ZZ-D-A-0107

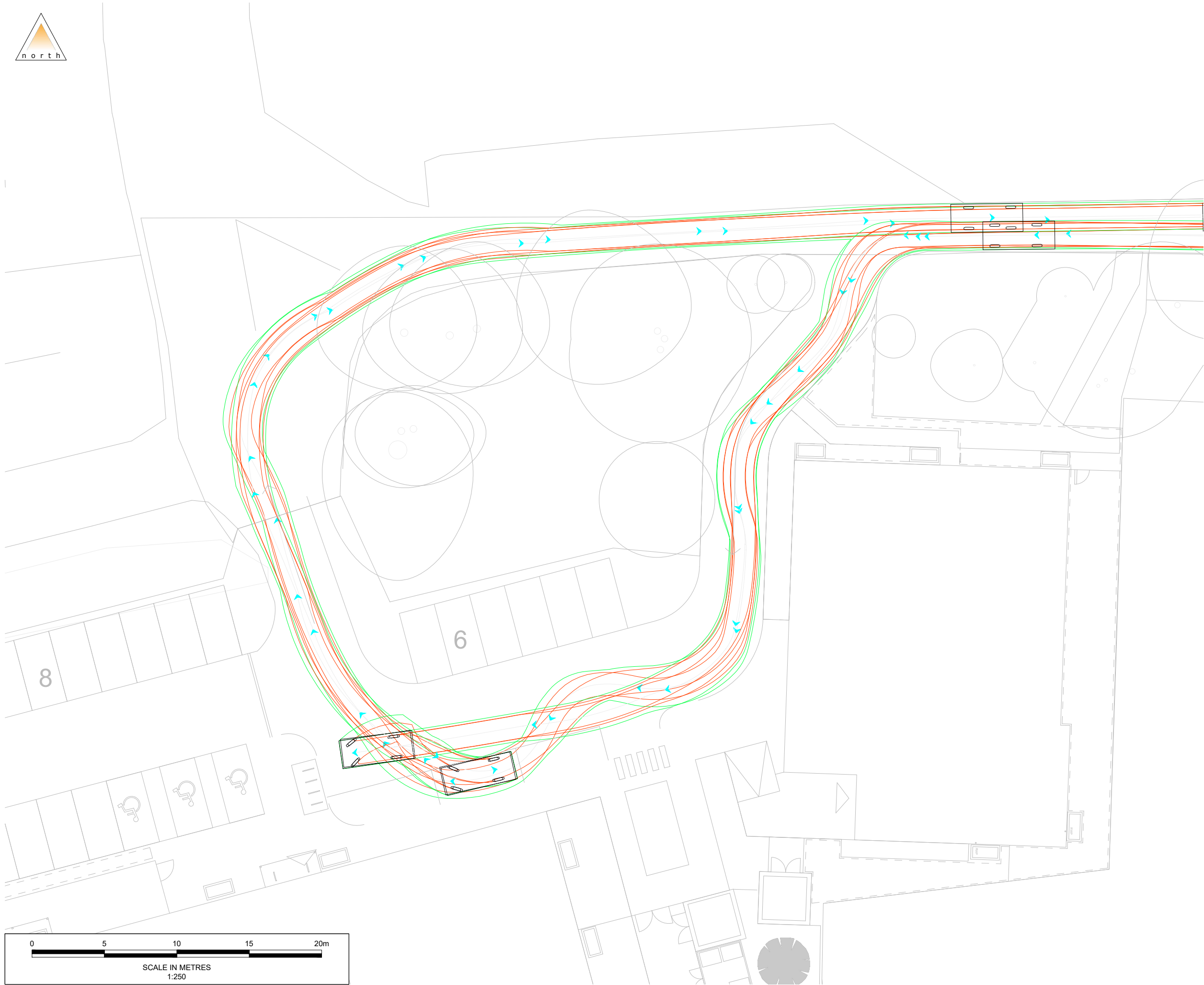
Rev: P08

MILLER BOURNE ARCHITECTS

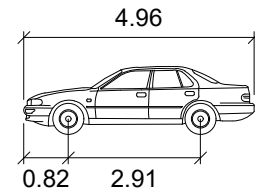
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Appendix B

Swept Path Analysis



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by Miller Bourne Architects, and Motion cannot guarantee the accuracy of the data provided.
 3. Motion accepts no liability for any vehicle specification errors or inaccuracies within the vehicle tracking software used / or it's vehicle libraries. The vehicles speeds used for the analysis are as follows: forward 6mph / reversing 6mph.



Jaguar XF Saloon	
	metres
Width	: 1.94
Track	: 1.60
Lock to Lock Time	: 4.0
Steering Angle	: 35.0

A	Updated Layout	JP	WMC	DM	25/03/2026
-	First Issue	JP	WMC	DM	11/03/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



