



DELEGATED APPLICATIONS - ASSESSMENT SHEET

APPLICATION NO./ADDRESS:

DC/26/0012

Mowbray, Sports Hub Sub-Phase, Wimland Road, Faygate, West Sussex

DESCRIPTION:

Application for approval of Reserved Matters pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for the Sports Hub including Pavilion and covered spectator stands, ancillary amenity buildings, access roads, landscaping, foot/cycle paths, car and cycle parking, and drainage including drainage basins, and associated infrastructure

RELEVANT PLANNING HISTORY:

DC/16/1677	Outline planning application with all matters reserved except access for a mixed use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450 m2), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure	Application Permitted on 01.03.2018
DC/19/0984	Non material amendments to approved application DC/16/1677 (the North Horsham Development site) for amendments to the wording of conditions 5,7,8,9,11,12,13,14,16,17,18,19,22,28, 31 & 54 and the introduction of a new condition to enable the Principal Access Works to come forward	Application Permitted on 12.06.2019
DC/21/0181	Non Material Amendment to condition 2 of DC/16/1677 (Outline planning permission for Land North of Horsham strategic site) to amend all parameter plans.	Application Permitted 12.03.2021
DC/22/1026	Reserved Matters Application for the provision of a Sports Hub including access, a substation, landscaping, foot/cycle paths, car and cycle parking, and drainage including drainage basins, realignment of Chennells Brooks and a foul pump station, pursuant to Condition 5 of approved outline application DC/16/1677 (mixed use strategic development to include housing (up to 2,750 dwellings), business park (up to 46,450 m2), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure)	Application Permitted on 22.12.2022

DESCRIPTION OF THE SITE

The application site relates to land north of the A264 to the east of Rusper Road north. The site includes trees and hedgerow surrounding a field. The site is adjacent to a stream to the west of the site. A brook also goes through the south east corner of the site. Both of the streams run to a culvert to the southwest corners of the site which goes under the A264. This is called Channells Brook. The

boundaries of the site are within fluvial Flood Zones 2 & 3. A public right of way runs along the northern boundary of the site with ancient woodland located on the northern side of the path. Fields lie to the immediate east and west of the site.

The site is part of the wider Land North of Horsham strategic site (now known as the Mowbray site). The strategic site is allocated within the Horsham District Local Plan for development under Policies SD1 – SD9. Under DC/16/1677, outline consent was granted in March 2018 for housing (up to 2,750 dwellings), a business park (up to 46,450sqm), retail, a community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure. Under the outline permission, this site is within Phase 2 and is allocated as a Sport Hub for the Mowbray site. The area to the east is allocated for use as Employment Land and the area to the west is allocated for use as a supermarket.

Works have been completed on the new Bohunt school to the east side of Rusper Road North. Works are also well underway at Phase 1 of the site, with housing being built at RM Areas 1, 2, 5, 6 & 7. Works have also been completed on the left in / left out junction at Phase 2, which will serve this current application site.

DESCRIPTION OF THE APPLICATION

Previously, reserved matters approval was granted for the Sports Hub under DC/22/1026. Reserved matters permission has also previously been granted for a pavilion within the Sports Hub under DC/23/1980.

This current proposal seeks reserved matters consent for a revised Sports Hub and pavilion including access, landscaping, foot/cycle paths, car and cycle parking and drainage. This application facilitates the management of the Sports Hub by Roffey Football Club. The details of the proposals are as follows:

- Provision of three Sports Pitches including a 3G pitch in accordance with the Sports Pitches Specification in the legal agreement; pitches designed to accommodate a cricket pitch/ two full sized grass football pitches;
- Provision of a Mountain Bike Skills Track as per the Mountain Bike Trail Specification in the legal agreement;
- Provision of three Multi Use Games Areas (MUGAs) as required by the legal agreement;
- Provision of a skate park (500m2) as specified in the Youth Facilities Specification in the legal agreement;
- Provision of land for a Sports Pavilion;
- Access via a spur from the left-in, left-out access from the A264 approved in the outline planning consent;
- Landscape proposals including tree, shrub and wildflower planting and ecological features such as bird and bat boxes, dormouse scrub and log piles;
- Car and cycle parking;
- Drainage attenuation basin and associated infrastructure;
- Two covered spectator stands alongside the 3G pitch;
- The proposal involves raising the existing land levels to accommodate the Sports Hub.

When compared to the previous approval for the Sports Hub, the current application proposes the following changes:

- Alterations to the pavilion building.
- The addition of 2No. covered stands with turnstile entrances alongside the 3G pitch.
- The provision of external toilets to serve the covered stands.
- Changes to fencing and other boundary treatments.
- 2No. MUGAs combined into one and changed to 3G surfacing.

No changes are proposed to the access arrangements, car parking, the other 2No. MUGAs, grass football / cricket pitch, skate park, mountain bike track, or SuDS basin. This application does not include some elements previously proposed (such as the entrance piers) as these elements are part of the vehicle access and have already been delivered with the left in / left out junction now in place.

RELEVANT PLANNING POLICIES

The National Planning Policy Framework (NPPF)

Horsham District Planning Framework (2015):

Policy 1 - Strategic Policy: Sustainable Development
Policy 2 - Strategic Policy: Strategic Development
Policy 4 - Strategic Policy: Settlement Expansion
Policy SD1 - Strategic Policy: Land North of Horsham
Policy SD5 – Open Space, Sport and Recreation
Policy SD6 – Landscape Buffer, Landscape Character, Biodiversity and Green Infrastructure
Policy SD7 - Design
Policy 24 - Strategic Policy: Environmental Protection
Policy 25 - Strategic Policy: The Natural Environment and Landscape Character
Policy 26 – Strategic Policy: Countryside Protection
Policy 31 - Green Infrastructure and Biodiversity
Policy 32 - Strategic Policy: The Quality of New Development
Policy 33 - Development Principles
Policy 34 - Cultural and Heritage Assets
Policy 35 - Strategic Policy: Climate Change
Policy 36 - Strategic Policy: Appropriate Energy Use
Policy 37 - Sustainable Construction
Policy 38 - Strategic Policy: Flooding
Policy 39 - Strategic Policy: Infrastructure Provision
Policy 40 – Sustainable Transport
Policy 41 – Parking
Policy 43 – Community Facilities, Leisure and Recreation

