

**FIGURE 4.4** Secondary Education Facilities

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# 4.5 Green Infrastructure

## Key Findings

- There are a number of publicly accessible natural and semi-natural spaces in the local area.
- There is also 1 major local park (Goffs Park) within easy reach of the site, with 20 hectares of woodland and public activities available.
- The wider region offers significant green spaces within the impact areas and beyond, including South Downs National Park and High Weald National Landscape.
- There are more than 92 hectares of amenity space in Crawley, which is approximately 0.56 hectares per 1,000 population, and more than 81 hectares of amenity space in Horsham, which is approximately 0.58 hectares of amenity space per 1,000 population.
- HDC and CBC operate 28 and 20 allotment sites respectively, which are available for public use.

## Context

Strategic green infrastructure includes natural and semi-natural green spaces, country parks, and managed parks & gardens. Strategic green infrastructure offers a wide array of leisure and recreation benefits for new and existing communities, as well as providing health benefits to those less likely to participate in formal sport and activity.

Local strategic green infrastructure is managed by key stakeholders including WSCC, HDC and CBC as well as Sussex Wildlife Trust. The South Downs National Park and High Weald National landscape are individually managed and have their own strategic five-year plans.

Amenity spaces include informal recreation green spaces and village greens.

HDC’s Open Space, Sport and Recreation Review (2021) sets out minimum quantity standards required for open space typologies per population, with regards to multi-functional greenspaces (parks and gardens, amenity greenspace, and natural and semi-natural green space), provision for young people and allotments.

## Current Provision

### Strategic Green Infrastructure

Goffs Park is a large public park maintained by CBC that sits on the boundary of the development’s IIA

and OIA with over 20 hectares of woodland and public activities on offer. There are 4 further CBC managed parks in the OIA, including Southgate Park, Tilgate Park and Buchan Country Park. Ifield Brook Meadows is a nature reserve which sits within the HPA boundary.

In the wider area of the development site is within easy reach of the South Downs National Park and High Weald Area of Outstanding Natural Beauty.

### Amenity Space

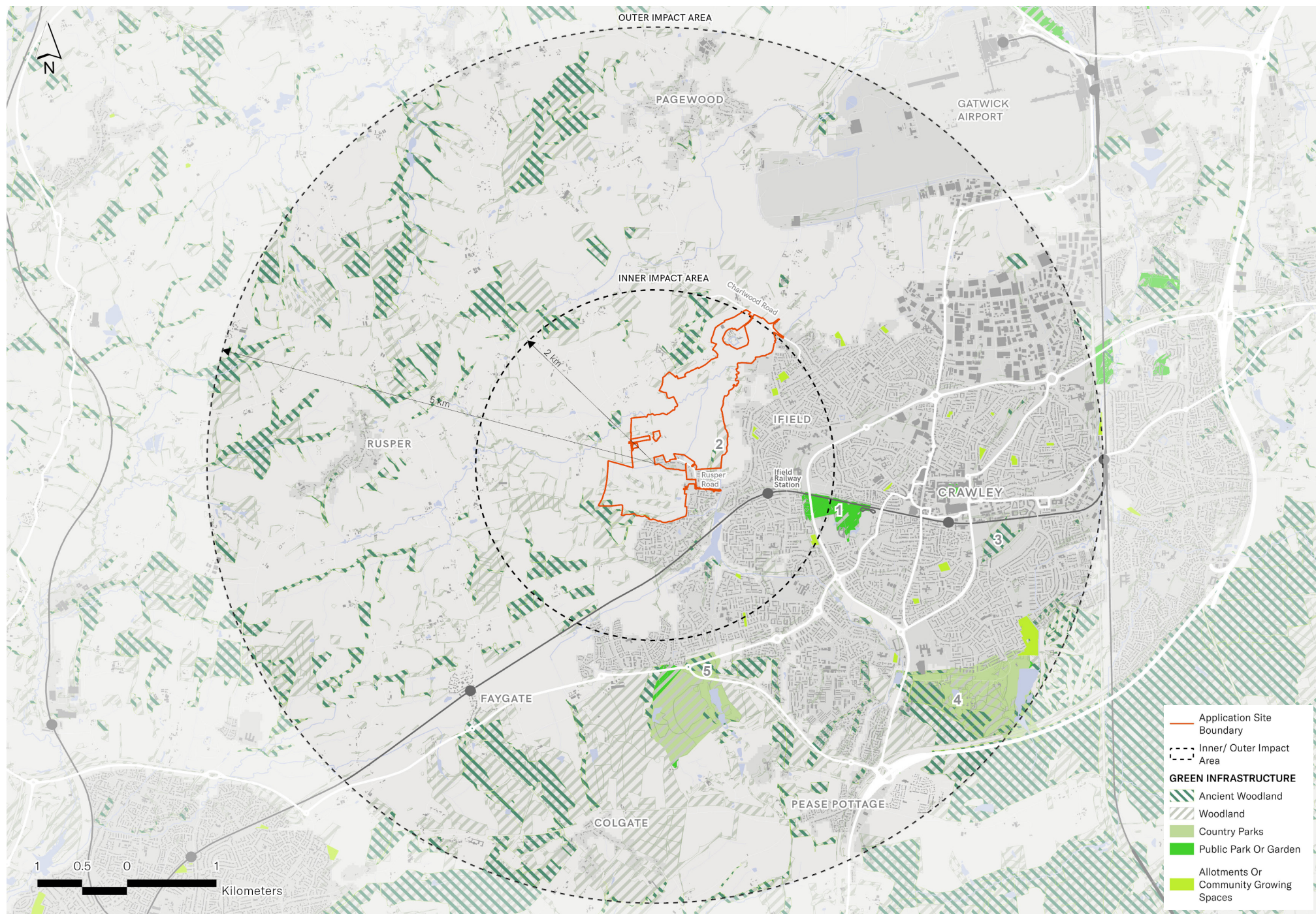
There are more than 92 hectares of amenity space in Crawley, which is approximately 0.56 hectares per 1,000 population (in Horsham there are 81 ha.; 0.58 hectares per 1,000 population). There are 20 CBC allotments sites (11.08 hectares in total)<sup>1</sup>.