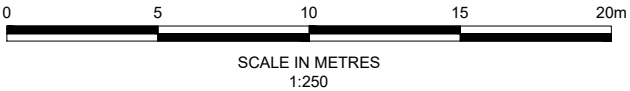
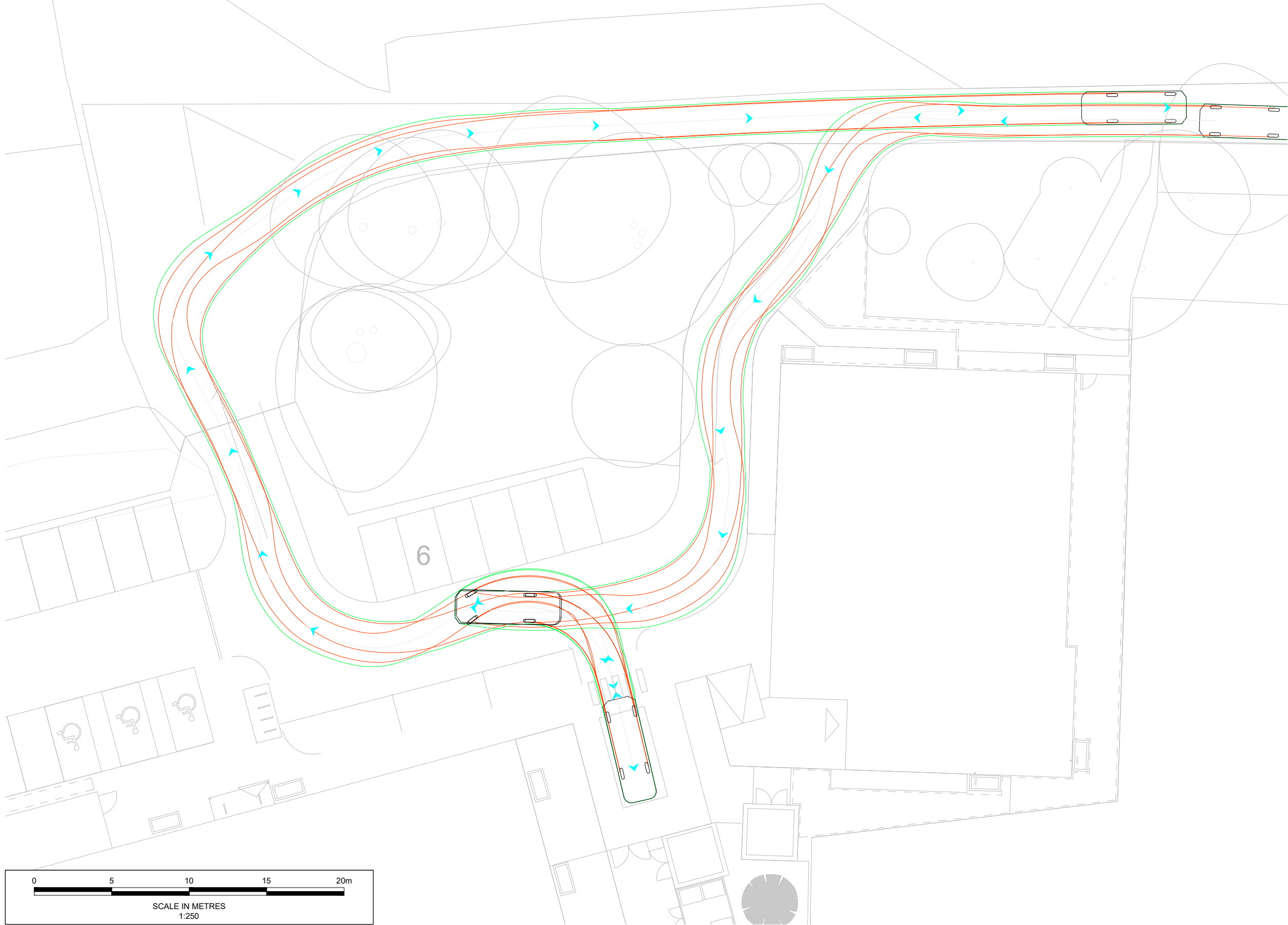
Client:
Salutem LD Topco II Ltd

Project:
Ingfield Manor School

Title:
Swept Path Analysis
Large Car

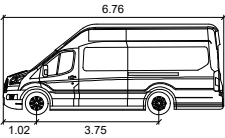
Scale: 1:250 (@ A3)

Drawing: 2401022-TK01 Revision: A



Notes

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Ford Transit 350 (2019)
meters
Width : 2.13
Track : 1.94
Lock to Lock Time : 6.0
Steering Angle : 35.4

A	Updated Layout	JP	WMC	DM	25/03/2026
-	First Issue	JP	WMC	DM	11/03/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

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Client:
Salutem LD Topco II Ltd

Project:
Ingfield Manor School

Title:
Swept Path Analysis
Transit Van

Scale: 1:250 (@ A3)

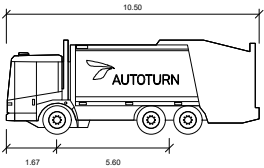
Drawing: 2401022-TK02 Revision: A

C:\Users\jpang\Motion\StaffSite - Imbill 2401022\Drawings\2401022-TK01A.dwg



Notes

1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
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Horsham Refuse Vehicle

	metres
Width	: 2.53
Track	: 2.53
Lock to Lock Time	: 4.0
Steering Angle	: 45.0

A	Updated Layout	JP	WMC	DM	25/03/2026
-	First Issue	JP	WMC	DM	11/03/2026
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
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Client:

Salutem LD Topco II Ltd

Project:

Ingfield Manor School

Title:

Swept Path Analysis
10.5 Metre Refuse Vehicle

Scale: 1:250 (@ A3)

Drawing:

2401022-TK03

Revision:

A