Horsham District Local Plan (2023-40) (Regulation 19):

Strategic Policy 1: Sustainable Development
Strategic Policy 2: Development Hierarchy
Strategic Policy 3: Settlement Expansion
Strategic Policy 6: Climate Change
Strategic Policy 7: Appropriate Energy Use
Strategic Policy 8: Sustainable Design and Construction
Strategic Policy 9: Water Neutrality
Strategic Policy 10: Flooding
Strategic Policy 11: Environmental Protection
Strategic Policy 12: Air Quality
Strategic Policy 13: The Natural Environment and Landscape Character
Strategic Policy 14: Countryside Protection
Strategic Policy 15: Settlement Coalescence
Strategic Policy 16: Protected Landscapes
Strategic Policy 17: Green Infrastructure and Biodiversity
Strategic Policy 19: Development Quality
Strategic Policy 20: Development Principles
Policy 21: Heritage Assets and Managing Change within the Historic Environment
Strategic Policy 23: Infrastructure Provision
Strategic Policy 24: Sustainable Transport
Policy 25: Parking
Strategic Policy 27: Inclusive Communities, Health and Wellbeing
Policy 28: Community Facilities, Leisure and Recreation

West Sussex Joint Minerals Local Plan (2018)

Policy M9 - Safeguarding Minerals

Neighbourhood Plan:

The North of Horsham site covers the parishes of North Horsham and Rusper. North Horsham Parish has withdrawn its neighbourhood plan designation.

Rusper Parish Neighbourhood Plan has been through examination and has been approved through a referendum. The relevant policies are as follows:

- Policy RUS3: Design
- Policy RUS4: Local Heritage Assets
- Policy RUS5: Green Infrastructure and Biodiversity
- Policy RUS6: Walking, cycling and Equestrian Routes
- Policy RUS10: Dark Skies
- Policy RUS11: Promoting Sustainable Development

Parish Design Statement:

None

REPRESENTATIONS AND CONSULTATIONS RESPONSES

Where consultation responses have been summarised, it should be noted that Officers have had consideration of the full comments received, which are available to view on the public file at www.horsham.gov.uk

Consultations:

INTERNAL CONSULTATIONS

HDC Environmental Health: No Comments.

HDC Landscape Architect: Comments.

- Final comments [Summary]. It is regrettable that many of the concerns and recommendations have not been taken into consideration. It is noted that the applicant does not agree to the recommended conditions, however the extant permission is not, on its own, sufficient to address elements such as the artificial pitch design, pollution protection measures, natural turf pitch construction and landscape details.
- Comment [Summary]. The Landscape Architect is generally satisfied with the changes to the proposals subject to conditions. The Landscape Architect notes that the MUGA detail design needs to meet the Fair Space task and finish group findings.

HDC Parks & Countryside: Comments.

- [Summary]. The scheme needs to be designed by a qualified sports turf consultant who has done a detailed site investigation and topsoil analysis. Conditions are recommended for the sports pitches as follows:
 - Detailed site investigations and topsoil analysis to be submitted for approval.
 - Construction phase conditions relating to drainage implementation, surface levels and grading and inspection and approval.
 - 'Grow in' and establishment conditions.
 - A quality assurance sign off condition.

OUTSIDE AGENCIES

Archaeology Consultant: No Objection [Summary].

Ecology Consultant: No Objection [Summary].

Gatwick Airport: Comments [Summary]. The bird hazard management plan is to be secured by condition.

Sport England: Comments.

- Final comments [Summary]. Sport England cannot support the application as the 3G pitch and the pavilion are not well designed. The 3G pitch will pose a threat to the local environment due to likely migration of micro plastics.

- Comments [Summary].
 - The pitches meet recommended dimensions. Technical detail is required regarding infill retention measures for the pitch.
 - The scheme needs to meet Step 4 stadium accreditation requirements.
 - Further detail is required regarding pricing stated in the Community Use Agreement.

Southern Water: No Objection [Summary].

Sussex Police: Comments [Summary].

- To protect the sports pavilion out of hours consideration should be given to the siting of an intruder alarm.
- The applicant and their partners are strongly advised to consult directly with the licensing team at Sussex Police before making plans for licensed premises serving alcohol or conducting other licensable activities at this site.
- Should CCTV be a consideration, Sussex Police refer to a number of on-line documents.
- Research by the 'Design against Crime Centre' suggests that cyclists should be encouraged to lock both wheels and the crossbar to a stand rather than just the crossbar and therefore a design of cycle stand that enables this method of locking to be used is recommended.
- Lighting will be an important consideration and where it is implemented it should conform to the recommendations within BS5489-1:2020.
- In order to maintain as much natural surveillance as possible – ground planting should not be higher than 1 metre with tree canopies no lower than 2 metres.
- Given the high number of spectators that may be present on match days I recommend that the applicant seek advice from Sussex Police Counter Terrorist Security advisers as soon as it is practicable.
- The applicant is referred to the guidance within Secured by Design.

WSCC Highways: No Objection.

- Final comments received 27.03.2026 [Summary].
 - The Applicant has detailed potential locations where additional car parking could be met. This includes Bohunt School, although the car parking here is owned by a 3rd party with there being no certainty that this could be achieved in perpetuity. The use of car parking options south of the A264 are considered unlikely to appeal to those driving; those driving will look for the most convenient parking location with those spaces south of the A264 also necessitating a fairly reasonable walk
 - WSCC fully recognises that the development cannot accommodate parking demands at all times. However, the measures proposed both by the Applicant as well as within other permitted phases of the development that will provide an ability to negate parking demands. It's still recommended that a parking management plan be secured by condition.
 - With regards to those walking, there remains the potential for the existing public right of way crossing the A264 to be used. This situation is unavoidable albeit there are, or at least will be, alternate routes available. The use of this crossing is also likely to be an option primarily for those to the immediate south of the A264 and in the vicinity of the crossing; for those further to the west, the existing bridge and at-grade traffic signals will be a more practical option. The potential crossing demands are expected to be low with it recognised that the permitted sports hub could also have generated similar demands.
 - Whilst there are concerns with the potential increased use of the existing at-grade public right of way crossing on the A264, those visiting the site will have a choice of walking and cycling routes, and are not limited to this existing single route.
 - WSCC Highways are satisfied that these proposals would not conflict with the relevant policies within the National Planning Policy Framework. No highway objection would be raised.
- Comments [Summary]:
 - No highway objection is raised to the principle of the land uses proposed.
 - However, concern is raised in terms of potential parking and travel demands.

