

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Mid Sussex District Council FAO: Joseph Swift
FROM:	Stephen Gee WSCC – Highways Authority
DATE:	3 December 2025
LOCATION:	Burgess Hill Northern Arc, Land N And NW Of Burgess Hill, Between Bedelands Nature Reserve In The East And, Goddard's Green Waste Water Treatment Works In The West
SUBJECT:	DM/25/2640 Reserved matters application to consider access, appearance, landscaping, layout and scale pursuant to application DM/21/3279 (original reference DM/18/5114) for parcel P1.2 comprising of the construction of a primary school with nursery and special support centre, car parking, multi-use games area, playing fields, landscaping and associated infrastructure.
DATE OF SITE VISIT:	16/10/2025
RECOMMENDATION:	More Information

The application is for the reserve matter approval for parcel P1.2 for a primary school with nursery and special support centre as part of the Brookleigh Development. The wider development was permitted as part of planning application ref DM/18/5114. The Eastern Bridge Link Road (EBLR) (DM/19/3313) which abuts the site frontage and an application for the local centre and 270 dwellings that would surround the school site is currently under consideration under application ref: DM/25/1986

Pre application discussion were undertaken with the applicant between 2021 and 2025.

The school will provide upto 420 pupil places (2FE) as well as 52 place Nursery and 16 place Special Educational Needs Facility. The school is intended to cater for the associated demands of the wider outline development with a trigger point of opening prior to the occupation of the 646th dwelling.

Sustainable Transport

Walking

Three pedestrian access points are proposed into the site, the main pedestrian access point would be to the north with separate accesses for reception and nursery via the east and an additional access on the north west corner.

Footway connections are to be provided within the adjacent proposed development and along the EBLR.

The approved drawings for the EBLR show three raised crossings linking the school site and the neighbourhood centre to the north.

Cycling

The site will be connected to the wider development via the Green Super Highway which runs along the frontage of the site.

Public Transport

At present there are no bus services that are likely to provide a viable option to travel to the primary school with the nearest regular services stops 1.2km to the south of the site, however as part of the wider development proposals a phased strategy to the introduction of bus services is proposed that would link the school with the wider development and Burgess Hill.

Sustainable Transport Conclusion

Once the wider infrastructure supporting the site is built, the site will benefit from a wider range of sustainable transport options. It is recommended the applicant identifies what the anticipated sustainable transport linkages will be at the time of the opening of the school and where the anticipated occupations will be.

Pick up and drop off strategy

As with many schools, the strategy is wholly reliant on areas outside of the red-line boundary, predominantly included within parcel 1.7 and 1.8 (DM/25/1986) It is acknowledged as with most schools that it is not desirable to provide sufficient parking to accommodate the parking demand and that there will be a level of delay and inconvenience to road users during the drop off and pick up times.

Based on National Travel survey data it is anticipated that 100-120 vehicle trips could be generated at pick up and drop off time. A total of 31 dual use/drop off spaces have been identified within a 2 minute walk of the school.

The TS anticipates that spaces in the neighbourhood centre could be utilised upto 15 times during each school drop off period. The number is considered unrealistic for the following reason.

- The TS indicates the drop off areas will need to supervised / managed. The car park is not within the red line boundary of the school and –does not identify by who it would be managed by.
- Assumes all the spaces would be available for school use
- Assumes a 30 minute stagger time on the school day, no details of the operation have been proposed via a suggested condition and if there is a stagger parents may need to wait for longer periods if they have multiple children.

As identified above it is not desirable to accommodate all of the parking demand, some parents may park further afield to the spaces identified within the transport statement or potentially park in inappropriate places in the vicinity of the school. it is recommended that a monitoring strategy is provided and remedial parking measures/restrictions identified that could be implemented if inappropriate parking is identified.

Layout

The application proposes amendments to the EBLR from the approved highway agreements drawings shown below

