

## West of Ifield, Crawley **Infrastructure Delivery Plan**

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Version 1 - Planning Submission

**July 2025**



<b>Project</b>		West of Ifield, Crawley	
<b>Prior + Partners</b>		Simon Mattinson, Director Thomas Corbin, Associate Director Chloe Rutland, Senior Planner	
<b>Version</b>	<b>Created by</b>	<b>Approved by</b>	<b>Date</b>
2.0	Thomas Corbin Chloe Rutland	Simon Mattinson	June 2025







# 1.0 Introduction and Scope

This chapter sets out the purpose and structure of this document.



# 1.1 Introduction

## Purpose of this Report

This Infrastructure Delivery Plan (IDP) has been prepared on behalf of Homes England (the “Applicant”) as part of an Hybrid Planning Application (HPA) for the Proposed Development of Land West of Ifield.

The IDP is submitted to accompany the HPA to explain how the Development satisfies the requirements of national, strategic and local planning policies.

The full description of the development for which planning permission is sought is set out within the Development Specification and Parameter Plan Framework (DSPPF), which is submitted for approval as part of this HPA, and repeated in Section 2.2.

This IDP provides details on the existing infrastructure baseline before outlining the potential impact of the Proposed Development, based on the scale and type of proposal and the estimated future population generated. The IDP then provides proposals to mitigate the impact of the Proposed Development (and in some case provide additional capacity to existing communities), to inform a constructive discussion around approaches to delivery.

## Relationship to S106 Agreement

This IDP has been used to inform design development and the mitigation proposals contained within the draft Heads of Terms for the Section 106 Agreement (“the S106 Agreement”) submitted alongside the HPA.

A section 106 is an agreement made under Section 106 of the Town and Country Planning Act 1990 (as amended) which enables local planning authorities to seek both financial and in-kind contributions from developers when granting planning permission, to make proposed development acceptable in planning terms. As section 106 agreements are negotiated on a case-by-case basis between the LPA and the developer/landowner, they provide site-specific mitigation and address local impacts directly caused by the scale and nature of the particular development.

The S106 Agreement forming part of any future planning permission will set out the specific commitments and undertakings of the signatories and triggers for payments of contributions by the signatories to ensure timely and appropriate infrastructure delivery at WoI.

The S106 Agreement and conditions attached to a planning permission are expected to be informed by the recommendations of this IDP.

## Relationship to Community Infrastructure Levy

The Community Infrastructure Levy (CIL) was introduced in 2017 and is a charge on qualifying development implemented by Horsham District Council (HDC) to provide funding for new infrastructure to support local communities. This is a contribution based on the rates per square metre set out in the Charging Schedule and levied on new development.

Given that part of the the HPA is in outline, the precise liability for CIL will be calculated at the Reserved Matters stage for any given phase including consideration of any required relief and based on a scale of development likely lower than the maximum parameters currently applied for at the outline stage. At this stage however, it is estimated that the Development could provide between £35-50 million.

The CIL works in parallel to a S106 agreement and can be used to fund the same infrastructure, but there is a need to avoid placing two separate obligations on a development for the same mitigation. How HDC intends to spend collected CIL monies (and excluded development expected to b provided by other means) are outlined in the Horsham Infrastructure Funding Statement.

# 1.2 Scope

## Infrastructure Definition

Section 216(2) of the Planning Act 2008 provided a definition of infrastructure, which was amended by the Community Infrastructure Levy Regulations (2010). As amended, it defines ‘infrastructure’ as including the provision, improvement, replacement, operation or maintenance of:

- a. roads and other transport facilities
- b. flood defences
- c. schools and other educational facilities
- d. medical facilities
- e. sporting and recreational facilities
- f. open spaces

This is not a comprehensive definition so that other items of infrastructure may also be included and sought through planning obligations, subject to national legislation, National Planning Policy Framework (NPPF) (2024) tests and established criteria.

The scope of the this IDP will address the following elements, all which have been established through a robust masterplanning process that has defined the local and strategic infrastructure necessary to mitigate the impact of development and deliver a long term sustainable development.