Please note, amenity spaces are not shown on the diagram opposite because they tend to be smaller sites that are difficult to show at scale.

1 P+P Spatial Analytics Database (2025)

Ref	Name
Inner Impact Area	
1	Goffs Park
2	Ifield Brook Meadows
Outer Impact Area	
3	Southgate Park
4	Tilgate Park
5	Buchan Country Park





**FIGURE 4.5 Strategic Green Infrastructure** (Ordnance Survey Green Infrastructure Framework categorisations used)



## 4.6 Leisure and Sport

### Key Findings

- Requirement for leisure and sports provision is expected to grow in line with population increases, with CBC and HDC responsible for maintaining key facilities.
- Crawley has a significant shortfall in children's play areas.
- Golf provision is generally sufficient, however the closure of Ifield Golf Club (IGC) will require mitigation measures, with further details of mitigating provision set out in Section 6.

### Context

Leisure and sport facilities are provided by local authorities, voluntary-aided, and private organisations. CBC and HDC maintain indoor sports centres, playing fields, and pitches. Indoor sports provision is outlined in the Crawley Borough Indoor Sports Facilities Assessment (2021) and HDC Built Sports Facility Strategy (2017–2031). The CBC and HDC Playing Pitch Strategies address outdoor sports needs, with Fields in Trust recommending 1.6 hectares of outdoor sports provision, including 1.2 hectares of playing pitches.

Golf courses are typically managed by private clubs, with further details in the Land West of Ifield Golf Needs Assessment (May 2025), prepared by Sports Planning Consultants for Homes England.

Within Horsham there are currently relatively high levels of physical activity, with 62.5% of adults undertaking at least 150 minutes of physical activity per week. The figure in Crawley is lower at 57.5% (the national average is 55.6%).

Children's play areas (including Local Equipped Areas for Play) and NEAPs (Neighbourhood Equipped Areas for Play) are provided by HDC, CBC and parish councils. Fields in Trust recommend 0.25 hectares of designated play area and 0.3 hectares of other outdoor provision (e.g. multi-use games areas, skate parks) for older children.

### Current Provision

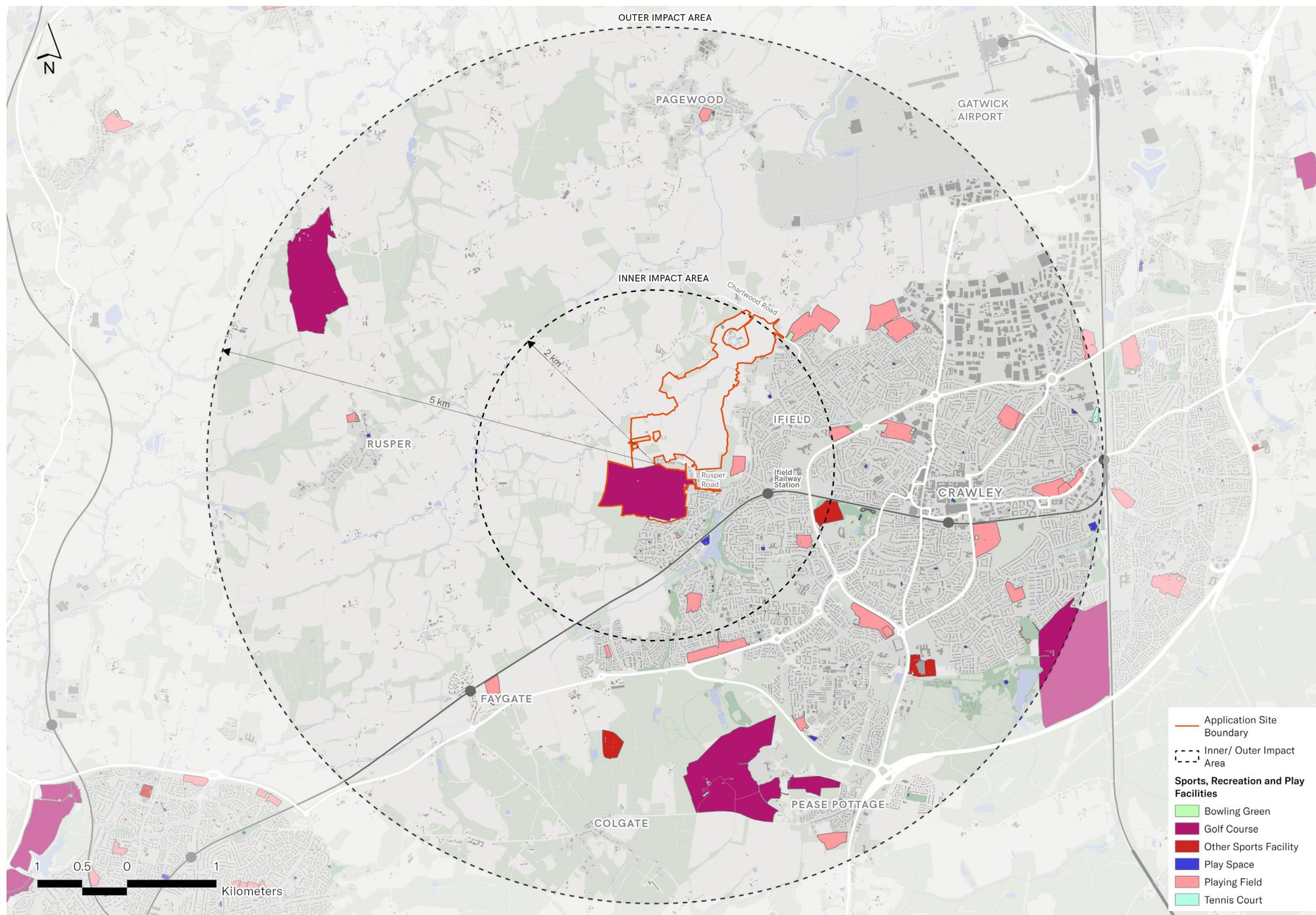
There are a number of indoor and outdoor sporting facilities at Goffs Park, within the IIA of the site, including Goffs Park Pitch and Putt Golf Course and Crawley Badminton Club.