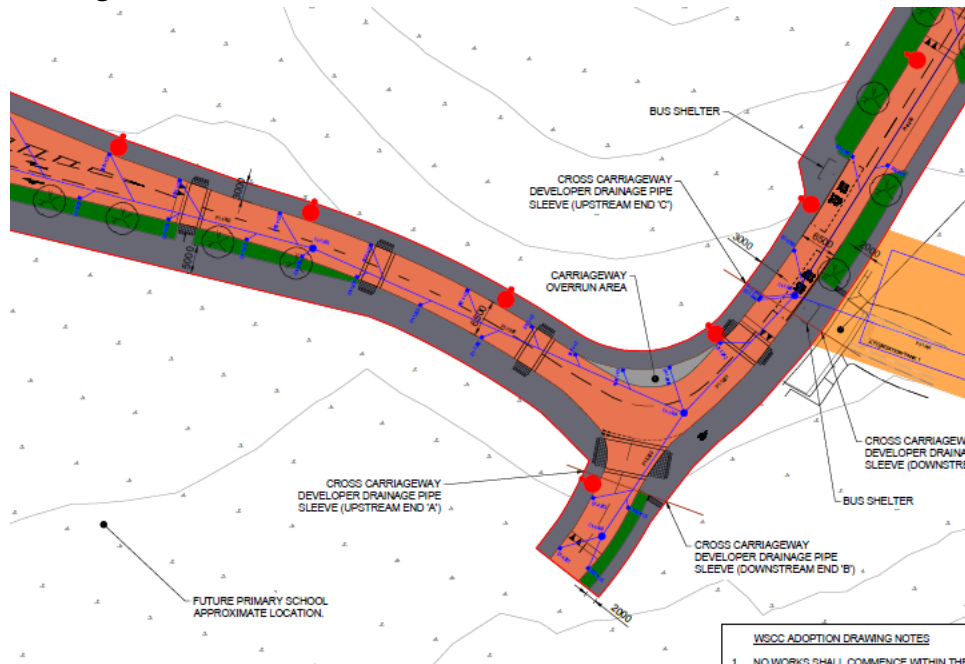
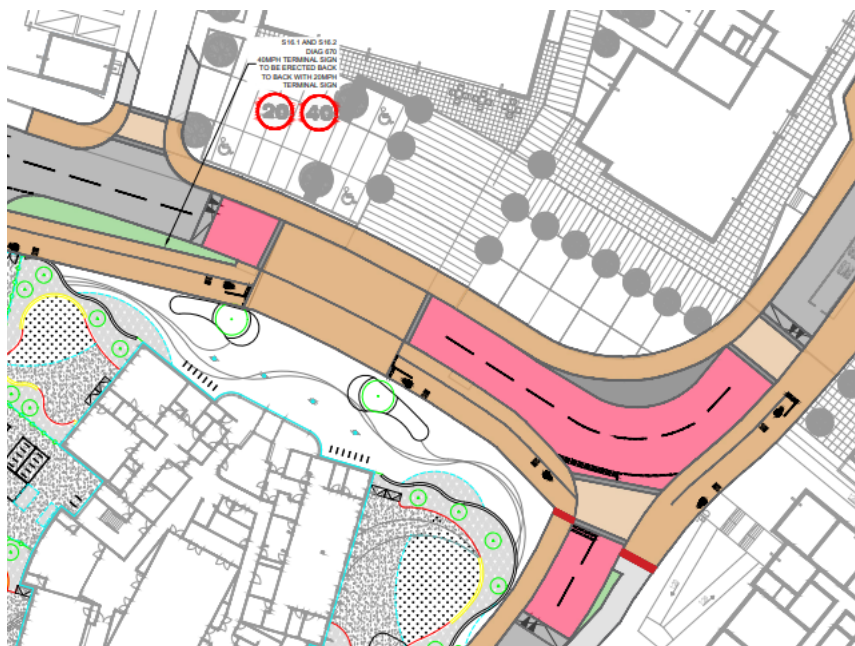


Figure 1 Highways Agreement Drawing extract

A wide pedestrian crossing point is proposed to the to link the proposals to the neighbourhood square. The crossing will be demarcated by a change in materials. No formal priority is provided to those crossing.

No parking restrictions are shown on the EBLR either and as such there is the potential for vehicles to stop and drop off or park in the carriageway. It is recommended that a scheme of monitoring and potential measures to restrict parking are identified.



The plans also show the removal of the crossing point closest to the bend and introduce a break in the green super highway. A Stage 1 Road Safety Audit should be provided for the changes.

Concern is raised about the interaction of waiting parents and school children, the Green Cycle and the operation of the EBLR (Holmbush Avenue) . Bollards are shown on the visuals provided e.g Design Principles Statement 2084-SFS-X-00-RP-A-DPS-P03

Evidence should be provided to demonstrate that the proposed set back of the school is sufficient to accommodate the likely demands of parents (especially at pick up time).

Consideration should also be provided to the suitability of providing a level of formal control for pedestrians across the EBLR.

Cycle and Scooter Parking

A total of 60 cycle and Scooter parking spaces are proposed. No details plans have been provided on the type of provision, although some sheltered provision and Sheffield stands can be identified on the plans. The level of parking is considered low, it could be possible to identify locations for additional parking as demand grows.

All of the provision should be covered to ensue use in all weathers, Visitor cycle hoops appear to be provided to the front of the school but don't appear to be sheltered.