**Highways and Routes**



**Amenity Space**



**Mobility**



**Leisure and Sport Facilities**



**Education**



**Community Facilities**



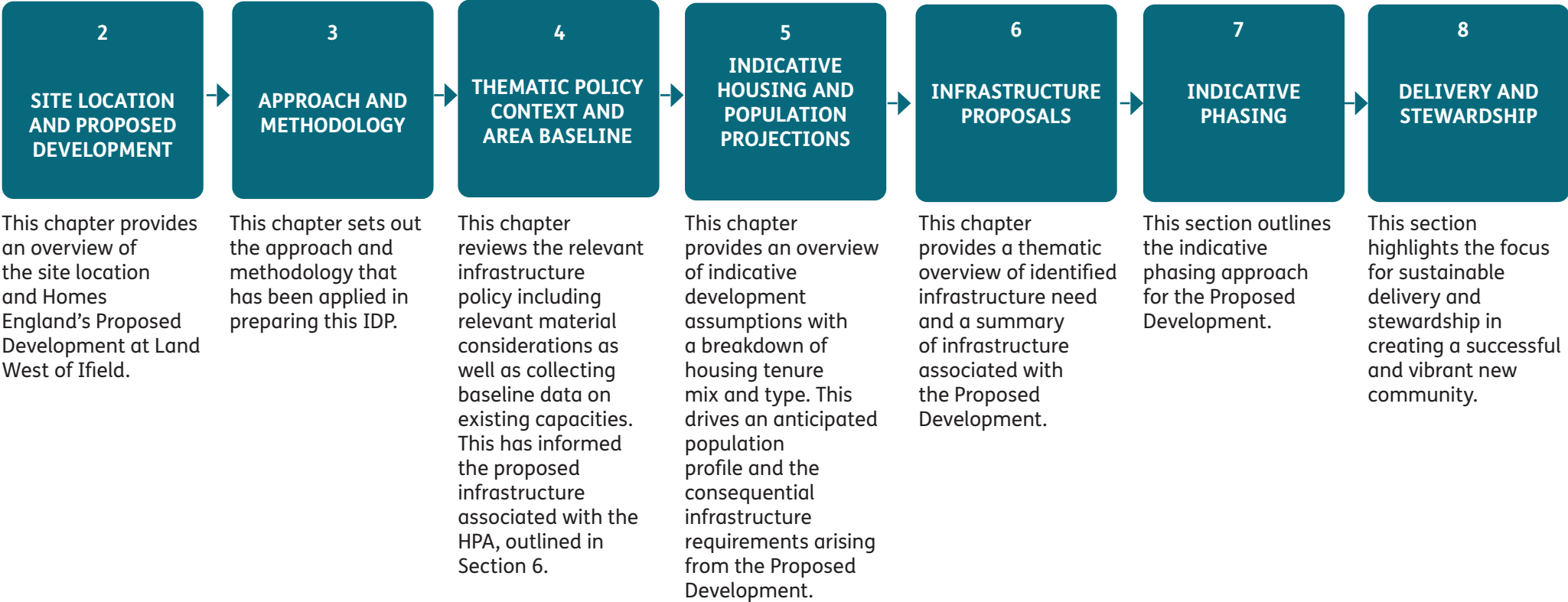
**Strategic Green Infrastructure**



**Sustainability**

# 1.3 Structure of this Document

This IDP is set out across a series of chapters as described in Figure 1.1.



**FIGURE 1.1** Structure of this Document

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## 2.0 Site Location and Proposed Development

This chapter provides an overview of the site location and Homes England's Proposed Development at West of Ifield.



# 2.1 Site Context

## Site Location

The Land West of Ifield site ('the Site') falls within the administrative area of HDC.

The Site is located south of Charlwood Road, beyond which lies Gatwick Airport.

The Site lies to the north of the Arun Valley railway line and adjoins the existing neighbourhoods of Ifield and Langley Green in Crawley. To the east, the Site is bounded by trees and Ifield Village. Ifield West and ancient woodland are to the south and ancient woodland to the west. The River Mole passes through the northern part of the site.

## Application Site Boundary

The northern boundary of the Application boundary (the Site) abuts Charlwood Road, Ifield Avenue, Bonnets Lane, and Ifield Green. Ifield Wood and Cophall Wood are directly adjacent to the Site's north-west boundary. The River Mole and woodland along the river run along the Site's north-eastern boundary before joining the Site along the eastern boundary.

The Site's eastern boundary abuts Ifield Village, which is the historic core of Ifield and is centred around the Church of St. Margaret. The area to the east of the Site is occupied by Ifield Meadow and Rusper Road Playing Fields, with the eastern boundary running along the Ifield Brook. The area adjacent to the eastern boundary and beyond is mostly residential in land-use, with the closest buildings located along Rusper Road.

The Site's southern boundary adjoins the rear boundaries of residential properties that front onto Rusper Road. Rusper Road bisects the Site for a short section near the golf course, where the Site is bounded by Peverel Road and Hyde Hill Brook along the south-eastern boundary, beyond which is Ifield West with residential land-use. The south-western edge of the boundary beyond Hyde Hill Brook is predominantly occupied by ancient and semi-natural woodland.

The Site's western boundary is characterised by woodland, understorey vegetation, and agricultural land. It is adjacent to farmland, associated farm buildings, and isolated residential properties.