- The submitted documents focus on parking demands and consequently car trips. There's relatively little in terms of an assessment of trips by walking and cycling particular for spectators for Roffey FC. The location offers a potential for walking and cycling trips but there is no particular quantitative assessment in these regards.
- A peak parking demand of 272 spaces is identified. This peak demand is recognised as significantly exceeding the capacity of the proposed car park.
- With the peak demand, 250 spaces are identified as being associated with Roffey FC. This is indicated as being based on existing experience for important cup games and games against larger teams. For these more significant events, it's accepted that additional measures would be required to manage the above average attendance and related demands. Ordinarily, a major events plan could provide a framework of measures to be implemented.
- For the purposes of the assessment, the details should focus more on the typical/average matchdays (both weekend and midweek).
- It would also be helpful to understand whether a specific Football Association ground grading is being sought and from that what the theoretical maximum capacity could be.
- Inevitably parking demands will take place on-carriageway close to the proposed ground or take place informally on footways and verges along the access road to the sports hub; the lack of any reference to this potential within the supporting statements is very noticeable. Measures will be required to control how and where this can take place on those roads planned in the immediate vicinity of the site.
- The most direct route across the A264 is via public right of way NOH 1586. This cuts directly at-grade across the 70mph A264 albeit via some steep steps on embankment approaches. There is mention of controls being implemented by Roffey FC to direct spectators away from using direct A264 ROW crossing on matchdays as well as a potential shuttle bus service. There remains the potential for this crossing to be used at other times though in association with the proposed ground.

WSSC Fire Service: Comment [Summary]. Conditions recommended in relation to the provision of fire hydrants.

WSSC Lead Local Flood Authority: No Objection.

- Final comments received 14.04.2026 – No Objection [Summary].
- Objection [Summary]. Additional information required.

WSSC Rights of Way: No Objection [Summary].

PUBLIC CONSULTATIONS

Representations:

None received.

Parish Comments:

No objection.

Member Comments:

None received

HUMAN RIGHTS AND EQUALITY:

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the same Act, which sets out their rights in respect to private and family life and for the home. Officers consider that the proposal would not be contrary to the provisions of the above Articles.

The application has also been considered in accordance with Horsham District Council's public sector equality duty, which seeks to prevent unlawful discrimination, to promote equality of opportunity and to foster good relations between people in a diverse community, in accordance with Section 149 of the Equality Act 2010. In this case, the proposal is not anticipated to have any potential impact from an equality perspective.

PLANNING ASSESSMENT

Principle of Development:

In March 2018, outline planning permission was granted for the development of the North of Horsham site for up to 2,750 dwellings and other uses, including educational (DC/16/1677). Reserved matters is sought under this proposal for the design, layout and landscaping for the Sports Hub within Phase 2 of the Mowbray site, approved in principle under DC/16/1677.

Previously, reserved matters approval was granted for the Sports Hub under DC/22/1026. Reserved matters permission has also previously been granted for a pavilion within the Sports Hub under DC/23/1980. This application is a revised proposal for the Sports Hub and pavilion. The revisions allow the use of the Sports Hub by Roffey FC.

The key issues for consideration in the determination of this proposal are the compliance of the scheme with the approved parameter plans and Design and Landscape Strategy and Site Wide Cycle Strategy, the layout, scale and appearance of the proposed development, the impact on the amenities of nearby and future occupants, highways considerations, the landscaping proposed, drainage and whether the development can be delivered without harming the interests of nature conservation and ecology.

Compliance with approved parameter plans:

Condition 5 of DC/16/1677 states that details relating to the layout, scale, appearance, means of access (save for the accesses approved pursuant to Condition 1) and landscaping associated therewith (hereafter called the Reserved Matters) for each area of the site as shown on the Reserved Matters Area Plan, approved pursuant to condition 7, of this permission shall be submitted to and approved by the Local Planning Authority before development of that Reserved Matters Area is commenced.

In accordance with Condition 2 of the extant outline planning consent, the proposals for reserved matters must be broadly in accordance with the approved parameter plans approved as part of the outline consent. The land within which this proposal is located is identified as the Sports Hub on the Land Use Parameter Plan. The Movement and Access Plan identified a new pedestrian and cycle access from the existing bridleway and the adjacent foot / cycle bridge over the A264 running east – west towards the future Employment Land to the east. Vehicular access to the Sports Hub is shown from the Left in / Left out access from the A264. Overall, the proposal would accord with the approved outline permission and associated parameter plans (as amended).

The proposal also broadly accords with the requirements of the S106 legal agreement attached to DC/16/1677. Schedule 4 of the agreement refers to Green Infrastructure and sets out requirements for the Sports Hub. The Sports Hub is required by the S106 to comprise a Sports Pavilion, 4x MUGAs, Sports Pitches, a Youth Facility, a Mountain Bike Trail and ancillary parking.

The current proposal deviates from the S106 requirements and the previous Sports Hub reserved matters approval in that it proposes three MUGAs. This is contrary to the requirements for 4 MUGAs under the S106. The applicant has stated that this is a result of two of the four MUGAs approved under the previous Sports Hub RMA being merged into one. The overall area of the MUGAs remains the same, albeit the number reduces to three. Nonetheless, the proposal *'maintains the spirit of the S106 requirements'* and all required sporting facilities are therefore provided for within the submitted proposals. This is considered acceptable.

Design and Appearance:

Policy SD7 of the HDPF states that the North Horsham development site will be high quality and will respond to and complement the unique character, qualities and local distinctiveness of Horsham and the surrounding areas. Policy SD1 also states that the development shall be locally distinctive through its architecture, urban and landscape design, where residents can become involved in their community and share the benefits of a high quality life. Policy SD6 states that the North Horsham development site shall respond to and complement the positive landscape characteristics and biodiversity qualities of

the site. Policy SD5 requires the provision of high quality informal and formal open space and sports provision suitable for a wide range of activities for all ages and interests.

The proposal is for the details of the Sports Hub approved in principle under the outline permission, with the legal agreement detailing the requirements of the elements of the Sports Hub within the Green Infrastructure section. The Sports Hub is required to include sports pitches, MUGAs, a youth facility, a mountain bike trail and a sports pavilion.