8 Staff cycle parking spaces are proposed and 6 lockers and showers.

School Travel Plan

A school travel plan has been provided and the following comments are offered:

- Section 5.0 travel plan co-ordinator - Is this written to be a school role or a developer led role? Will this be deliverable online through our preferred platform www.modeshiftstars.org.uk on the school receiving a DfE number and in line with the school taking up populating a full school travel plan? This can be a challenge for schools to get a resource to deliver, is there scope to fund / support this through developer.
- 7.1.1 The main core of a Travel Plan is its package of measures, which will comprise of a mixture of different kinds of actions, incentives and infrastructure improvements. Measures might be motivational, for awareness raising, for information provision or include financial incentives to remove barriers to sustainable travel. Who will fund and deliver this? At present schemes to support active travel to school within West Sussex follow a set process – Identification – data and evidence review leading to feasibility, prioritisation, then moderation, then if successful to detailed design and then if funding is available to delivery. This process can easily take over two years if every box is checked along the way without objections or barriers.
- The proposed level of cycle parking provision seems light. For the primary school 60 spaces are proposed for 420 pupils. Therefore, less than 15% of pupils would be able to cycle to school.

- 3.4.52 states the BREEAM requirement is for 5 spaces per class. 14 classes are proposed therefore at least 70 spaces should be provided.
- However, given the aspirations within the TP to increase use of active and sustainable modes (sections 3.5.3, 4.3.1 and 4.4.1 etc), the number of cycle parking spaces provided should reflect this aspiration from the outset rather than provision reflecting a minimum standard.
- Similarly, only 8 spaces are proposed for 60 members of staff (c13%).
- The proposed number of lockers also seems very low. Locker provision should reflect the level of cycle parking provision so that staff and pupils have somewhere to store cycle helmets and cycling gear such as lights and high vis clothing.
- The proposed ratio of cycle parking for the nursery (20 spaces for 52 pupils = 38%) and SEN facility (5 spaces for 16 pupils = 31%) is much better, so why isn't cycle parking provided across the site at these ratios?

Vehicular Access

Access for staff, visitors and pupils requiring specialist access is to be taken off Issacs Lane, approximately 95 m to the south of the recently installed signalised junction. The access would provide right hand turn lane facility within the existing hatching with a capacity for three vehicles. It has been confirmed by the WSCC signals team that the proposal would not impact the detection loops associated with the signalised junction

The benefit of vehicular being taken from Issacs Lane is it reduces the conflict with the Green Superhighway and pedestrian accesses.

A stage 1 Road Safety Audit has been provided and Designers Response provided on the vehicular access, one item was raised concerning the lack of pedestrian crossing facilities across the site access. A copy of the Designers Response has been requested to agree the appropriate action. Vehicle tracking for a fire tender has also been provided and shows that it can appropriately access the site.

Coach Pick up

It is suggested that on the occasions pupils will travel by coach that the area to the east of the school could be utilised. Vehicle tracking should be provided to detail how a coach can appropriately manoeuvre.

Minibuses would be able to access the schools onsite parking area.

Car Parking

The site is to provide 54 spaces indicatively consisting of 45 staff spaces, 4 visitors spaces and 5 accessible spaces (a total of 10 of the spaces will include EV charging facilities. No parent drop off or pick up is proposed within site unless in special pre agreed circumstances.

Trip Generation / Junction Modelling

It is assumed that the site would employ approximately 60 members of staff and 75% of these would drive. Splitting these across the hours of anticipated arrivals (7AM-9AM) and departure (4PM-6PM) and the addition of visitor trips.

The site is anticipated to generate 28 staff and visitors AM peak and 25 PM peak trips. Based on Census Journey to work information 69% would route from the south and 31 from the north.

PICADY modelling has been provided for the site access junction and shows the access would work in within capacity in all future year scenarios.

Phasing

No details have been provided on the phasing of the school in relation to parcel 1.7 and 1.8 and the completion of works along the EBLR (understood from the Highways Agreements Team to be dependant on the completion of construction traffic related to the construction of the secondary school)

A Construction Management Plan and phasing plan is included within the Outline CEMP but the relevant appendices have not been provided.

Conclusion

Additional Information is requested upon

- Stage 1 Road Safety Audit for changes to the EBLR
- Consideration of formal control crossing on the EBLR
- Further details on the capacity of the waiting area in front of the school.
- Parking monitoring strategy and identification of remedial measures.
- Vehicle tracking for a coach
- Information on the timescales/phasing of the works in relation to wider development including phase 1.7 and 1.8 and the completion of the EBLR.

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