## Site Description

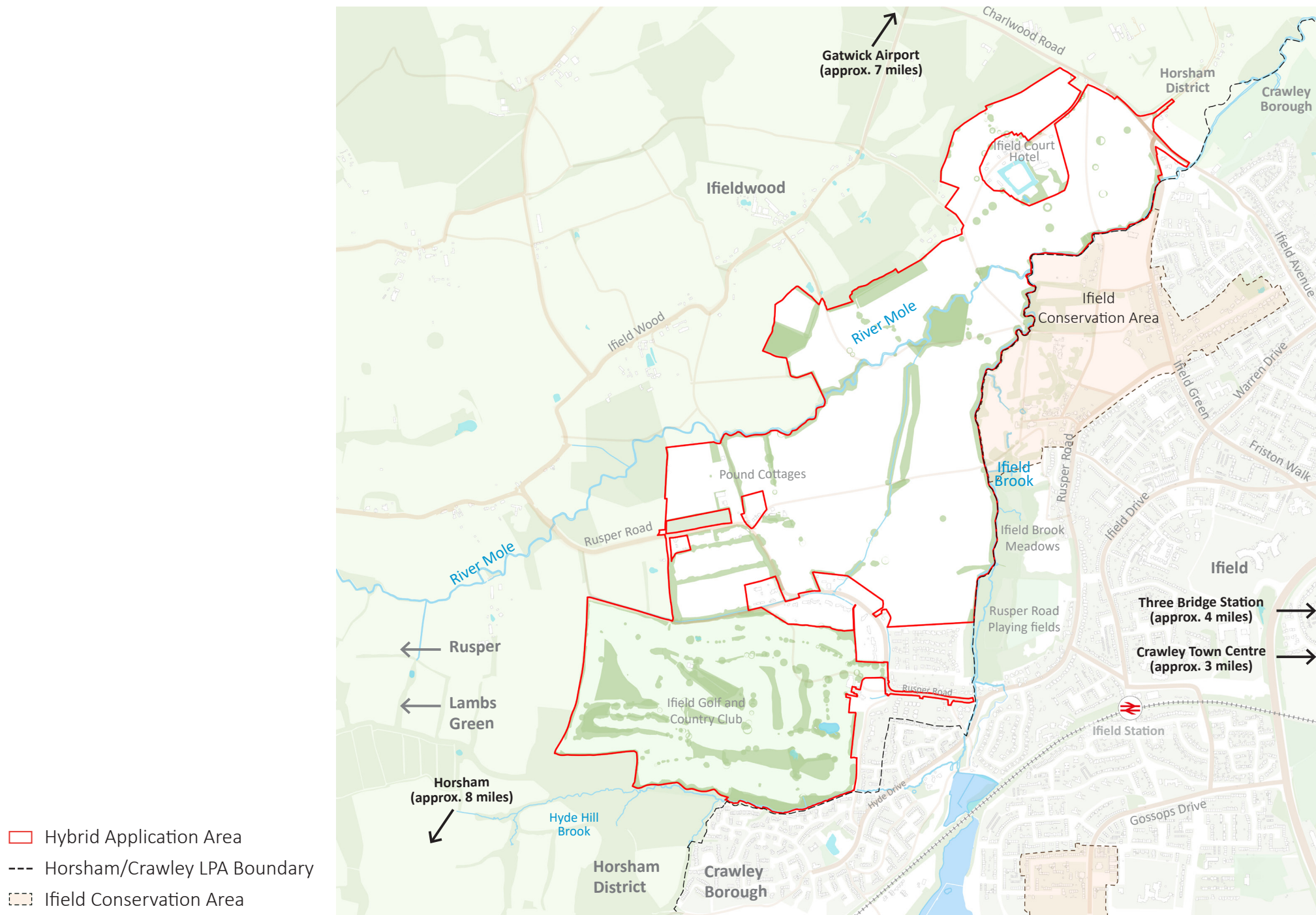
The Site is predominantly occupied by a mixture of arable and pastoral fields and includes the Ifield Golf Course and Country Club in its far southern portion, along with a former garden nursery and associated land adjacent to Old Pound Cottages. The current access to the Site is via Charlwood Road in the north and Rusper Road to the south.

The River Mole bisects the western part of the Site and flows from south-west to north-east.

The Site topography is generally low-lying, with ridges to the south and west.

There is a discrete off-site parcel of land that is situated within the northern portion of the Site. This northern 'island' comprises the Ifield Court Hotel and associated airport car park (covering an area of approximately 1ha), a medieval moat at Ifield Court, classified as a scheduled monument and some agricultural buildings, some of which is owned by Homes England.





**FIGURE 2.1** Proposed Development Site context and Planning Application Boundary

## 2.2 Proposed Development

### Description of Development

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 accompanied by an Environmental Statement.

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.

### Proposed Development

This planning application takes HPA format, seeking consent in outline (with all matters reserved) for the overall site with detailed consent for early enabling infrastructure to facilitate the delivery of the proposed secondary school (where there is an immediate need).

The full element will include the delivery of the Crawley Western Multi-Modal Corridor (CWMMC), a new road with dedicated bus lane and regular traffic lane in each direction, to mitigate transport impacts and accelerate delivery, as well as:

- A primary street, forming a spine road, incorporating primary and secondary street connections, together with parking and loading bays, street lighting and fixtures;
- Active travel provision with dedicated cycle ways and footways within the primary street;
- Mobility Hubs and provision for bus transport;
- Bridge crossing the River Mole;
- Site clearance and enabling works;
- Utilities, surface and foul drainage infrastructure to service the planned development plots; and
- Landscaping works.

The outline element will include the following:

- Phased mixed-use development of up to 3,000 homes, including a range of flats and houses, of which 35% will be affordable;
- Neighbourhood Centre and associated community facilities, including a primary school and secondary school;
- Employment uses;
- Allowance for potential delivery of specialist accommodation to suit older persons, up to 15 Gypsy and Traveller pitches and commitments to Custom and Self-Build housing;
- Public open space and multi-functional green spaces;
- Allowance for key infrastructure and utilities, notably to achieve water neutrality; and
- Prioritisation of more sustainable travel modes and facilitated active mode connections.

It is anticipated that the outline element of the planning permission would include conditions requiring Reserved Matters Applications (RMAs) to be set in accordance with the DSPPF and with the Site Wide Design Code submitted for approval.





**FIGURE 2.2** Proposed Development Illustrative Masterplan





## 3.0 Approach and Methodology

This chapter sets out the approach and methodology that has been applied in preparing this Infrastructure Delivery Plan.