Sports Pitches:

The Sports Pitches comprise three full sized football pitches including one third generation artificial grass pitch ('3G pitch') to cater for a range of sports activities including football and cricket. The applicant has stated that the Sports Pitches have been designed to Football Association standards, in which each pitch would comprise of a principal playing area pitch size of 100m x 64m with an overall space of 106m x 70m to include run-offs and space for teams and match officials. The grass pitches have been designed to accommodate a two wicket cricket pitch as well two full sized football pitches. The current proposal include two spectator stands and toilet block located to the east side of the main 3G pitch.

MUGAs:

The proposal includes three MUGAs which will function as a football, tennis and netball court with a 3m green high mesh perimeter fence with lower rebound provision to retain balls within the area and keep the area secure. Two MUGAs would be 21.5m x 37m with a 1m perimeter for run off. The larger MUGA is combination of two smaller MUGAs. Each MUGA would be equipped with five-a-side goals inset into the fencing, recessed sockets for tennis posts and include nets and posts for tennis and netball as required in the S106. The MUGAs would also be flood lit to achieve an average illumination level of 390 lux with 8m high lighting columns located outside the pitch perimeter.

Youth Facility:

The Youth Facility proposed will be provided as a Skate Park. The Skate Park is 500 square metres in size and has been designed in the form of a concrete bowl with other features such as a variety of drops, jumps and rails. The Skate Park is located in the centre of the Sports Hub and will be significantly more than 100m away from future residential properties. In accordance with the legal agreement, the Skate Park will be overlooked by other users in the Sports Hub to provide informal supervision. In addition, the Youth Facilities would be located adjacent to car and cycle parking and can be accessed easily by pedestrians, cyclists and vehicular traffic including effective access for emergency vehicles.

Mountain Bike Trail:

The applicant has commented that the Mountain Bike Track has been designed by bike track experts as required in the S106 to be suitable for a range of users including older children, inexperienced cyclists and proficient cyclists. The trail has been designed to be at least 300m long 'mountain bike skills trail' with constructed features such as shallow climbs and descents and comprise features such as berms, drops, rollers, skinnies and technical climbs.

The proposed features aim to provide options for varying degrees of difficulty with appropriate signage and warning for any increase in difficulty. In addition, the applicant has stated that the bike track would be carefully integrated into the greenspace in the landscape proposals and directly connected to the cycle paths running east-west and north-south through the Sports Hub and to the wider development and existing Horsham Town.

Pavilion:

The current proposal includes a revised design and layout for the pavilion located in the centre of the Sports Hub. The design of the pavilion is similar to that previously approved under DC/23/1980. The building has been designed as a contemporary barn with a pitched roof and strong gable ends. As with the previous application, the design and layout of the pavilion is considered appropriate and would form an appropriate centre piece for the Sports Hub.

The HDC Landscape Architect originally commented that they were generally satisfied with the proposal subject to conditions and clarification on certain points. They highlighted the following recommended conditions:

- A landscape condition to secure the reinstatement of planting within the bike track area, additional section of hedgerow, extension of ball stop fencing outside pitches and steel footings for timber equipment.
- A condition requiring details of measures to minimise 3G pitch infill loss and pollution
- A condition requiring details of pitch design.
- A condition requiring details of lighting
- A condition requiring details of the LEMP.

In response to the comments of the Landscape Architect, the agent stated the following:

- There are no changes to the pitch sizes between the current application and the extant Sports Hub permission.
- In relation to the comment regarding the inclusion of resource for girls, the submitted Roffey FC Facilities Management Plan sets out Roffey FC's approach to supporting women's football, including encouraging and facilitating use of the premises by young girls.
- In relation to planting, the landscaping is the same as that approved under the non-material amendment permission DC/24/0917.
- In relation to the extension of the ball stop fencing, the purpose of the ball stop fencing is not to protect the ancient woodland. The proposed ball stop fencing is also as previously approved.
- In relation to timber equipment to be installed with steel footings, there is no policy requirement for steel footings.
- In relation to the request for no chemical fertilisers, there is no policy requirement for this request.

As part of the proposal the HDC Parks & Countryside Services and Sports England have also commented on the proposal. HDC Parks and Countryside, along with HDC Landscape, have expressed concern that the scheme does not include details of infill retention measures for the 3G pitches. The applicant has responded that the details do not need to be included with this application. This is partly on the basis that Schedule 4, Part 3 of the legal agreement (DC/16/1677) requires (along with other matters) the submission of a Sport Pitches Specification to the District Council for approval. This is to be submitted prior to commencement of the Sports Hub. The Sports Pitches Specification is pursuant to the guidance in Appendix 8 of the S106. In relation to the Artificial Grass Pitch, the same Appendix states that the specification shall be in accordance with the most up to date version of Sport England guidance.

The details to be submitted under the above s106 requirements would need to meet the Sport England guidance, which may require additional details beyond that approved under the current application for the Sports Hub. This is likely to include details of infill retention methods (as referenced by Sport England and HDC Parks & Countryside). These details would satisfy the requirements of Sport England and go towards addressing the comments of HDC Parks & Countryside regarding further details of proposed pitches.

It should be noted that this scheme includes raising land levels to facilitate the Sports Hub. The raising of the land levels was accepted under the previous permission for the Sports Hub (ref: DC/22/1026).

Overall, it is felt that that the concerns of the Landscape Architect, Sport England and the Parks & Countryside team have been carefully considered and that the responses of the applicant are acceptable. As stated, a number of their concerns raised can be addressed through the details to be submitted under the S106 requirements including, importantly, details of how the 3G infill will be captured to avoid it causing environmental harm. In addition, the scheme is largely the same as the previous approval and the request of additional details, not required under the previous scheme, is not considered reasonable.

Having regard to the above and the responses from the applicant, the scheme is considered appropriate in terms of its design and in accordance with policies SD1, SD6 & 43 of the HDPF (2015).

Amenity Impacts:

Policy 33 of the HDPF states that development should ensure it is designed to avoid unacceptable harm to the amenity of occupiers / users of nearby property and land, for example through overlooking and noise, whilst having regard to the sensitivities of the surrounding development.

