

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Matthew Porter
FROM:	WSCC – Highways Authority
DATE:	22 June 2026
LOCATION:	Steyping Grammar School Upper School Shooting Field Steyping BN44 3RX
SUBJECT:	DC/26/0322 Part-demolition of existing teaching buildings, MUGAs and all-weather pitch. Construction of replacement 2-storey and 3-storey teaching buildings, flood-lit all-weather pitch and hard surfaced sports courts, with associated access, parking, landscaping and infrastructure. More information received on 9th June 2026.
RECOMMENDATION:	No Objection

WSCC Highways have previously commented on this proposal. These comments are dated 27th March 2026. Whilst no significant issues were identified, a number of matters were still raised that required addressing. These matters have been considered and a response issued by the Applicant within the additional supporting information.

The following documents have been reviewed in the preparation of these comments,

- Transport Technical Note, dated June 2026
- Interim School Travel Plan, dated June 2026
- Walking Route Audit and Cycle Level of Service Assessment, reference PL/AH/GL/35849, June 2026

Taking those matters raised previously,

Stage One Road Safety Audit – An unredacted version of the Stage One RSA has now been provided. This raises a number of problems all of which have been positively addressed by the Designer. There remains a need for the RSA Response to be agreed but this can be done directly between the Designer and WSCC Highways.

Leisure Centre Servicing – Tracking has been provided for a 7.5t box van and 10 metre rigid HGV. These are taken as representative of typical, regular delivery vehicles to the leisure centre. These drawings demonstrate an ability for these vehicles to turn within the site.

Footway Provision on Site Frontage – The Applicant has confirmed a length of footway would be provided along the Horsham Road frontage. This was sought to be clarified given the initially submitted plans were not especially clear.

As there are no updated or revised drawings showing this aspect, a condition is suggested to ensure the footway and any associated dropped crossing points at the vehicular accesses are secured.

Pupil Drop off and Pick Up – The Applicant has clarified that this is to continue as per the existing arrangement. This is understood to take place informally on-street in and around the existing school site.

Horsham Road Bus Stop Improvements – The Applicant has confirmed a scheme of bus stop improvements are to be provided for the northbound stop. This is to comprise an increase to the hardstanding waiting area along with suitable dropped crossing points. Details for a suitable scheme should be secured by condition.

Construction Management Plan – Several minor changes were sought to the submitted CMP. The submitted Transport TN implies that a revised version is to be submitted although no updated version is presently available. Failing a revised version at this stage, a revised CMP can be secured by condition.

In summary and in response to the matters raised previously, WSCC Highways are satisfied that these have or can be addressed by way of suitably worded planning conditions. Wording for the conditions is included below.

In addition to the Transport TN, the Applicant has also submitted a Walking Route Audit and Cycle Level of Service Assessment and an Interim School Travel Plan.

For the purposes of the Travel Plan, WSCC have previously confirmed a requirement to secure the Travel Plan by way of condition. This remains the case. The contents of the submitted TP are noted and generally accepted. WSCC recognise that the location of the school and large rural catchment will heavily influence modal choice although travel by car by pupils is significantly outweighed by a combination of walking and bus use. Staff mode choice is dominated by the use of the car.

The revised TP includes some targets to increase walking and cycling amongst pupils, and car sharing, bus use, and cycling for staff. These targets appear modest but given the locational context, these may well be challenging to achieve. The TP would be periodically reviewed and as part of these reviews, progress towards the targets can be assessed as well as targets revised should these be easily met from an early point.

With the Walking and Cycling Route Audit Assessment, this provides a fairly comprehensive review of local walking and cycling routes. The assessment also identifies potential improvements for each of the routes assessed. Of the routes identified, WSCC considers that those works identified for routes 1 and 4 offer the greatest benefit. Schemes of improvements for these routes including the works identified are considered reasonable and proportionate to the overall impact of the development, and as such conditions are recommended to secure these.

In conclusion, WSCC Highways would raise no objection subject to the following conditions.

With regards to the conditions for car and cycle parking, there is the expectation that these works will be phased given that some of the areas cannot be provided until existing buildings have been demolished. Wording is suggested but it's accepted that this will likely have to change.

Conditions

Car Parking

No part of the development shall be first occupied until the car (including 52 re-provided spaces for the leisure centre, 9 disabled parking, and 18 active and 35 passive EV spaces), minibuses, and coach parking and turning areas have been provided in accordance with the approved plans.

Reason: To secure adequate car parking for the proposed use and to avoid excessive overflow parking occurring on-street.

Cycle Parking

No part of the development shall be first occupied until the cycle parking has been provided in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. The cycle parking shall provide 120 spaces for pupils, 10 spaces for staff, and 8 spaces for visitors as set within the approved Transport Assessment dated February 2026.

Reason: To encourage access by cycling to the school.

Access

No part of the development shall be first occupied until the northern and southern access arrangements, including the visibility splays, as shown on drawings number H-01 revision P4 and H-02 revision P3 as included within Appendices D and E of the Transport Assessment dated February 2026 have been constructed.

Reason: In the interests of road safety.

Footway

No part of the development shall be first occupied until a length of footway has been constructed on the east side of Horsham Road between the proposed southern and northern vehicular accesses serving the development, along with appropriate pedestrian dropped kerbs and tactile paving at the proposed development accesses, in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason – To safely accommodate pedestrian movements.

Horsham Road Bus Stop

No part of the development shall be first occupied until a scheme of improvements have been constructed to the northbound Horsham Road bus stop opposite the development site along with suitable pedestrian dropped kerb crossings in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason – To safely accommodate pedestrian movements and those users of the local bus service.

Construction Management Plan

No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

Travel Plan

Upon first occupation of the development, the approved Travel Plan shall be implemented. The Travel Plan shall thereafter be monitored and reviewed in accordance with the approved details.

Reason: To encourage the uptake of sustainable modes of transport amongst pupils and staff.

Walking Improvements

No part of the development shall be first occupied until schemes of walking improvements have been constructed to walking routes 1 and 4 as identified in the approved Walking Route Audit and Cycle Level of Service Assessment dated June 2026 in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.

Reason: To provide improved pedestrian walking routes to the development site.

Ian Gledhill

West Sussex County Council – Planning Services