# 3.1 Approach

## Approach

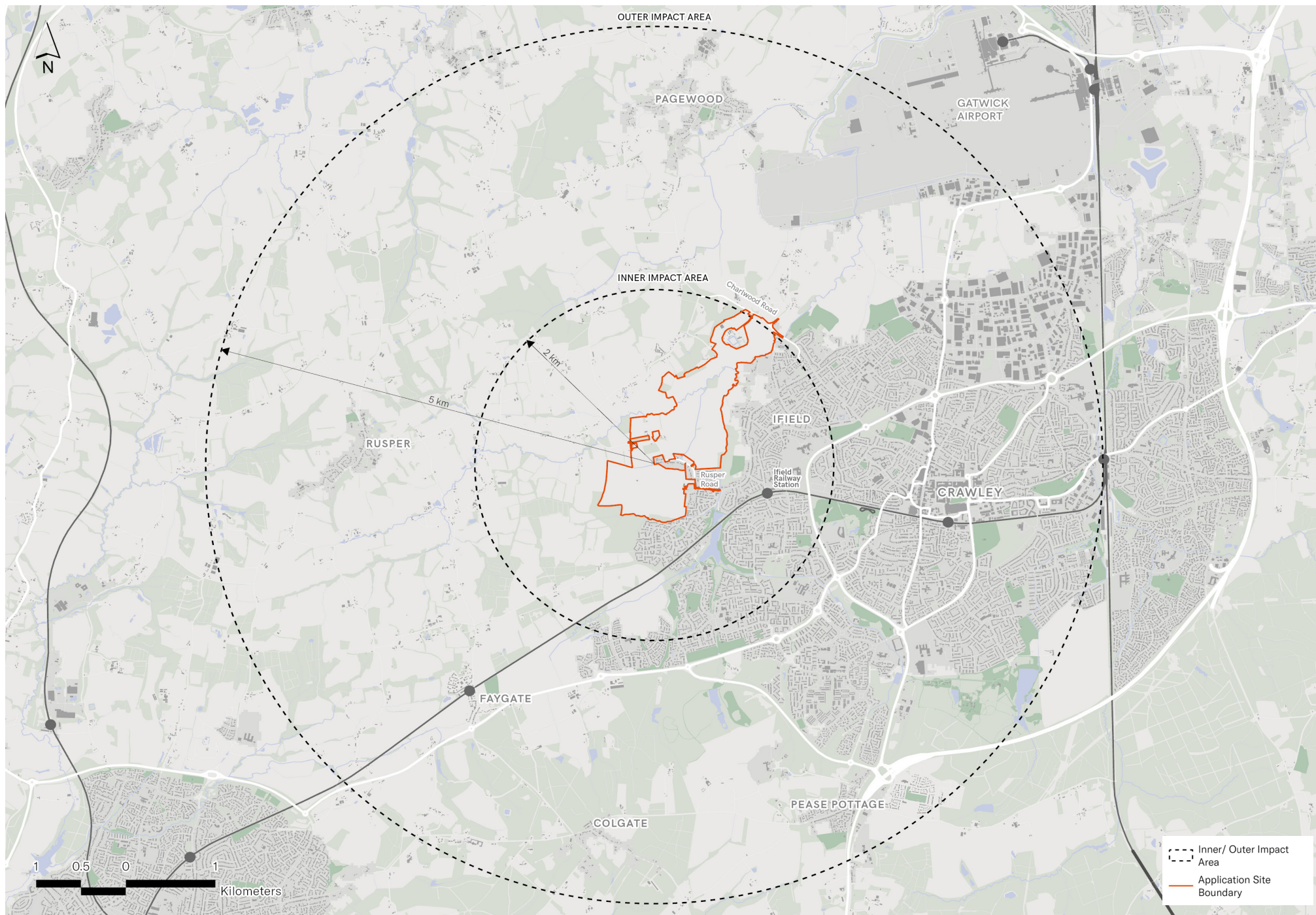
The Site is the area defined by the red line boundary and within which Proposed Development will come forward.

For the purposes of infrastructure planning, it is necessary to study a wider area to ensure proposals account for existing infrastructure provision, including identified capacity as well as capacity issues which relate to the proposed development.

For the purposes of this IDP, this is split out into two areas (as shown on Figure 3.1):

- **Inner Impact Area:** A 2km radius defines the Inner Impact Area (IIA). This is considered a reasonable area of study within which to assess the day-to-day and immediate infrastructure needs of new residents.
- **Outer Impact Area:** A 5km radius defines the Outer Impact Area (OIA). This is considered a reasonable area of study within which to assess the more strategic infrastructure needs of new residents.

Both of these areas are based upon the proposed Neighbourhood Centre, the focal point of the Proposed Development.



**FIGURE 3.1** Scope of the assessment, showing the Inner Impact Area and Outer Impact Area







## 4.0 Thematic Policy Context and Area Baseline

This chapter reviews the relevant infrastructure baseline, including capacity data, policy positions and material considerations for existing provision across the identified themes. This has informed the proposed infrastructure associated with the HPA, outlined in Section 6.



# 4.1 Highways and Routes

## Key Findings

- West Sussex County Council (WSCC) is responsible for strategic transport across the development area, including planning and maintenance for the road network, as well as promoting public transport and active travel (walking and cycling).
- The development area is served by Metrobus Route 2, which operates a regular service between Crawley town centre and Ifield, and is served by 3 railway stations: Ifield, Crawley and Faygate, as well as Three Bridges.
- There is an extensive network of cycleways, Public Rights of Way (PRoW) and bridleways across the Inner and Outer Impact Areas.

