

TRANSPORT STATEMENT

Mowbray, North Horsham, West Sussex
Sports Hub



Prepared for: Legal & General (Strategic Land North Horsham) Limited
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Document History

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited to support an application for the approval of reserved matters for the provision of a Sports Hub within the Mowbray development, North Horsham, West Sussex. The description of development is as follows:

"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 road, landscaping, foot/cycle paths, car and cycle parking, drainage including drainage basins, and associated infrastructure"

- 1.2 Outline planning permission was granted in March 2018 for the following development on Land North of Horsham (planning application reference: 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 46,450m²), retail, community centre, leisure facilities, education facilities, public open space, landscaping and related infrastructure."

- 1.3 The approval of reserved matters was granted in December 2022 for the provision of a Sports Hub (planning application reference: DC/22/1026) described as follows:

"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)."

- 1.4 Elements of this application, including one SuDS basin, re-alignment of Channells Brook, and some access works have been implemented within the two years required by Condition 4 of the original outline planning permission. The permission therefore remains extant and could be implemented in full.

- 1.5 The above approval for the Sports Hub excluded the Sports Pavilion for which the approval of reserved matters was subsequently granted in April 2024 (planning application reference: DC/23/1980) described as follows:

"Application for approval of Reserved Matters pursuant to Condition 5 of Outline Planning Permission reference DC/16/1677 for the Sports Pavilion."

- 1.6 The Sports Hub is now to be occupied by Roffey Football Club, which currently resides at its existing ground on Bartholomew Way, on the south side of the A264. To gain approval for the changes required by Roffey Football Club, a new application for the approval of reserved matters is to be submitted.

- 1.7 Changes to the proposals for the Sports Hub include:
- Alterations to the pavilion building.
 - The addition of 2No. covered stands with turnstile entrances.
 - 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.
- 1.8 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.
- 1.9 A Technical Note covering transport matters was prepared by i-Transport for the original application for the approval of reserved matters for the provision of a Sports Hub (reference: DC/22/1026). This note primarily covered the site access, car and cycle parking, and servicing and included a Stage 1 Road Safety Audit of the site access and site layout/parking design, which will remain unchanged as noted above.
- 1.10 This Transport Statement for the new application for approval of reserved matters for the Sports Hub describes the proposed changes required to accommodate Roffey Football Club and demonstrates that the changes are acceptable in transport terms.
- 1.11 Some pre-application discussions have been held with West Sussex County Council as local Highway Authority with respect to the proposed car parking arrangements.
- 1.12 A Car Park Management Plan has been prepared as a separate document to address the specific parking demands of Roffey Football Club.

2.0 Existing Situation

Site Context

- 2.1 The wider Mowbray development at North Horsham is currently under construction with various applications for the approval of reserved matters for individual infrastructure elements and sub-phases, both under consideration and determined. Prior to development, the wider Mowbray site had a mix of uses, including agricultural land and associated buildings, and dwellings.
- 2.2 The application site is located within the Mowbray development to the north of the A264, east of the Rusper Road Roundabout and west of the Moorhead Roundabout. A location plan showing the extent of the application site edged in red is provided in Appendix A.
- 2.3 The application site primarily comprises previously undeveloped land used in the past for agricultural purposes.

Local Highway Network

- 2.4 The principal access to the Sports Hub and employment land within the Mowbray development is taken from the A264 dual carriageway, roughly midway between the Rusper Road roundabout, to the west, and the Moorhead roundabout, to the east. A new left-in / left-out signal-controlled junction has recently been constructed on the A264 together with a short section of primary road that will provide access into the employment land and beyond. A plan showing the left-in / left-out junction and the extent of primary road that has been constructed is provided at Appendix B. These works were constructed under a combined Section 38 / 278 agreement with West Sussex County Council as local highway authority, with the primary road to be offered for future adoption as public highway.
- 2.5 Also now constructed is a short section of private access road that leads northwards from the primary road at a point some 100m north of the A264 left-in / left-out junction that crosses a watercourse (Channells Brook) and provides access to the Sports Hub development parcel.

Primary Road through the Employment Land

- 2.6 A full planning application has recently been submitted for the extension of the primary road eastwards from the A264 left-in / left-out junction (planning application reference: DC/25/1543) described as follows:

"Construction of Primary Road from the Left-In, Left-Out junction with the A264 (constructed pursuant to Outline Planning Permission DC/16/1677) to Bush Lane (Bridleway 1585), footpaths and cycleways, foul and surface water drainage including a SUDS basin and foul pumping station, landscaping, substations and associated infrastructure."

- 2.7 The main road through the employment land through to Phase 2 is classed as a primary road in accordance with the hierarchy defined for the Mowbray development and is also a bus route. The road will be subject to a speed limit of 30mph and has a minimum carriageway width of 6.5m. The primary road will provide access to the Sports Hub, proposed health centre, leisure facility and the employment land. In time, it will be extended through Phase 2, providing access to the residential development parcels on either side of the road, and ultimately connect into Bailey Road that lies within Phase 1 of the Mowbray development, providing a loop through Phases 1 and 2, connecting Rusper Road with the A264.

- 2.8 General arrangement drawings showing the extent and layout of the proposed primary road included in application reference DC/25/1543 are provided at Appendix C.
- 2.9 Whilst the above application is undecided at the time of writing, West Sussex County Council's consultation response in its capacity as local Highway Authority has raised no objection to the proposed construction of the primary road.

