

<b>WEST SUSSEX COUNTY COUNCIL CONSULTATION</b>	
<b>TO:</b>	Horsham District Council
<b>FROM:</b>	WSCC Education – School Organisation
<b>DATE:</b>	1 December 2025
<b>LOCATION:</b>	Land West of Ifield Charlwood Road Ifield West Sussex
<b>SUBJECT:</b>	<p>DC/25/1312</p> <p>Hybrid planning application (part outline and part full planning application) for a phased, mixed use development comprising: A full element covering enabling infrastructure including the Crawley Western Multi-Modal Corridor (Phase 1, including access from Charlwood Road and crossing points) and access infrastructure to enable servicing and delivery of secondary school site and future development, including access to Rusper Road, supported by associated infrastructure, utilities and works, alongside: An outline element (with all matters reserved) including up to 3,000 residential homes (Class C2 and C3), commercial, business and service (Class E), general industrial (Class B2), storage or distribution (Class B8), hotel (Class C1), community and education facilities (Use Classes F1 and F2), gypsy and traveller pitches (sui generis), public open space with sports pitches, recreation, play and ancillary facilities, landscaping, water abstraction boreholes and associated infrastructure, utilities and works, including pedestrian and cycle routes and enabling demolition. This hybrid planning application is for a phased development intended to be capable of coming forward in distinct and separable phases and/or plots in a severable way.</p>
<b>CASE OFFICER:</b>	Jason Hawkes, Principal Planning Officer
<b>RECOMMENDATION:</b>	<p>WSCC Education’s formal recommendation is as follows:</p> <ul style="list-style-type: none"> <li><del>a) No Objection</del></li> <li>b) No objection subject to conditions</li> <li><del>c) Deferral</del></li> <li><del>d) Refusal</del></li> </ul>

Thank you for consulting WSCC in its capacity as Local Education Authority in respect of the above application. We have reviewed the information as submitted and set out our recommendation and comments below.

## **1. Recommendation**

WSSC Education has no objection to this decision for outline planning permission but makes comments and recommends conditions below.

## **2. Sustainable Education Infrastructure**

We wish to confirm that the proposals for development would be mitigated appropriately by the stated education provision on which this application is based as things currently stand. Early Years/Nurseries, a Primary school, Secondary school, Sixth Form and facilities for children with Special Educational Needs and Disabilities are to come forward via separate planning applications led by WSSC and partner organisations such as the Department for Education. The Secondary school is required early in the development to mitigate the pupil product from the proposed development and cater for demand for secondary places in the neighbouring Borough of Crawley. The schools and nurseries will require provision of fully serviced and appropriately deliverable sites by the master developer in a timely manner. Triggers will be subject to agreement as part of the s106 negotiations. WSSC will have objections to development if the sites and financial contributions are not brought forward within suitable timeframes to meet the needs of the development.

## **3. S106 requirements for Education (subject to negotiation and contract)**

Below is a summary of the s106 requirements sent back in our WSSC response by Naomi Hoyland in the Strategic Planning Team for Early Years, Primary & SEND/SSC and Secondary in terms of financial contributions and land.

The financial contributions sought by the county council which follow are based on an overall requirement for: the provision of 1 x 3FE primary school (to incorporate a support centre for children with special educational needs and disabilities SEND), the provision of 2 x day care nurseries, one co-located with the primary school, and a pro-rata share of a new 8FE secondary school (to incorporate a support centre for children with SEND) with sixth form provision.

We will require £6.2 million towards 2 x new 90 place early years facilities serving the Land West of Ifield, based on the provision of 3000 dwellings, plus a pro-rata proportion of 2 x 0.22 Ha / 2,200 sqm of land.

We will require £15,760,000 towards a new 3FE primary school serving the Land West of Ifield, based on the provision of 3000 dwellings, plus 3.00 Ha / 30,000 sqm of land to include space for Early Years and a Special Support Centre for children with Special Educational Needs and Disabilities.

We will require £20,227,500 a pro-rata cost of a new 8FE secondary school with sixth form (£53,940,000) serving the Land West of Ifield, based on the provision of 3000 dwellings, plus 10.55 Ha / 105,500 sqm of land. This is calculated as 3/8ths of the overall cost as the number of children produced by 1000 homes equates to one form of entry's worth of pupils. 3000 homes therefore produce 3FE of pupils. This will be refined when a more detailed housing breakdown is available and negotiated as part of the s106 agreement. Costs are provided by the WSSC Multi-disciplinary consultancy Atkins Realis but will also be refined

once an order of costs estimate for the specific project is identified by the Department for Education, the planned delivery partner for the West of Ifield secondary school.

We will require £2,120,000 towards 2 x new 16 place SSC/SEND facilities serving Land West of Ifield, based on the provision of 3000 dwellings, plus 2 x 0.049 Ha / 496 sqm of land on the school sites master planned.

#### **4. School travel planning**

Below are some more detailed comments regarding the travel planning as outlined in the application from a school planning perspective.

- the focus on promoting sustainable, active travel is welcome, although we share WSCC Highways concerns that the modal share of 55% bus journeys for the Secondary School may be overly optimistic. It is worth highlighting that the secondary school is to come forward and be occupied at an early stage (i.e. well ahead of any substantial number of dwellings being occupied). This is going to result in a similar situation to that for the Bohunt Academy at North Horsham. The timing and delivery of transport mitigation (including bus services) would need to be reflective of this and be in place in ahead of the school opening.
- there seems to be less consideration of the Primary School traffic and the level of detail and mitigation planning is more limited compared to the Secondary school.
- the Primary school is primarily served by walking/cycle infrastructure leading to the indicative main entrance (it should be noted that no design work has been undertaken on the Primary School masterplan and any drawings at this stage subject to change). It is therefore unclear how people arriving by car will park/drop-off.
- both schools are served by one road, which is also proposed to be a 2-way bus route. It is not clear whether the traffic modelling has considered the full impact of peak traffic at both locations, including bus timetabling and informal drop-off.
- no drop-off facilities are available in proximity to the school sites, and on-street parking is limited, which could result in parents parking on nearby verges and/or secondary residential roads. It is then whether enforceable parking restrictions are required to control how and where parking takes place. Taking account of the above point too regarding the construction and occupation of the wider development site, the opportunity for parents to park nearby may in any case be very limited early in the build out of the site.
- the umbrella Travel Plan requires individual Travel Plans serving each school to come forward in due course. It should be noted that the development's infrastructure should be designed to mitigate the negative impact of the traffic generated by the schools, as the impact of a Travel Plan is often limited and should be understood as a secondary/ supporting measure.

Please do not hesitate to contact us if you wish to discuss further.

Yours sincerely,

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