## Context

WSCC is responsible for maintaining the strategic road network in Horsham and Crawley. The West Sussex Transport Plan 2022<sup>1</sup> sets out the overarching strategy for road and transport networks in West Sussex, with particular focus on prioritising active modes of travel and public transport.

WSCC is committed to working with strategic partners including rail and bus providers and Gatwick Airport to promote long-term improvement to public transport services. The WSCC Transport Plan also sets out the county council's approach to facilitating the installation of electric vehicle charging points.

The West Sussex Active Travel Strategy 2024 to 2036<sup>2</sup> sets out priorities for promoting walking and cycling in the area, including a series of infrastructure design principles, route types and training activities.

## Current Provision

### Strategic Road Network

The development and wider area is served by a number of key trunk roads including M23 (to London) and A23 (to Brighton). The A264 connects the M23 to Horsham in the west, while the A2011 (Crawley Avenue) loops west from the M23 Junction 10, past Ifield and down to M23 Junction 11. The WSCC Transport Plan<sup>3</sup> sets out an ambition to improve efficiency at junctions along the A2011, including giving greater priority to active transport modes.

### Bus Network and Stops

Crawley and Horsham are both served by Metrobus, a subsidiary of the Go-Ahead Group Ltd which operates over 50 bus routes across Sussex, Kent and Surrey. Bus route number 2 currently operates every 4 - 8 minutes between Crawley Town Centre and Ifield West, and takes about 25 minutes.

### Railway Line and Stations

The area is served by 3 railway stations: Ifield, Crawley and Faygate. Trains from Ifield and Faygate are served by Thameslink as well as a limited Southern (Mainline) service to London Victoria and Portsmouth / Southampton Central (peak only).

Crawley Station is served by Thameslink as well as a more frequent Southern (Mainline) service to London Victoria and Portsmouth / Southampton Central. In addition, the Three Bridges station is just outside of the OIA.

### Cycleways, PRoWs & Bridleways

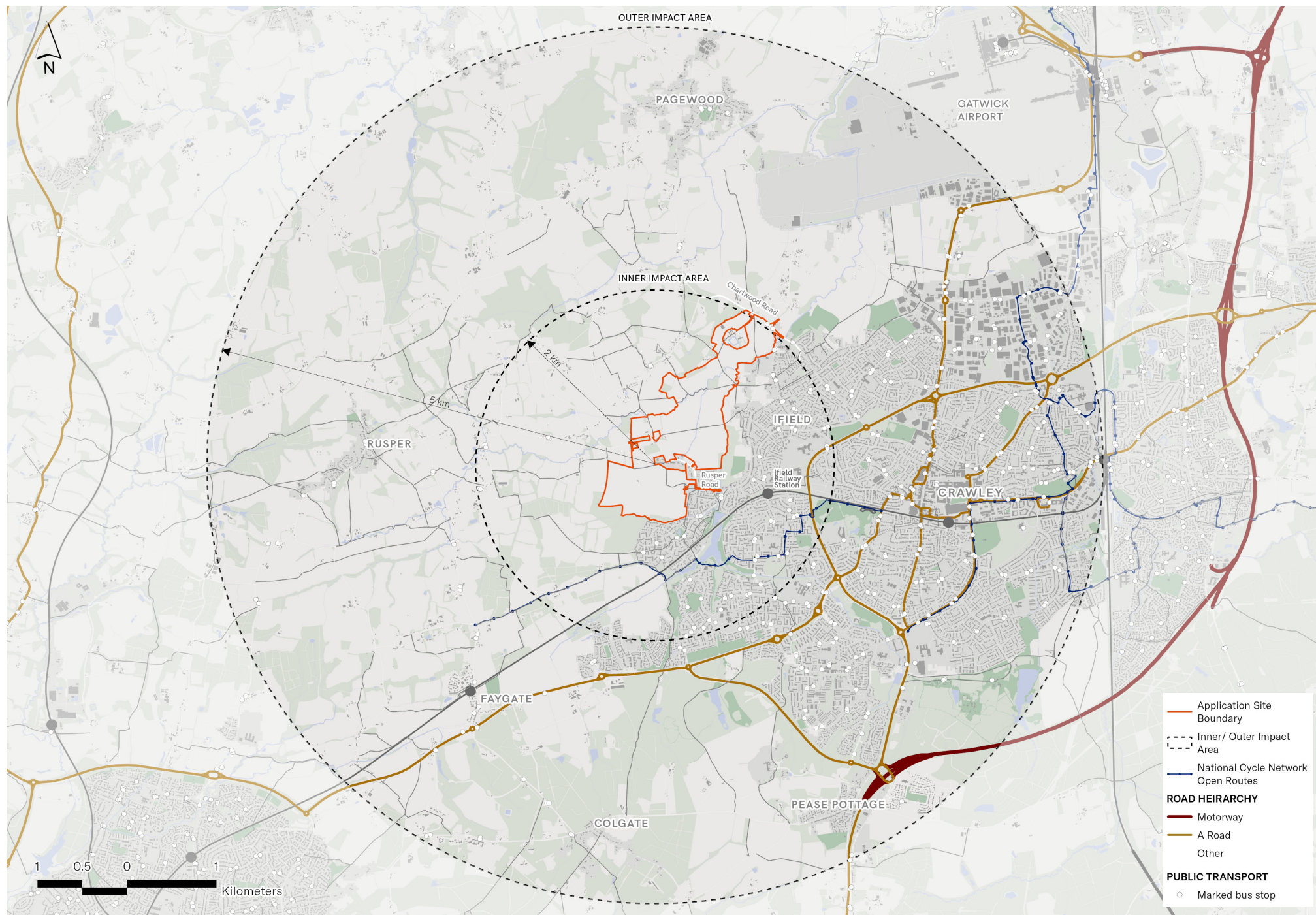
There is an extensive network of cycleways, PRoW and bridleways across the IIA and OIA. A Definitive Map of PRoWs and bridleways is maintained and made available by WSCC.