There are a number of playing fields located near to the site, including Rusper Road Playing Fields and Crawley Rugby Football Club.

Further detail on golf facilities is provided in the Land West of Ifield Golf Needs Assessment (May 2025).

Overall, the required need for indoor and outdoor sport is expected to increase in line with projected population growth.

There is currently a significant under provision of children's play space in Crawley, with only 0.05 hectares per head of population. Outdoor space for older children is also under provided, with only 0.01 hectares per 1,000 population.



**FIGURE 4.6 Sport, Recreation and Play Facilities**



# 4.7 Healthcare

## Key Findings

- There is pressure on primary care services and GPs in the area.
- There are 2 main hospitals in the area: Crawley Hospital (a small hospital which is currently under capacity) and East Surrey Hospital (including local A&E) in Redhill.

## Context

The NHS is shifting towards a holistic healthcare system integrating primary, acute, chronic, social, mental, and public health care. In West Sussex, the NHS Sussex Integrated Care Board (ICB) commissions and oversees health services.

The 2024/25 Horsham Health Profile states that the health of people in Horsham is generally better than the England average. Horsham is one of the 20% least deprived districts / unitary authorities in England. Life expectancy for both men and women is higher than the England average. The 2024/25 Crawley Health Profile states that the health of people in Crawley is varied compared with the England average. Life expectancy for both men and women is higher than the England average.<sup>1</sup>

Engagement with NHS Sussex has confirmed need for GP premises as a result of the Proposed Development.

## Current Provision

There are 2 existing medical centres that offer primary care services in the IIA. Langley Corner Surgery and Bewbush Medical Centre. Bewbush is in need of refurbishment, although a recent drop in patient numbers has freed some clinical space<sup>2</sup>. There are 6 further medical centres that offer GP and primary care in the OIA. There is significant pressure on GP practices in Crawley, and most practices in Crawley have capped patient lists<sup>2</sup>.

<sup>1</sup> West Sussex Joint Strategic Needs Assessment Public Health Data Profile 2024/25

<sup>2</sup> Crawley Infrastructure Plan May 2023

## Hospitals

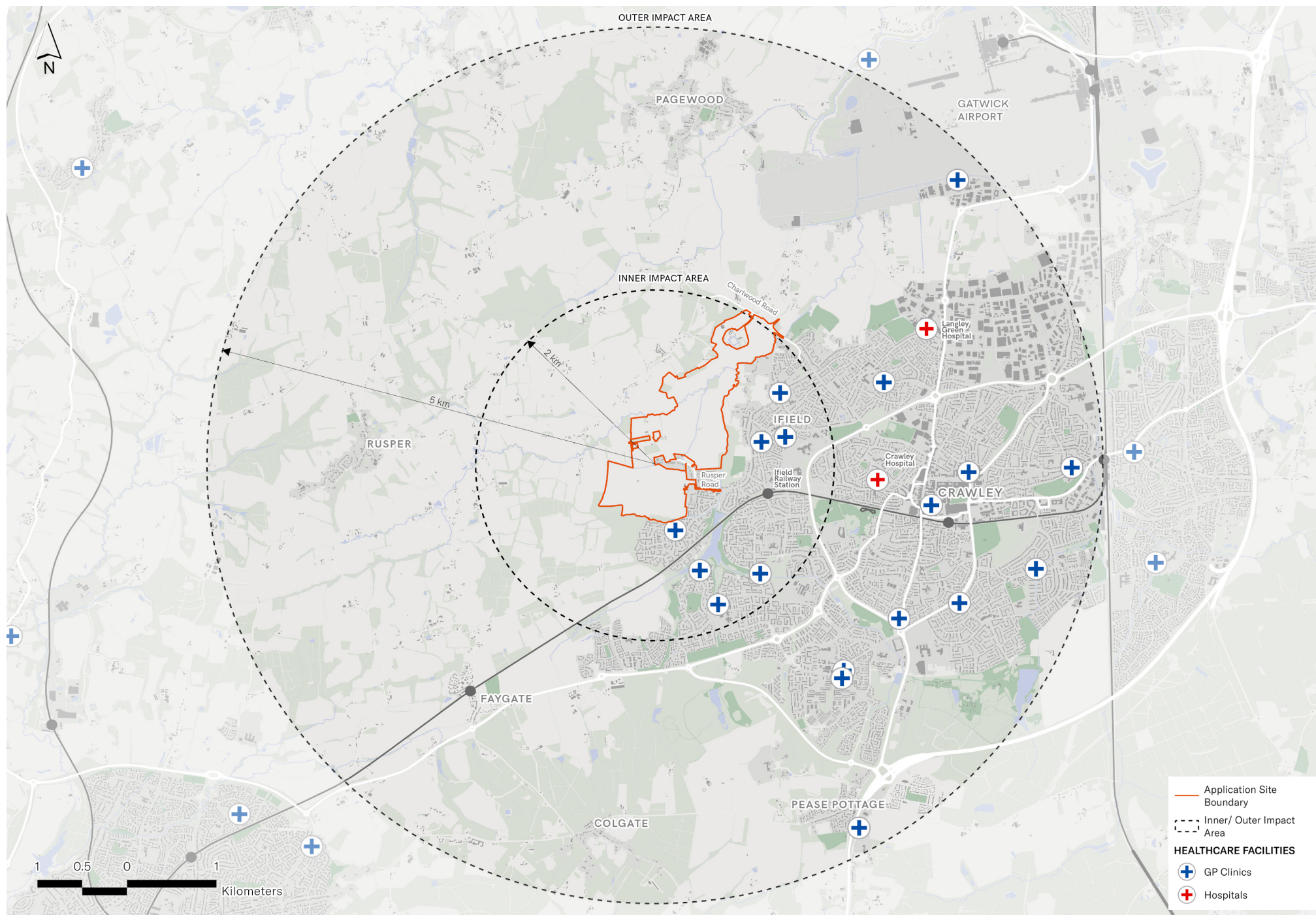
Ref	Name
Outer Impact Area	
1	Crawley Hospital
2	Langley Green Hospital