This application for reserved matters for the Sports Hub would be set a suitable distance away from the nearest residential property within Phase 2 and is also separated from existing properties to the south, across the A264. The nearest residential properties to the Sports Hub, within Phase 2, would be to the north east and north west of the Sports Hub site, suitably separated by existing Ancient Woodland and the existing bridleway.

As required under the outline consent, the construction of this section will need to be in accordance with an agreed Construction Environmental Management Plan, to minimise the impact of construction works on adjacent properties.

Highways and Rights of Way Impacts:

Policy SD9 and 40 of the HDPF state that development will be supported if it is appropriate and in scale to the existing transport infrastructure, including public transport; is integrated with the wider network of routes, including public rights of way and cycle paths, and includes opportunities for sustainable transport.

The proposal indicates that the Sports Hub will be accessed from the Primary Road that connects via the approved Left-in/Left-out junction with the A264 in accordance. This access is the same as previously approved under DC/22/1026. WSCC Highways have not raised any objections to the access arrangements.

The proposal includes the creation of a cycle and pedestrian path and riverside walk along the southern boundary of the Sports Hub which would provide east/west pedestrian/cycle access from Rusper Road. The scheme includes a new pedestrian/cycle access from the existing bridleway No. 1578 connecting the Sport Hub to the wider Phase 1 and Phase 2 development. This is in accordance with the approved parameter plans under the outline permission. The submitted plans indicate that the existing bridleway surface is to be retained.

Condition 61 of the approved outline permission requires each reserved matters application to be accompanied by plans and document demonstrating the number and location of car, motorcycle and cycle parking spaces.

In support of the application, a Transport Statement and Car Park Management Plan (CPMP) have been submitted. WSCC Highways have originally commented that whilst they recognise that the Sports Hub benefits from an extant permission, they have concerns in terms of the potential parking and travel demands included in the CPMP. A summary of their concerns are outlined below:

- The documents very much focus on parking demands and consequently trips by car. There is relatively little assessment of trips by walking and cycling.
- A peak parking demand of 272 spaces is identified. This peak demand is recognised as significantly exceeding the capacity of the proposed car park. With the peak demand, 250 spaces are identified as being associated with Roffey FC. This is indicated as being based on existing experience for important cup games and games against larger teams. For these more significant events, it is accepted that additional measures would be required to manage the above average attendance and related demands. Ordinarily, a major events plan could provide a framework of measures to be implemented.
- For the purposes of the assessment, this should focus more on the typical/average matchdays (both weekend and midweek). Details should therefore be provided based on this and mitigation targeted at meeting these demands rather than the irregular significant events that would require very specific management.
- It would also be helpful to understand whether a specific Football Association ground grading is being sought and from that what the theoretical maximum capacity could be.
- In terms of accommodating parking demands, the use of Bohunt School and the health centre car park (currently unbuilt) are noted, but these are or will be private car parks and subject to

use agreements that may be withdrawn. There is consequently no certainty that these can or will be used in perpetuity.

- With respects to walking from the south of the A264, the use of the riverside walk at Mowbray is noted but this would not stop the use of the right of way over the A264. There is mention of controls being implemented by Roffey FC to direct spectators away from using direct A264 ROW crossing on matchdays as well as a potential shuttle bus service. There remains the potential for this crossing to be used at other times though in association with the proposed ground.

In response to the above comments, the applicant replied to each comment individually. WSCC Highways then commented on the response as follows:

- The applicant has previously submitted information assessing effectively peak parking demands associated with the prospective occupier (Roffey FC). WSCC sought details of typical/average car parking demands to understand the more common needs that would be generated. Estimates of these typical demands are included in the Applicants submitted response. It's apparent that even for typical match days, that the parking within the sports hub will be insufficient to meet demands at these times.
- The Applicant has detailed potential locations where additional car parking could be met. This includes Bohunt School, although the car parking here is owned by a 3rd party with there being no certainty that this could be achieved in perpetuity.
- Nevertheless, the Applicant has confirmed that no waiting restrictions are intended for the primary road that serves the proposed sports hub leading to the A264 left in/left out access through the employment land and into phase 2 of Mowbray. The proposed and existing restrictions will provide an enforceable means of preventing obstructive on-street car parking from occurring on the primary roads within the development. Short term parking could still take place elsewhere within the Mowbray development but this is recognised as being short term during match days.
- WSCC fully recognises that the development cannot accommodate parking demands at all times. However, the measures proposed both by the Applicant as well as within other permitted phases of the development that will provide an ability to negate parking demands. It's still recommended that a parking management plan be secured by condition. A car parking management plan would be sufficient rather than necessitating a major events plan too.
- With regards to those walking, there remains the potential for the existing public right of way crossing the A264 to be used. This situation is unavoidable albeit there are, or at least will be, alternate routes available. The use of this crossing is also likely to be an option primarily for those to the immediate south of the A264 and in the vicinity of the crossing; for those further to the west, the existing bridge and at-grade traffic signals will be a more practical option. The potential crossing demands are expected to be low with it recognised that the permitted sports hub could also have generated similar demands.
- For cycling, the concerns are reduced given the difficulty of accessing the at-grade public right of way crossing of the A264 (this involves a steep, stepped climb up to the A264 where in comparison the alternate routes will be comparatively flat).

In summary, WSCC Highway recognise that the Sports Hub has planning permission and that there consequently is a fallback position. From reviewing the current application, WSCC Highways acknowledge that the on-site car parking will be insufficient to meet all estimated demands (max 250 spaces based on max 700 spectators on first team matchdays). Measures are or will be in place to manage these potential demands (a car parking management plan condition is recommended in these respects). Whilst there are concerns with the potential increased use of the existing at-grade public right of way crossing on the A264, those visiting the site will have a choice of walking and cycling routes and are not limited to this existing single route. As such, no highway objection is raised.

In relation to the car park management plan requested by WSCC Highways, it should be noted that under the S106 for the outline consent, Schedule 4, Part 2, para 1.4-1.5 requires a Sports Hub Car Parking Strategy to be submitted and approved prior to commencement, however this is limited in its scope. Given this, and the potential volume of traffic that may be associated with first team matches, officers consider that a car park management plan to address how parking for the senior first team

matches on the artificial pitch will be managed on and off site is necessary. A condition is attached to secure this.

Overall, the proposal is considered appropriate in relation to highways and its impact on the public right of way and is in accordance with the above policies.