<sup>1</sup> WSCC (2022) West Sussex Transport Plan 2022

<sup>2</sup> West Sussex Active Travel Strategy 2024 to 2036

<sup>3</sup> WSCC (2022) West Sussex Transport Plan 2022





**FIGURE 4.1 Highways and routes baseline**

West of Ifield | Infrastructure Delivery Plan

## 4.2 Early Years

### Key Findings

- WSCC is responsible for planning sufficient Early Years places in the development area.
- WSCC has a statutory duty to provide an Early Years place for all 3- and 4-year-olds and eligible 2-year-olds who would like to take up a place.
- At present, WSCC is currently meeting its statutory duty to provide Early Years Funded Entitlement (EYFE) places, although Early Years place requirements are expected to increase in line with housing growth.

### Context

WSCC is the body responsible for planning Early Years places in the development area.

Early Years encompasses provision ahead of entering Key Stage 1, including early years childcare including day nurseries, pre-schools and playgroups, as well as early years provision within primary schools.

WSCC has a statutory duty to plan for and ensure access to a free high-quality early education place for all 3- and 4-year-olds and eligible 2-year-olds who would like to take up a place.

Free Entitlement is provided by the government for all 3- and 4-year olds and eligible 2-year-olds through a registered nursery or childminder, as part of the Early Years Funded Entitlement.

The WSCC Securing Sufficient Childcare in West Sussex<sup>1</sup> and Planning School Places 2024 documents<sup>2</sup> set out details of Early Years places provision, and how many early years places will be required based on projected population growth.

<sup>1</sup> WSCC (2024) Securing Sufficient Childcare in West Sussex - Spring 2024