## Primary healthcare

Ref	Name
Inner Impact Area	
3	Langley Corner Surgery
4	Bewbush Medical Centre
Outer Impact Area	
5	Leacroft Medical Practice
6	Coachmans Medical Practice
7	Southgate Medical Group
8	Woodlands / Clerklands Partnership
9	Bridge Medical Centre
10	Furnace Green Surgery

Crawley Hospital includes an Urgent Treatment Centre, a variety of Outpatient and Day Surgery services and has c. 75 beds. The hospital is currently under capacity. Langley Green is a small mental health hospital in north Crawley.

A&E and acute services are provided at East Surrey Hospital in Redhill by Surrey and Sussex Healthcare NHS Trust (outside of IIA and OIA).



**FIGURE 4.7 Healthcare facilities**  
West of Ifield | Infrastructure Delivery Plan



# 4.8 Community and Civic

## Key Findings

- Although there is a less precise assessment of capacity available, there is considered to be a good provision of local community halls and spaces in the development area.
- There are 2 local libraries in the area including Crawley Library, a major new library which opened in 2008, and a number of small local museums including Ifield Water Mill and Crawley Museum.

## Context

Most community halls and spaces in the development area are owned and operated by CBC, local parish and neighbourhood councils and church / faith groups in the area. These include a number of local, village or neighbourhood community halls and other informally operated venues.

Libraries in the development area are operated by WSCC, and anyone who lives, works or studies in the county is entitled to use library services free of charge. Typically, other civic spaces such as museums and art galleries are provided by charities, academic institutions or the private sector.

HDC stipulates that new development should contribute to the enhancement of existing community spaces and libraries to reflect the increased demand new residential units will place on these facilities.

## Current Provision

### Community Halls and Spaces

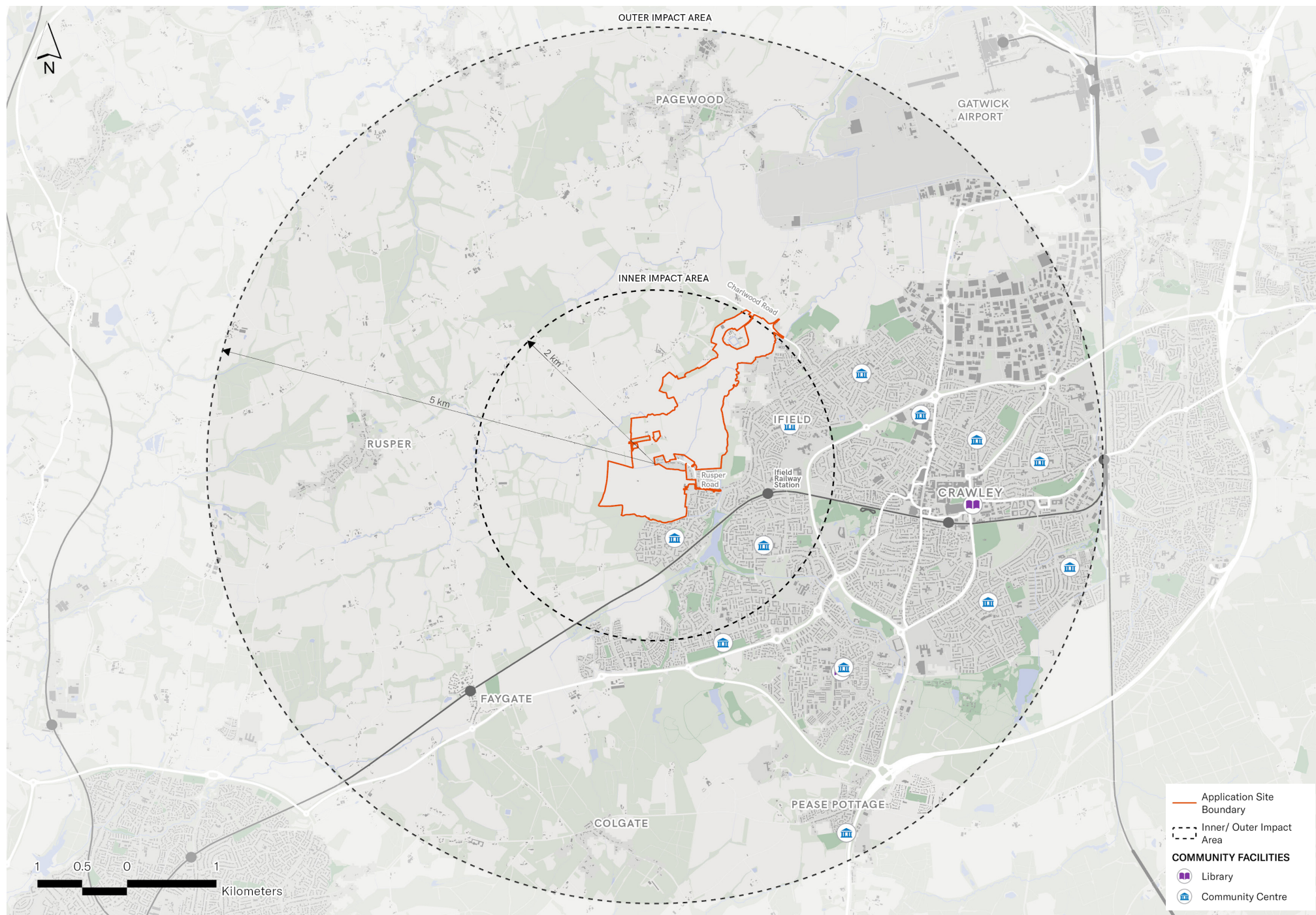
There are currently 4 community centres located in the IIA, and a further 9 centres in the OIA, all of which are operated by CBC (community centres are available for local community groups to rent on an hourly basis).