Water Neutrality:

Horsham District is situated in an area of serious water stress, as identified by the Environment Agency. In September 2021, Natural England released a Position Statement which advised all local authorities within the Sussex North Water Supply Zone that it cannot be concluded that existing water abstraction within the Sussex North Water Supply Zone is not having an adverse effect on the integrity of the Arun Valley SAC/SPA/Ramsar sites near Pulborough. The Position Statement advised the affected local authorities that developments within the Sussex North Supply Zone must not therefore add to this impact, and to achieve this, all proposals must demonstrate water neutrality. The definition of water neutrality is the use of water in the supply area before the development is the same or lower after the development is in place.

On 31st October 2025 Natural England formally withdrew the 2021 Position Statement, citing a package of measures that they were satisfied would safeguard the Arun Valley sites. Principal amongst these measures is a reduction in the Southern Water abstraction licence 'by March 2026'. Given the licence change has not yet taken place Horsham District Council, as competent authority under the Habitats Regulations, cannot yet be certain that new development will not result in adverse impacts on the Arun Valley sites. It is though recognised that Southern Water have separately made significant water savings in 2024/25 through a programme of leakage reduction which has generated some 3,240,000 litres per day of water savings that can now be attributed to new development without increasing water abstraction in the Arun Valley beyond baseline.

Officers have undertaken a new Appropriate Assessment which demonstrates that the anticipated mains water consumption from this development, alongside all other development granted since the 31st October 2025, will not exceed 3,240,000 litres per day. This is based on all new residential development achieving the Building Regulations Part G Optional Technical Standard of 110 litres per person per day, as required under Policy 37 of the HDPF.

Natural England has been consulted on this approach of using the 2024/25 Southern Water efficiency savings to offset new development. In response, Natural England have provided standing advice which confirms that they consider the 3,240,000 litres per day of water savings made by Southern Water to be reliable such that they have no objection to his capacity being used to offset development proposals.

Accordingly, the proposed development will not have an Adverse Effect on the Integrity of the Arun Valley Site, either alone or in combination with other plan and projects, thereby complying with Regulations 63 and 70 of the Conservation of Habitats and Species Regulations 2017, HDPF Policy 31, and paragraph 193 of the NPPF.

As such, the granting of this permission would not materially alter the quantum of development, nor result in any additional use or cause strain on local water resources over and above the existing arrangement. For this reason, the Local Planning Authority considers the proposal water neutral, and as such does not consider that the proposal would adversely affect the integrity of the Arun Valley SAC, SPA and Ramsar sites, either alone or in combination with other plans and projects. The grant of permission would not therefore run contrary to policy 31 of the HDPF, NPPF paragraph 180 or the Council's obligations under the Conservation of Habitats and Species Regulations 2017.

Other Matters:

Ecology:

The Council's Consultant Ecologists have reviewed the submitted Ecological Mitigation and Management Plan (EMMP) and commented that the details are appropriate.

Heritage Impacts:

There are no designated heritage assets within the red line of this reserved matters application or nearby. Additionally, the impact of the strategic development on heritage assets was assessed on the basis of those parameter plans through the outline planning permission and found to be acceptable.

Minerals:

Under the West Sussex Joint Minerals Local Plan (2018), the safeguarding of minerals is a material consideration in development. The North of Horsham Development site includes deposits of brick clay and building stone. Under the WSCC guidance, there is no requirement to consult WSCC on reserved matters application unless minerals related issues have been raised at outline stage. No minerals related issues were identified under the outline permission for this site (DC/16/1677).

Archaeology:

The Council's archaeologist commented that the application area has been subject to detailed archaeological investigations carried out by Thames Valley Archaeological Services and that they have no objection to the current application

Air Quality:

The size and scope of the proposals remain as permitted through the outline application for the wider site. The impacts of construction were considered for dust and air quality effects and, in accordance with the original assessment, this will be controlled with a Construction Environmental Management Plan; as specified in the conditions in the outline consent. It is therefore considered there are no significant changes in relation to air quality.

Sussex Police Comments:

The comments of Sussex Police are summarised above in the comments section. An informative is recommended referring the applicant to the guidance within 'Secured by Design.' The informative will also direct the applicant to seek the advice of Sussex Police Counter Terrorist Security advisers and Licensing Team on the proposal.

Impact on Trees:

An Arboricultural Impact and Method Statement was submitted with the application. The assessment identifies dense, mature tree cover of high quality and amenity value on all boundaries of the Site, including an area of semi-natural and Ancient Woodland along the northern boundary (Bush Copse), which is also subject to Tree Preservation Orders. No trees are proposed to be felled for this proposal.

The Planning Statement outlines that the scheme has been designed as to provide minimal impact on surrounding trees, and the development does not pose any incursion into the root protection areas of any trees as a result. The Development would not result in the loss of any trees, and, moreover, would enhance the appearance and amenity value of the site through extensive additional planting illustrated in the submitted Landscape Proposals in compliance with Policies 25 and 31 of the HDPF.

Environmental Impact Assessment:

The original outline application included an Environmental Statement which covered the whole of North of Horsham strategic site in compliance with the EIA Regulations. A further EIA is not required for this reserved matters application which is within the parameters of the approved EIA.

Drainage & Flood Risk:

A detailed Drainage Statement (December 2025) has been submitted with this application for Reserved Matters approval. This takes into account the principle established under the outline consent and the Site Wide Surface Water Drainage Statement.

For surface water drainage, the Site-Wide Surface Water Drainage Strategy aims to direct surface water discharge into the local network of watercourses across Mowbray. The same approach has been taken within the Sports Hub, with surface water run-off to be discharged into Channels Brook to the Sites south.

It is proposed to attenuate flows within an attenuation basin, supplemented with storage within pervious pavements and the sub-base of the MUGAs. This matches the strategy approved under application approved Sports Hub reserved matters. The applicant has stated that surface water drainage

infrastructure, including the attenuation basin, will remain private and be the responsibility of a management company or Roffey Football Club. The SuDS Management and Maintenance Plan provided within Appendix H of the Drainage Statement outlines typical maintenance tasks for drainage infrastructure within the Sports Hub. This plan will be implemented by a management company or Roffey FC upon completion of the related drainage works associated with the Sports Hub.