<sup>2</sup> WSCC (2024) Planning School Places

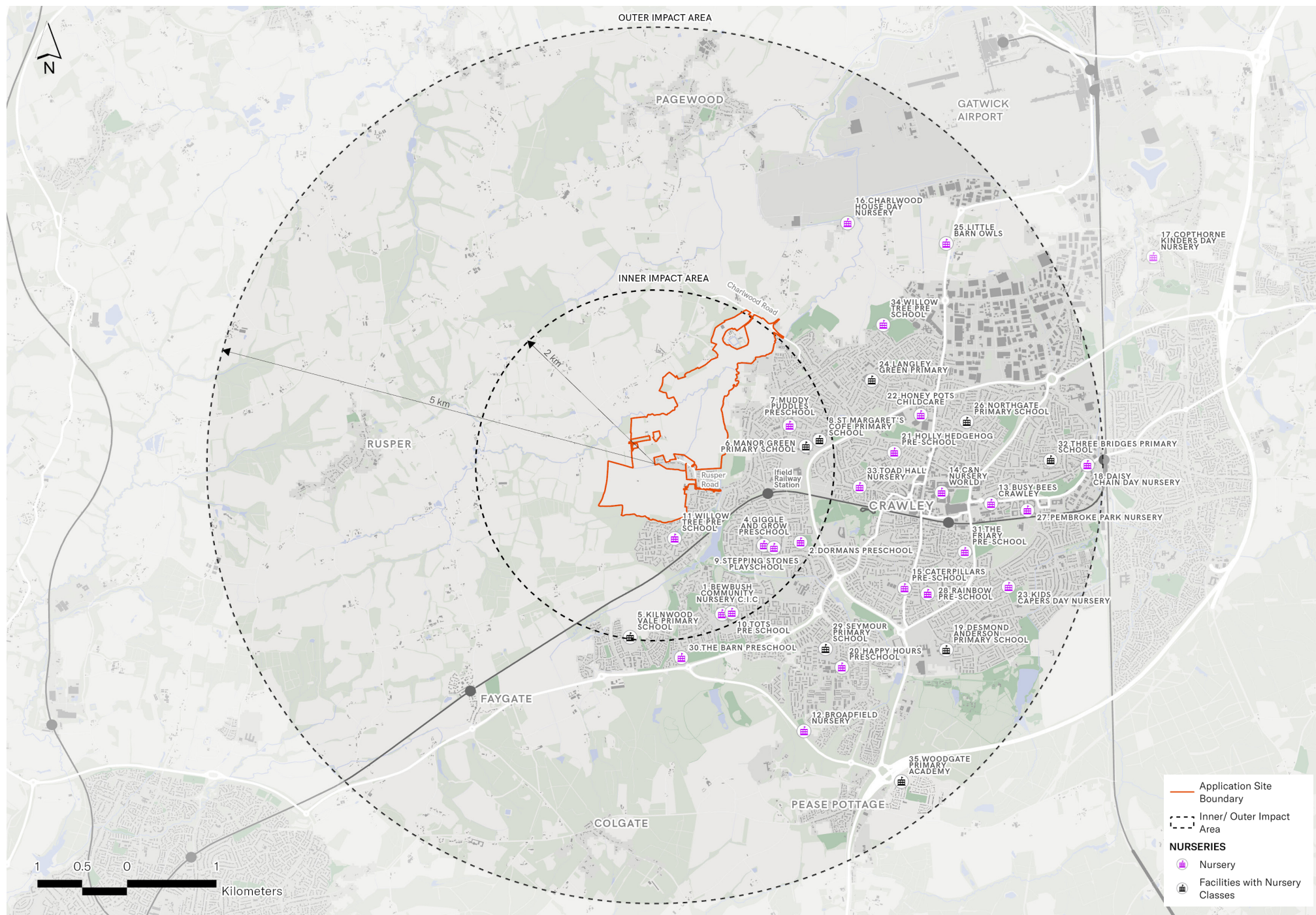
### Current Provision

Private, voluntary and independent day nurseries, preschools and playgroups are the main providers of early years education in West Sussex.

According to the WSCC Securing Sufficient Childcare in West Sussex<sup>1</sup> report, WSCC is currently meeting its statutory duty to provide Early Years Funded Entitlement (EYFE) places. However, required need is expected to increase in line with projected population growth.

<sup>1</sup> WSCC (2024) Securing Sufficient Childcare in West Sussex - Spring 2024





**FIGURE 4.2 Early Years baseline**

# 4.3 Primary Education

## Key Findings

- There are 6 existing primary schools within the development IIA.
- Of these primary schools, 4 are known to have residual place capacity to take on additional pupils (accounting for contingency for parental preference and windfall growth).
- This residual capacity could therefore potentially be used to support early stages of the Development.

## Context

The Local Education Authority (LEA) for the development site is WSCC, which has responsibility for planning, organising and commissioning all primary school places in the area. The WSCC Planning School Places 2024 document<sup>1</sup> sets out existing provision and anticipated future need for school places in the county (including both Horsham and Crawley local authority areas).

Best practice guidance suggests that UK schools should target approximately 95% place occupancy<sup>2</sup>. This target accounts for flexibility in the actual take-up of places, with most schools being able to accommodate +/-10% pupils around this target.

## Current Provision

There are 6 existing primary schools in the IIA. In line with guidance, at least 4 primary schools located in the IIA are currently operating at less than 95% capacity and therefore have residual capacity which could potentially support early stages of the Proposed Development within acceptable distances.

Kilnwood Vale Primary School is a recently opened school in Kilnwood Vale, Horsham. The school will eventually be two forms of entry with a capacity of 420 children once full, but has initially opened lower years as the strategic site is built out. It has, therefore, not been included in capacity estimates.

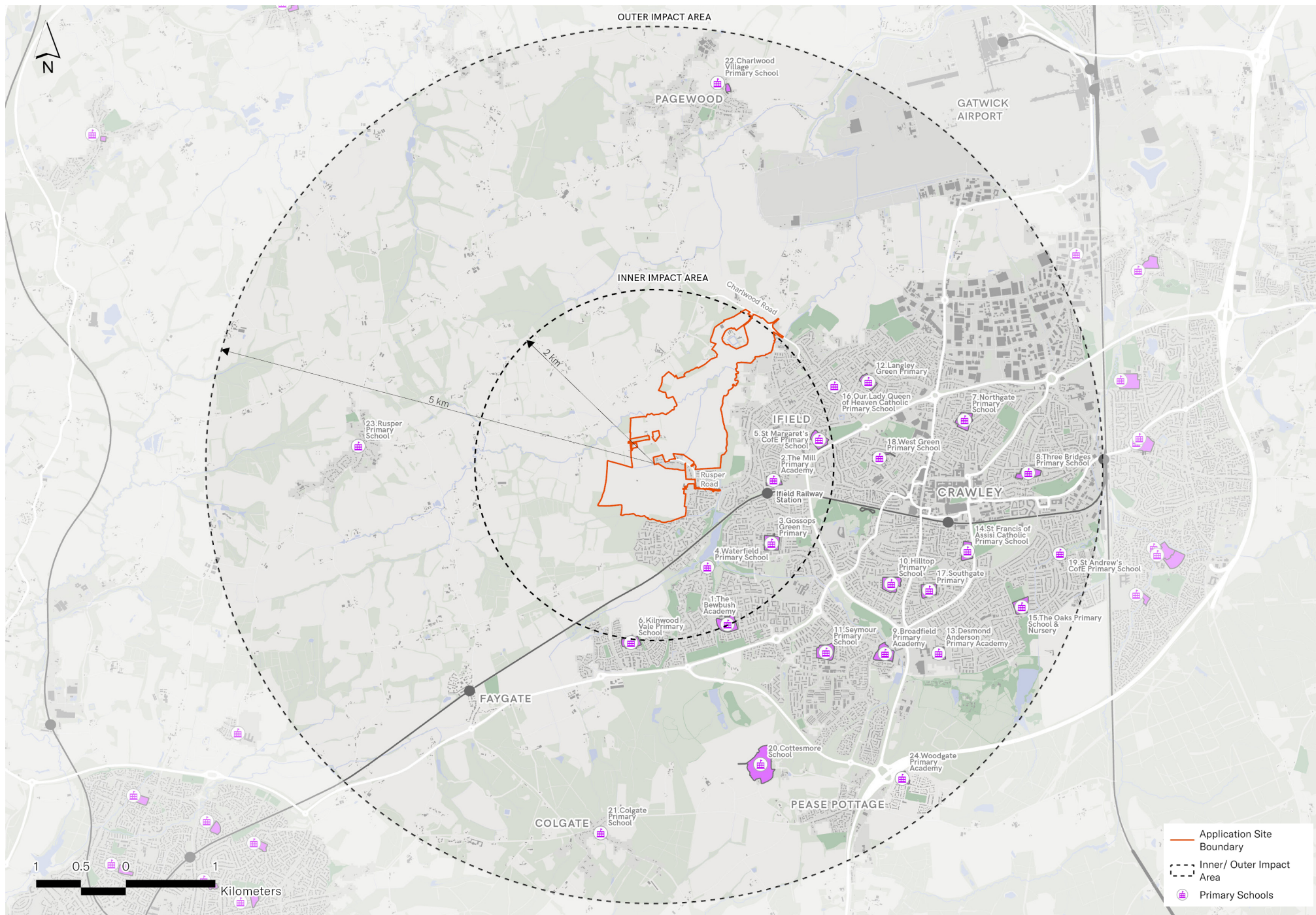
Manor Green SEND Primary School focuses on Special Educational Need Provision. Its capacity status is not considered within the primary education baseline.