## Libraries

There are 2 existing WSCC libraries operating within the OIA, including Crawley Library, which was a major new library that opened in 2008. There is also a mobile library service in Crawley which operates 2 mobile library vans.

## Community and libraries

Ref	Name
Inner Impact Area	
1	Ifield West Community Centre
2	Ifield Drive Community Centre
3	Breezehurst Community Pavillion
4	Gossops Green Community Centre
Outer Impact Area	
5	Langley Green Community Centre
6	Crawley Youth & Community Centre
7	Northgate Community Centre
8	Three Bridges Community Centre
9	Furnace Green Community Centre
10	Tilgate Community Centre
11	Broadfield Community Centre
12	Broadfield Children & Family Centre
13	Pease Pottage Community Hall
14	Crawley Library
15	Broadfield Library



**FIGURE 4.8** Community facilities  
West of Ifield | Infrastructure Delivery Plan





## 5.0 Indicative Housing and Population Projections

This chapter provides an overview of indicative development assumptions with a breakdown of housing tenure mix and type. This drives an anticipated population profile and the consequential infrastructure requirements arising from development.





# 5.1 Inputs to Population Modelling

## Key Findings

- The Applicant has used a policy compliant housing mix and tenure for modelling purposes.
- The tool used to estimate population growth is created by WSCC and is publicly available.
- The approach has been refined through pre-application feedback to ensure it is an appropriate basis for the HPA; all refinements made are outlined in this section.

Mitigating the impact of proposals is based on estimating potential impacts and need generated by development and is often related to the estimated future population. This is to ensure that new and existing residents are adequately served by supporting infrastructure.

The approach taken to estimating future population is outlined below, with the indicative output population shown in the Section 5.2.

## Proposed Tool

WSCC have created a tool ('the Calculator') for estimating future populations arising from development proposals, bespoke for each local planning authority and publicly available on the WSCC website<sup>1</sup>. The template version used to inform this submission was updated and confirmed as robust in April 2025.

The Calculator is accompanied by supporting guidance which explains the basis for how WSCC have arrived at the methodology.

## Refinement to the Tool

During the significant amount of pre-application undertaken, the team have been provided with requests in December 2020 to amend the public tool to ensure it is appropriate for the HPA.

<sup>1</sup> Available at: <https://www.westsussex.gov.uk/roads-and-travel/information-for-developers/section-106-planning-obligations/#contributions-calculators>

This included requests to:

- Remove the reductions applied to social housing: As outlined in the supporting guidance developments in Horsham would typically apply a 33% reduction of the additional population from all social housing units due to the number of concealed households moving into the development (from within the district). Concealed households are households currently living with friends and relatives because they are unable to gain access to the housing market and, as a result, are typically considered to already be accessing services. This discount has been removed from the below projections.
- Include additional child yield estimates from 1 bedroom units: The typical approach outlined in the Horsham guidance does not consider that 1 bedroom units will be occupied by children and therefore does not include them in estimating future requirements for education purposes. This 'discount' is removed from the estimates and the standard rate applied to the full population.

These two changes increase the units which are considered to generate additional demand for education places and also removing discounts typically applied to total populations. As a result, this approach is considered to future proof requirements and represents a robust basis for estimating infrastructure requirements.

## Early Year Requirements

During pre-application discussions with WSCC, the Applicant was provided guidance for estimating early years provision based on the Childcare sufficiency strategy (as referenced in Section 4.1). This has been used to derive estimated space and capacity requirements for the HPA.

## Housing Mix Inputs

During pre-application discussions, the Applicant was provided with a blended targeted mix by HDC and this is shown in Figure 5.1. This mix combined identified need for Horsham and also Crawley, reflecting its proposed location and context.

The housing mix within Figure 5.2 directly responds to this and was tabled and confirmed during pre-application discussions in January 2022.

Given the outline nature of the residential element of the scheme and the long delivery timescales however, the market and affordable housing mix, type and tenure within the Proposed Development will be refined as the development is built out over a number of years, responding to identified need at the point of HPA submission.

This flexibility is necessary to enable the housing numbers to be determined with reference to the detailed designs of individual block layouts, their floorspace efficiencies and appropriate unit sizes at the time units are applied for at the RMA stage.

It is envisaged that the S106 Agreement will set percentage ranges to ensure that the mix proposals can meet identified need at that point in submission.

In addition the Applicant has committed to a policy compliant affordable housing scheme and the proposed 3,000 homes are, therefore, split into 65% market and 35% affordable tenures.

Finally, initial character area plot testing has also indicated the proposals are likely to be circa 65% houses and 35% flats. Both of these assumptions are included within the calculator

Much like the proposed methodology, this approach is considered to be bespoke to Land West of Ifield and represents a robust basis for estimating infrastructure requirements.

These assumptions are all reflected into the model inputs shown in Figure 5.3.