For foul water drainage, the applicant has stated that no changes are proposed within this reserved matter application to the principles of the approved Site Wide Foul Water Drainage Strategy (August 2016) as approved under the outline planning consent. This generally follows the topography of Mowbray to drain within natural catchments. Pumping stations are adopted where necessary.

In relation to fluvial flooding and the requirement for a sequential test under the NPPF, the applicant has stated recent changes to the NPPF and national flood risk mapping do not affect the Sports Hub proposal. This is because they are required to follow the principles of flood risk and surface water drainage as established as part of the outline planning permission. Notwithstanding this, none of the 'built' elements of this proposal would be impacted by the fluvial flood zones which are to the boundaries of the site. The scheme would therefore meet the requirements of paragraph 175 of the NPPF.

Lighting:

The applicant has commented that the Sports Hub proposals comprises external lighting posed on the 3G pitch and the three MUGAs. The pitches will be floodlit using LED luminaires to achieve a maintained average horizontal illumination level of 200 lux with a uniformity (Min/Ave) >0.6, in accordance with principal sports guidance and the requirements of the S106. Back guards will be fitted onto all lighting columns to minimise the amount of light spill onto retained habitats surrounding the lights.

The applicant has stated that appendix 1 of the EMMP demonstrates average light levels within areas of retained vegetation to be < 1 lux, with a small area of exception in the north-west of the Reserved Matters area. The hours of the use of the flood lighting would be strictly controlled and, as bats are generally inactive during the period from early October until mid-April, increased light levels across the RMA resulting from the flood lights used until 21:15hrs could only potentially indirectly impact bats for a limited time from mid-April to the third week of May and from the first week in August until the end of September. As such, the applicant has requested that the hours of use for flood lighting within this application are proposed to extend to 21:15hrs between April and October, and 22:30 between November and March. This is considered appropriate.

Gatwick Airport:

To deter birds hazardous to aircraft, a Bird Hazard Management Plan has been submitted outlining measures to deter birds. Gatwick Airport have commented that the plan is acceptable.

Community Use Agreement:

A draft Community Use Agreement has been submitted with the application. The agreement sets out the following:

- The agreement sets out facilities that are to be available for community use, which include the three pitches (1no. 3G, and 2no. grass), 2no MUGAs, and the toilet facilities.
- The agreement provides for local schools within the North Horsham catchment area, including Bohunt School, to use the facilities within term-time between the hours of 10am to 4pm, Monday to Friday for up to two hours per day.
- The agreement sets out an accessible advance booking arrangement for casual use and block bookings will be available to arrange hiring the Sports Facilities.
- The agreement sets out the pricing for the casual use of the facilities are intended to be competitive to support the club, though will be taken on balance with the club's ambitions to facilitate community use detailed in the Roffey FC Management Plan, share benefit with residents, and accord with the spirit of the Community Use Agreement

Overall, the draft agreement is considered acceptable in principle. A condition is recommended requiring the submission of a signed agreement.

Management:

In terms of management of the facility, Roffey FC currently occupy an existing ground on the southern side of the A264 at Batholomew Way. The Planning Statement states that the club intends to operate a two-site system, and a Roffey MC Management Plan has been provided within this application to provide insight into how this arrangement is intended to operate.

Notwithstanding this, it is noted that under the outline planning consent, there is a requirement for the submission of a Sports Hub Management Plan to be submitted to the Council for approval.

Conclusion:

The principle of developing the site has been established following the grant of outline planning permission (as amended): DC/16/1677. The current proposal is for the approval of the reserved matters and is in substantial conformity with the parameter plans approved at the outline stage.

It is considered that the current proposal results in an acceptable layout of the development and an acceptable scale and appearance for the scheme, subject to conditions for further details. The proposal also ensures that the scheme would not result in adverse highway safety impacts and incorporates acceptable landscaping. The outline permission also includes conditions which ensure that this development would be appropriate, including conditions for contamination and ecology impacts. Additionally, the proposal would not significantly affect the amenity of any adjacent properties.

In conclusion, it is therefore considered that the scheme will deliver a high quality development in accordance with the outline planning approval.

Recommendation: Application Permitted

Conditions:

1. Plans List.
2. **Pre-Occupation Condition:** No part of the development hereby permitted shall be occupied until details for the potential installation of CCTV have been submitted to and approved in writing by the Local Planning Authority. The details shall be installed prior to the first use of the facility and thereafter retained as such.

Reason: To ensure the safety of users of the Sports Hub and in accordance with Policy 33 of the Horsham District Planning Framework (2015).

3. **Pre-Occupation Condition:** No part of the development hereby permitted shall be occupied until a signed Community Use Agreement has been submitted to and approved by the Local Planning Authority in writing.

Reason: To ensure a suitable Community Use Agreement is in place in accordance with Policy 32 of the of the Horsham District Planning Framework (2015).

4. **Pre-Occupation Condition:** Notwithstanding the submitted Car Park Management Plan, no senior first team matches shall take place on the artificial grass pitch until an updated Car Parking Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Car Parking Management Plan shall detail:
 - How the on-site car park is to be managed on first team matchdays (including alongside all other uses/events at the Sports Hub),
 - Those measures that are to be implemented to manage off-site car parking demands on first team matchdays (including details of any agreements with other landowners, where relevant),
 - Any necessary increase in the number and availability of disabled user parking spaces to meet anticipated short term demand on matchdays, and

- A means of monitoring and updating the Car Parking Management Plan.

The Car Parking Management Plan shall be implemented thereafter for all senior first team matches on the artificial grass pitch.

Reason: To provide a means of safely managing car parking demands when demand is likely to outstrip onsite capacity, to accord with Policy 40 of the Horsham District Planning Framework (2015).

5. **Pre-Occupation Condition:** No part of the development hereby permitted shall be occupied until the car parking (including electric vehicle charging points) and cycle parking facilities serving it have been constructed and made available for use in accordance with approved drawings. The parking facilities shall thereafter be retained as such for their designated use.

Reason: To ensure that there is adequate provision for the parking of cycles and vehicles in accordance with Policy 40 of the Horsham District Planning Framework (2015).

6. **Regulatory Condition:** No part of the development hereby permitted shall be occupied until a fire hydrant(s) to BS 750 standards or stored water supply (in accordance with the West Sussex Fire and Rescue Guidance Notes) has been installed, connected to a water supply with appropriate pressure and volume for firefighting, and made ready for use in consultation with the WSCC Fire and Rescue Service. The hydrant(s) or stored water supply shall thereafter be retained as such.

