

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Jason Hawkes
FROM:	WSCC – Highways Authority
DATE:	27 March 2026
LOCATION:	Mowbray, Sports Hub Sub-Phase Wimland Road Faygate West Sussex
SUBJECT:	DC/26/0012 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.
RECOMMENDATION:	No Objection

WSCC Highways have previously commented on these proposals. A number of points were raised with respects to the details submitted concerning the assessment and ability of the Applicant to adequately mitigate the parking demands associated with the proposals. Concerns were also raised relating to access by those on foot. WSCC Highways did not raise an in-principle objection to the proposals given what already has planning permission.

With regards to the specific points raised above, WSCC would provide the following further comments.

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. 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.

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. There is also an existing rural clearway in place for the A264. These 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. This plan should secure details of how parking will be managed for all activities where on-site provision will be insufficient (i.e. first team match days). These details should include the agreements with 3rd parties of off-site parking areas, as well as details of how events are to be managed to avoid clashing peak uses of the car park, management of the car park itself (this includes providing allocated parking to those spectators that need it; WSCC previously highlighted the potential for the number of disabled parking spaces to be inadequate), as well as any other relevant measures (this could include further controls should these be necessary).

It's suggested that 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). The additional journey time and distance to use these alternate routes would be fairly insignificant for cyclists.

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. 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.

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.

If minded to approve this application, the following conditions are recommended.

Car Parking

No part of the use shall be first used or occupied until the car parking serving the proposals has been constructed and provided in accordance with the approved plans.

Reason: To ensure adequate parking is provided for the proposals.

Cycle Parking

No part of the use shall be first used or occupied until the cycle parking serving the proposals has been constructed and provided in accordance with the approved plans.

Reason: To ensure adequate cycle parking is provided for the proposals.

Car Parking Management Plan

No part of the use shall be first used or occupied until a car parking management plan has been submitted to and approved in writing by the Local Planning Authority. For clarity, the car parking management plan shall apply to those events where the proposed on-site parking will be insufficient to accommodate forecast needs. The car parking management plan shall detail how the on-site car park is to be managed, those measures that are to be implemented to manage off-site car parking demands, and a means of monitoring and updating the car parking management plan.

Reason: To provide a means of safely managing car parking demands.

Ian Gledhill

West Sussex County Council – Planning Services