% of total (based on policy tenure split)			
No of bedrooms	Affordable Rent	Shared Ownership	Open Market
1 bed	7.83%	2.63%	4.53%
2 bed	7.33%	4%	18.2%
3 bed	6.87%	2.83%	26%
4 + bed	2.47%	1.03%	16.27%
Total	24.5%	10.5%	65%

**FIGURE 5.1** Targeted blended mix provided to the Applicant in December 2020

Units within tenures (based on policy tenure split)				
No of bedrooms	Affordable Rent	Shared Ownership	Open Market	TOTAL
1 bed	235	79	136	451
2 bed	220	120	546	886
3 bed	206	85	780	1,071
4 + bed	74	31	488	594
Total	735	315	1,950	3,000

**FIGURE 5.2** Illustrative housing mix for Land West of Ifield



## 5.2 Indicative Output Population

### Model Outputs (rounded):

#### Overall

- Total population: 6,725
- Average occupancy: 2.24
- Child product per year: 79

#### Primary

- Total Primary Places required: 552
- Equivalent Primary FE: 2.62

#### Secondary and Post 16:

- Total Secondary Places required: 394
- Equivalent FE: 2.62
- Total Post 16 places required: 86
- Equivalent FE: 0.57
- Total Combined: 480
- Combined FE: 3.19

#### Early Years:

- Estimated early year requirements: 129 places

Figure 5.3 is an extract from the completed Calculator, bespoke to the HPA proposals and based on the inputs outlined in Section 5.1. This estimated population is used throughout Section 6 as the basis for identifying requirements.

Private Houses				All Affordable Houses			Houses demolished		
Dwelling Size	Occupancy Rates	Number	Persons	Dwelling Size	Number	Persons	Dwelling Size	Number	Persons
1 bed	1.5		0	1 bed		0	1 bed		0
2 bed	1.9	164	311.6	2 bed	115	218.5	2 bed		0
3 bed	2.5	780	1950	3 bed	291	727.5	3 bed		0
4+ bed	3.0	488	1464	4 bed	105	315	4 bed		0
<b>Totals</b>		<b>1432</b>	<b>3725.6</b>	<b>Totals</b>	<b>511</b>	<b>1261</b>	<b>Totals</b>	<b>0</b>	<b>0</b>
			3725.6			1261			0

Private Flats				All Affordable Flats			Flats demolished		
Dwelling Size	Occupancy Rates	Number	Persons	Dwelling Size	Number	Persons	Dwelling Size	Number	Persons
1 bed	1.3	136	176.8	1 bed	314	408.2	1 bed		0
2 bed	1.9	382	725.8	2 bed	225	427.5	2 bed		0
3 bed	2.4		0	3 bed		0	3 bed		0
4+ bed	2.8		0	4 bed		0	4 bed		0
<b>Totals</b>		<b>518</b>	<b>902.6</b>	<b>Totals</b>	<b>539</b>	<b>835.7</b>	<b>Totals</b>	<b>0</b>	<b>0</b>
			902.6			835.7			0

<b>Dwellings Proposed</b>	<b>3000</b>
<b>Dwellings Demolished</b>	<b>0</b>
<b>NET Dwellings Proposed</b>	<b>3000</b>

<b>Existing Parking Spaces</b>	<b>0</b>
<b>Proposed Parking Spaces</b>	<b>0</b>
<b>NET Parking Places</b>	<b>0</b>

#### WSSC SERVICES

<b>Net Population Increase</b>	<b>6724.9</b>
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**FIGURE 5.3** Indicative output population used to estimate HPA requirements taken from HDC calculator

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## 6.0 Infrastructure Proposals

This chapter provides a thematic overview of identified infrastructure need and a summary of infrastructure associated with the Development.





# 6.1 Introduction

The Applicant has given careful consideration to the HPA, within the context of the proposed scheme, relevant planning policy and guidance. The Applicant has also had regard to relevant and material responses received from consultees.

The infrastructure proposed within this section seeks to secure a balance between ensuring that the Proposed Development is delivered in line with adopted and emerging policy, provides appropriate mitigation in respect of any adverse impacts, secures the provision of community and environmental benefits and, at the same time, enables the Applicant to deliver a viable scheme taking into account the cost of providing the site-wide infrastructure.

Proposed infrastructure embedded within the Land West of Ifield proposals are summarised in this section and explained in more detail in the following sections.

## Highways and routes



- CWMMC Phase 1 Construction and Opening
- Full funding of LCWIP off-site cycle schemes and part funding of others (Routes L, P and M)
- Off-site ProW contribution
- Meadows Ped/Cycle link
- Rusper Road works, including downgrading
- Ifield Avenue – junction mitigation at Warren Drive and Stagelands junctions
- Rusper Village traffic calming
- Safeguarded land to not fetter the future extension of the Crawley Western Multi-Modal Corridor

## Mobility



- Contribution to support public transport improvement to the Crawley Fastway bus rapid transit network
- Travel plans and monitoring to support sustainable transport measures
- Contribution to support on-site Car Club operator
- Provision of electric vehicle charging points
- Mobility hubs to facilitate modal share
- Contribution to support improvements at Ifield Station (including additional cycle parking, lighting, enhanced station entrance and enhanced waiting areas)

## Education



- 1x Standalone Early Years Facility
- 1 x 3FE Primary Education School (Inc onsite Early years facility and Student Support Centre)
- 1 x 6-8FE Secondary School
- Financial contribution towards SEND provision (in addition to onsite SSC provided as an integral element of the primary school)

## Amenity Space



- Allotments that meet the needs of the new community on site
- Multifunctional Green Space that meet the needs of the new community on site
- Children and Youth Play that meet the needs of the new community on site
- Commitment to provide a Public Art Strategy

## Community Facilities



- Parameters that identify floorspace within the Neighbourhood Centre appropriate for a Flexible Use Community Centre of a minimum of 600sqm, which could include library facilities.
- Parameters that identify floorspace within the Neighbourhood Centre and Employment area appropriate for a Local Healthcare facility of a minimum of 1,500sqm.
- Financial contribution to be provided towards the costs of meeting additional demand for emergency services.

## Strategic Green Infrastructure



- A minimum 72.5 hectares of Natural and Semi Natural Greenspace which far exceeds the 24.3 sqm per person for Natural and Semi Natural Greenspace in policy.
- A minimum of 26 hectares of Parks and Gardens which exceeds the 13.8 sqm per person for Parks and Garden in Policy.