Ref	Name	Size of School (Pupils)	Capacity Used (%)
Inner Impact Area			
1	The Mill Primary Academy	630	83%
2	Waterfield Primary School	472	79%
3	Gossops Green Primary	630	91%
4	St Margaret's CE Primary School	420	101%
5	The Bewbush Academy	630	83%
6	Kilnwood Vale Primary School	N/A	N/A

<sup>1</sup> WSCC (2024) Planning School Places

<sup>2</sup> Audit Commission (2008) Value for Money in Schools - Literature and Data Review





**FIGURE 4.3 Primary schools**  
**West of Ifield | Infrastructure Delivery Plan**

## 4.4 Secondary Education

### Key Findings

- There is 1 WSCC maintained secondary school within the IIA, which is already operating at or around maximum capacity.
- There are 4 further WSCC maintained secondary schools in the OIA. All of these schools apart from 1 are operating at or beyond their theoretical maximum capacity.
- For secondary school pupil places, there is currently limited residual capacity to support early stages of project population growth in the development area.

### Context

WSCC is the LEA which has responsibility for planning, organising and commissioning all secondary school places in the area. The WSCC Planning School Places 2024 document<sup>1</sup> sets out existing provision and anticipated future need for school places in the county (including both Horsham and Crawley local authority areas).

Best practice guidance suggests that UK schools should target approximately 95% place occupancy<sup>2</sup>. This target accounts for flexibility in the actual take-up of places, with most schools being able to accommodate +/-10% pupils around this target.

### Current Provision

There is 1 existing secondary school in the IIA, although this school (Ifield Community College) is already operating at 98% capacity. This means that, in line with Audit Commission recommendations, the school has no residual capacity to take on further students without reducing the school's operating efficiency.

There are 4 further secondary schools located in the OIA, although all of these schools apart from 1 (Thomas Bennett Community College) are operating at or close to maximum capacity.

Overall, there is limited existing capacity to accommodate additional secondary school pupils in the development area.

<sup>1</sup> WSCC (2024) Planning School Places

<sup>2</sup> Audit Commission (2008) Value for Money in Schools - Literature and Data Review

The Crawley Infrastructure Plan (May 2023)<sup>3</sup> states:

*“A site for a 6-8 FE secondary is therefore required going forward to include existing demand within the Borough and any children emanating from the strategic development where a site is likely to be identified. Due to the lack of an identified site in Crawley the Local Plan makes allowance for consideration of education provision on sites allocated for uses including housing. In addition, discussions are taking place with neighbouring authorities to ensure that, in the absence of an available site within Crawley, a strategic site is identified as close to the borough as possible”.*

<sup>3</sup> Infrastructure Plan for the Crawley Borough Local Plan 2024-2040 (May 2023)



Immediate Need

The geographical location of the Site and proximity to CBC’s boundary means that the Site can make provision for a number of unmet needs identified within the Crawley Borough Local Plan (2024).

The immediate need for a secondary school (set out in the Crawley Infrastructure Plan (May 2023)) has been evident during the preparation of the HPA and liaison with HDC, WSCC and the Department for Education.

A draft Statement of Common Ground (dated November 2024) on education between WSCC, HDC and HE sets out the current and future cooperation and joint working relationships between the parties. The draft Statement of Common Ground acknowledges that the Proposed Development will be required to mitigate its own impact with regards to education provision, based on the blended housing mix specific to the Proposed Development.

Correspondence from the Department for Education to Homes England (dated November 2024) sets out the collaborative working between the Department for Education and Homes England in respect of secondary school provision, required to meet an existing need within the wider area. The letter states that the Department for Education will endeavour to liaise with Homes England to explore a 2 Form Entry expansion over the base project scope of 6 Form Entry secondary school and 280 place sixth form.

Ref	Name	Size of School (Pupils)	Capacity Used (%)
Inner Impact Area			
1	Ifield Community College	1250	98%
Outer Impact Area			
2	Holy Trinity CofE Secondary School, Crawley	1308	103%
3	St Wilfrid's Catholic Comprehensive School, Crawley	949	118%
4	Thomas Bennett Community College	1450	88%
5	Hazelwick School	1889	100%