Reason: In accordance with fire and safety regulations in accordance with Policy 33 of the Horsham District Planning Framework (2015).

7. **Regulatory Condition:** The floodlighting hereby permitted shall not be in use except between the hours of 08:00 and 21:15 daily between April and October and 08.00 and 22.30 between November and March.

Reason: To safeguard the amenities of neighbouring properties in accordance with Policy 33 of the Horsham District Planning Framework (2015).

8. **Regulatory Condition:** The proposal shall be implemented in accordance with the approved Arboricultural Impact Assessment and Method Statement November 2025 (ref: Sports Hub - BS:5837 AIA / AMS).

Reason: To ensure a satisfactory development and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

9. **Regulatory Condition:** The Bird Hazard Management Plan dated 20th March 2026 shall be implemented as approved upon completion of the SUDS area and shall remain in force for the life of the SUDS. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise potential danger to aircraft from bird hazards in accordance with Policy 33 of the Horsham District Planning Framework (2015).

10. **Regulatory Condition:** All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecology Mitigation and Management Plan (Derek Finnie Associates, November 2025) as already submitted with the planning application and agreed in principle with the local planning authority prior to determination. This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW,) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out, in accordance with the approved details

Reason: To conserve and enhance Protected and Priority species and allow the LPA to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife & Countryside Act 1981 as amended and s40 of the NERC Act 2006 (Priority habitats & species) and Policy 31 of the Horsham Development Framework.

11. **Regulatory Condition:** The approved landscaping scheme shall be fully implemented in accordance with the approved details. Unless otherwise agreed as part of the approved landscaping, no trees or hedges on the site shall be wilfully damaged or uprooted, felled/removed, topped or lopped without the previous written consent of the Local Planning Authority until 5 years after completion of the development. Any proposed planting, which within a period of 5 years, dies, is removed, or becomes seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species unless the Local Planning Authority gives written consent to any variation.

Reason: To ensure a satisfactory development that is sympathetic to the landscape and townscape character and built form of the surroundings, and in the interests of visual amenity in accordance with Policy 33 of the Horsham District Planning Framework (2015).

NOTES TO APPLICANT

Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. Gatwick Airport requires a minimum of four weeks notice. For crane queries/applications please visit Crane Permits (gatwickairport.com) or email cranes@gatwickairport.com

Ordinary Water Consent

Under the Land Drainage Act 1991, any works (permanent or temporary) that have the potential to affect the existing watercourse or ditch's ability to convey water will require the Ordinary Watercourse Consent. Ordinary watercourses include streams, drains, ditches and passages through which water flows that do not form the network of main rivers. More information is available via this link: <https://www.westsussex.gov.uk/fire-emergencies-and-crime/dealing-with-extreme-weather/dealing-with-flooding/flood-risk-management/ordinary-watercourse-land-drainage-consent/#>

Sussex Police

The applicant is referred to Sussex Police's comments with reference to the guidance within 'Secured by Design.' The applicant is also advised to seek the advice of Sussex Police Counter Terrorist Security advisers and Licensing Team on the proposal.

POSITIVE AND PROACTIVE STATEMENT

Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received, in order to be able to, where possible, grant permission.

Plans list for: DC/26/0012

(The approved plans will form Condition 1 on the Decision Notice of all Permitted applications)

Schedule of plans/documents **approved:**

Plan Type	Description	Drawing Number	Received Date
Location plan		DR-0001 REV S5-P1	06.01.2026

Plans		23-136-1F	06.01.2026
Plans	Landscape and General Arrangement	DR-2002 REV P2	06.01.2026
Plans	Planting Proposals 1 of 3	DR-2003 REV P1	06.01.2026
Plans	Planting Proposals 2 of 3	DR-2004 REV P2	06.01.2026
Plans	Planting Proposals 3 of 3	DR-2005 REV P2	06.01.2026
Plans	Hard Surfaces Furniture and Boundary Treatments 1 of 3	DR-2006 REV P1	06.01.2026
Plans	Hard Surfaces Furniture and Boundary Treatments 2 of 3	DR-2007 REV P1	06.01.2026
Plans	Hard Surfaces Furniture and Boundary Treatments 3 of 3	DR-2008 REV P2	06.01.2026
Plans	Trees and Hedges	DR-2009 REV S4-P1	06.01.2026
Plans	Shrubs and Scrub	DR-2010 REV S4-P1	06.01.2026
Plans	Marginals and Bulbs	DR-2011 REV S4-P1	06.01.2026
Plans	Surfaces and Furniture palette	DR-2012 REV S4-P1	06.01.2026
Plans	Existing Topography and Indicative Proposed levels	DR-2013 REV S4-P2	06.01.2026
Plans	Illustrative Landscape Sections A-D	DR-2014 REV S4-P1	06.01.2026
Plans	Sports Hub Stadium Stand and Elevations	DR-2015 REV S5-P1	06.01.2026
Supporting Statement	Landscape	2898-5-2-29-LS-2001-S5 REV P1	06.01.2026
Supporting Statement	Landscape and Ecological Management Plan - Parts 1 and 2 of 2	2898-5-4-LM-2001-S5 REV P1	06.01.2026
Plans	Benches seat and picnic tables	0001 S5-P5	06.01.2026
Supporting Statement	Landscape Specification	2898-5-4-SP-2001-S4 REV P1	06.01.2026
Plans	Timber Cleft 3 rail	0002 S5-P5	06.01.2026
Plans	Timber knee rail	0005 S5-P4	06.01.2026
Plans	Cycle stand	0002 S5-P4	06.01.2026
Plans	Dog waste bin	0004 S5-P5	06.01.2026
Plans	Lighting	0005 S5-P4	06.01.2026
Plans	Litter bin	0007 S5-P4	06.01.2026
Plans	Timber bollard	0009 S5-P4	06.01.2026
Plans	Tree Planting details	0001 S5-P6	06.01.2026
Plans	Tree Planting details	0002 S5-P5	06.01.2026
Plans	Tree Planting details	0003 S5-P5	06.01.2026
Plans	Tree Planting details - Hard surfaces	0004 S5-P4	06.01.2026