## Leisure and Sport Facilities



- New playing pitches and a club house with changing rooms at the proposed Grove Sports hub
- Contribution and parameters to deliver a Leisure Centre within the Neighbourhood Centre.

## Sustainability



- Management and maintenance plan to cover the whole life management and maintenance of the proposed SuDS system
- Biodiversity Net Gain of a minimum of 10%
- Contribution to support air quality mitigation measures
- Water reduction and offsetting measures to achieve Water Neutrality
- Offsite and OnSite Waste Recycling commitments



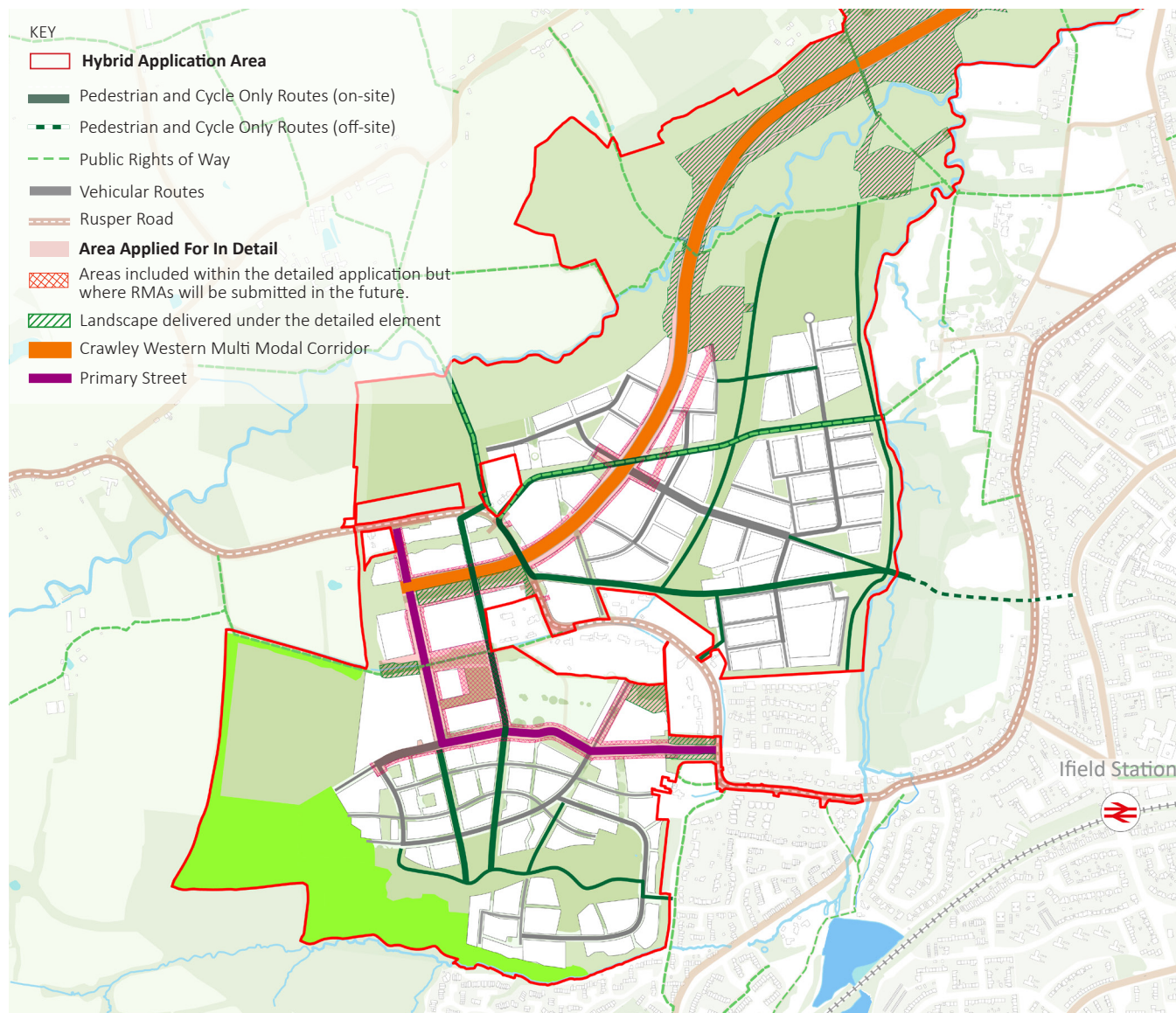
## 6.2 Highways and Routes

The submitted Transport Strategy states that the Development proposals at Land West of Ifield fully mitigate their impact on the transport and highway network. The following highway and route works are proposed as commitments and obligation to achieve this, with details regarding the approach to delivery set out in Table 6.1.

Further details of highway and route works will be secured via s278 agreements with WSCC.

### Proposal overview:

- CWMMC Phase 1 Construction and Opening;
- Full funding of two LCWIP offsite cycle schemes and part funding of another;
- Offsite ProW contribution;
- Offsite Meadows Ped/Cycle link;
- Rusper Road works, including downgrading;
- Ifield Avenue – Junction mitigation at Warren Drive and Stagelands junctions;
- Rusper Village traffic calming;
- Golf Club Road/ Rusper Road Junction;
- Rusper Road North Entrance to Neighbourhood Centre; and
- Safeguarded land to not fetter the future extension of the CWMMC.



**FIGURE 6.1** Illustrative Location of proposed highways and routes

Item	Trigger	Direct Delivery / Contribution	Associated Conditions	Delivery Approach
CWMMC Phase 1 Construction	Prior to occupation of any building other than the Secondary school	Direct Delivery	No	<p>The Applicant will directly deliver the first phase of the CWMMC as applied for in detail within the HPA.</p> <p>In addition, the programme of works required to deliver the Rusper Road North Entrance to Neighbourhood Centre (bus gate with cycle &amp; pedestrian priority) should co-ordinate with construction of the CWMMC Phase 1, so that the bus gate is ready to operate as soon as CWMMC Phase 1 is open.</p>
CWMMC - Phase 1 Opening	Prior to occupation of any building other than the Secondary school	Project obligation	No	Phase 1 of the CWMMC will be constructed and available for use ahead of any residential occupation.
Rusper Road North Entrance to Neighbourhood Centre (bus gate with cycle & pedestrian priority)	Upon opening of the CWMMC – Phase 1 (see item above), and not before	Direct Delivery (Via S278)	No	<p>Gateway development entrance with cycle and pedestrian accessed prioritised, with camera enforced bus gate to facilitate bus access into the development.</p> <p>Until Phase 1 of the CWMMC is opened, Rusper Road must remain open to allow access to the Secondary School.</p>
Off-site cycling infrastructure – Route L of the Crawley Borough Council LCWIP (Local Cycling and Walking Infrastructure Plan)	Subject to more detailed trigger point regarding Traffic Regulation Order (TRO)	Financial Contribution	No	<p>Proposed part Direct Delivery and part Financial Contribution funding to support full delivery of Route L.</p> <p>A specific approach to delivery will be agreed to reflect refinement of the scheme as outlined in appendices of the Transport Assessment.</p>
Off-site cycling infrastructure – Route P of the Crawley Borough Council LCWIP (Local Cycling and Walking Infrastructure Plan)	Trigger point to be agreed with WSCC / LPA	Financial Contribution	No	Proposed part Direct Delivery and part Financial Contribution funding to support full delivery of Route P. The Applicant proposes to Direct Deliver the section from Rusper Road (j/w Tangmere Road) to Ifield Avenue (intersection with Route M), with a capped/specified financial contribution provided for the remaining section to London Road (A23).
Off-site cycling infrastructure – Route M of the Crawley Borough Council LCWIP (Local Cycling and Walking Infrastructure Plan)	Trigger point to be agreed with WSCC / LPA	Financial contribution	No	Part funding for Route M to Crawley Avenue, via a capped / specified financial contribution.
Additional cycling infrastructure – between Routes L and P	Trigger point to be agreed with WSCC / LPA	Financial Contribution	TBC	Direct Delivery or a capped/specified Financial Contribution to deliver cycling connection between LCWIP Routes L and P and Ifield Station, in line with Active Travel England Audit as summarised in the Transport Assessment.

**TABLE 6.1** Proposed Highways and Routes Infrastructure

Item	Trigger	Direct Delivery / Contribution	Associated Conditions	Delivery Approach
Off-site PRoW contribution (Separate to any onsite reinforcement or enhancement)	Trigger point to be agreed with WSCC / LPA	Financial Contribution	No	A specified financial contribution to support the sympathetic enhancement of the path from the Proposed Development to St Margarets Church, Ifield and from the Proposed Development to Rusper Road (near junction with Rudgwick Road).
Off-site Meadows Ped/Cycle link	TBC	Direct Delivery (Via S278)	No	Applicant to deliver, off-site, a sensitively designed east-west pedestrian cycle connection, appropriate to the local context, across the southern part of the Meadows.
Rusper Road works (1 of 2) – Works from site to junction with Hyde Drive to include new access arrangements, ped routes on the verge and informal cycle markings	Prior to occupation of any building within the Neighbourhood Centre or Hillside Character Area.	Direct Delivery (Via S278)	No	Applicant to deliver works from site to junction with Hyde Drive to include new access arrangements, pedestrian routes on the verge and informal cycle markings. Works to be undertaken in line with an agreed specification.
Rusper Road works (2 of 2) – Downgrade of Rusper Road (interface north and south of CWMMC) once CWMMC is openedw	Prior to CWMMC opening	Direct Delivery (Via S278)	No	Stopping Up Order to facilitate the downgrade of the central Rusper Road section once the first phase of the CWMMC has been completed.
Ifield Avenue – Junction mitigation at Warren Drive and Stagelands junctions	If annual monitoring data collected as part of Travel Plan Monitoring and Decide & Provide Monitoring and Mitigation Plan suggests this is required	Financial Contribution towards an alternative scheme	No	<p>Mitigation of additional vehicle flows along Ifield Avenue. The designs could provide additional traffic capacity or dedicated bus priority and will be further discussed with WSCC and HDC / CBC.</p> <p>Should the Travel Plan Monitoring suggest this scheme is not required by an agreed date, an alternative capped/specified financial contribution will be provided to be used to mitigate the impact of the scheme via an alternative agreed method.</p>
Rusper Village traffic calming	Trigger point to be agreed with WSCC / LPA	Financial contribution	No	<p>A capped/specified financial contribution to reduce impact of traffic associated with the development on surrounding villages by delivering traffic calming measures to help reduce attractiveness of country lanes as a route to access the CWMMC. This could include up to 5 priority chicanes within Rusper / Lambs Green / Ifield Wood or alternative measures as agreed.</p> <p>This scheme will be considered as part of the Decide &amp; Provide Monitoring and Mitigation Plan with HDC and WSCC to decide if these measures are required. Regardless of Travel Plan monitoring outcomes, should the number of comments made to WSCC reach the required threshold, this will trigger a requirement to consult with Rusper Parish. After monitoring and consultation, should the measures be deemed not necessary two years post final occupation, the financial contribution should be returned to the Applicant</p>

**TABLE 6.1** Proposed Highways and Routes Infrastructure



Item	Trigger	Direct Delivery / Contribution	Associated Conditions	Delivery Approach
Safeguarded land for the CWMMC extension – To not fetter the future extension of the CWMMC	N/A	Project obligation	No	Obligation to prevent the development of identified land which may prevent the future expansion of the CWMMC should this be required.

**TABLE 6.1** Proposed Highways and Routes Infrastructure