Pedestrian & Cycle Facilities

- 2.10 The primary road that leads eastwards from the A264 left-in / left-out junction is identified as a key route for pedestrians and cyclists. The site-wide cycling strategy document (reference PH/BC/ITL15764-002E, July 2022) was approved under the condition discharge application for Condition 19 of the outline planning permission (reference DISC/22/0232). This document indicates that the primary road through the employment land should include dedicated cycle facilities, i.e. mandatory / advisory / stepped cycle lanes, or segregated two-way cycle lanes. A plan extracted from the site-wide cycling strategy is provided at Appendix D that shows the Sports Hub in relation to the proposed cycle routes.
- 2.11 In compliance with the site-wide cycling strategy, a 2.5m wide segregated, two-way cycleway is proposed on the north side of the primary road through the full extent of the employment land, which will provide cyclists with a dedicated cycle route in accordance with the approved site-wide cycling strategy. At the western end of this cycleway the route turns through 90 degrees and heads northwards on the east side of the private access road to the Sports Hub, crossing Channells Brook where it currently terminates at the as-built extent of the access road. In time, the cycle route will cross the Sports Hub access road and heads westwards, following the course of Channells Brook towards Rusper Road where it will join with Phase 1 and the recently constructed A264 footbridge and cycleway.
- 2.12 In addition, a 2m wide footway is proposed on the northern side of the primary road through the full extent of the employment land that connects with the Sports Hub access road, providing pedestrian access into the Sports Hub development and connecting with other pedestrian facilities that either exist or are proposed.
- 2.13 Further details of proposed pedestrian and cycle facilities associated with the Sports Hub are provided in Section 3 of this report.

Public Transport

- 2.14 In accordance with the obligations in the Section 106 agreement for the Mowbray development, the first bus service (Route 71) commenced in 2024, triggered by the occupation of the 100th dwelling in Phase 1. This service currently operates hourly through Phase 1 of the development, via Rusper Road and Bailey Road, serving Bohunt School, with buses turning at the existing eastern extent of Bailey Road where a turning facility is provided.
- 2.15 In time, the bus service will be extended progressively eastwards, into Phase 2, via Bailey Road, and westwards into Phase 3, via Moat Road and across Old Holbrook. The frequency will increase to half-hourly on the occupation of the 840th dwelling, currently scheduled for late 2027.
- 2.16 The bus service will operate on a loop through Phase 2 and the employment land, arriving and departing via Bailey Road within Phase 1 and U-turning at the westernmost roundabout proposed on the employment land road. Further details on public transport provision in connection with the employment land road are provided in Section 3.

3.0 Proposed Development

Overview

- 3.1 The approval of reserved matters was granted in December 2022 for the provision of a Sports Hub (planning application reference: DC/22/1026). The approved layout is provided at Appendix E. This excluded the Sports Pavilion for which the approval of reserved matters was subsequently granted in April 2024 (planning application reference: DC/23/1980).
- 3.2 A Technical Note covering transport matters was prepared by i-Transport for the application for approval of reserved matters for the provision of a Sports Hub (reference: DC/22/1026). This note primarily covered the site access, car and cycle parking, and servicing and included a Stage 1 Road Safety Audit of the site access and site layout/parking design.
- 3.3 Discussions are ongoing between Legal & General (Strategic Land North Horsham) Limited and Roffey Football Club (FC), who currently reside at their existing ground on Bartholomew Way on the south side of the A264, for the occupation of the Sports Hub. To gain approval for the changes required by Roffey Football Club, a new application for the approval of reserved matters is to be submitted. Changes to the proposals for the Sports Hub include:
- Alterations to the pavilion building.
 - The addition of 2No. covered stands with turnstile entrances.
 - The provision of external toilets to serve the covered stands.
 - Changes to fencing and other boundary treatments.
 - 2No. MUGAs merged into one and changed to 3G surfacing.
- 3.4 No changes are proposed to the access arrangements, car parking, servicing, the other 2No. MUGAs, grass football / cricket pitch, skate park, mountain bike track, or SuDS basin.
- 3.5 A drawing showing the revised proposals for the Sports Hub is provided at Appendix F and the proposals are described below. The description of development is as follows:

"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 road, landscaping, foot/cycle paths, car and cycle parking, drainage including drainage basins, and associated infrastructure"

Site Access Arrangements

- 3.6 No changes are proposed to the access arrangements for the Sports Hub, which are described below.

Vehicles

- 3.7 As described in Section 2, vehicle access to the Sports Hub is to be taken from the primary road that has been constructed and leads north and eastwards from the A264 left-in / left-out junction through the employment land. In time, it will be extended through Phase 2 and ultimately connect into Bailey Road that lies within Phase 1 of the Mowbray development, providing a loop through Phases 1 and 2, connecting Rusper Road with the A264.

- 3.8 Vehicular access to the Sports Hub is via a simple priority T-junction from the primary road at a point some 100m north of the A264 left-in / left-out junction. Also now constructed is a short section of private access road that leads northwards from the primary road and crosses Channells Brook, where the watercourse has been diverted locally and is culverted beneath the road, and will provide access to the Sports Hub development parcel. A plan showing the left-in / left-out junction and the extent of primary road that has been constructed is provided at Appendix B.
- 3.9 The access road to the Sports Hub has a design speed of 20mph with appropriate visibility splays and includes a 5.5m wide carriageway with a 4.5m wide footway / cycleway on the east side. The access road currently terminates just to the north of the culverted crossing of Channells Brook but, in time, will be extended into the Sports Hub parcel.
- 3.10 Within the Sports Hub itself, no changes are proposed to the internal layout of the access roads or the car parking and servicing arrangements, which were approved through the previous application for the approval of reserved matters (reference: DC/22/1026) and described below.

Pedestrians / Cyclists

- 3.11 The access from the primary road north of the A264 left-in / left-out junction will also provide access for pedestrians and cyclists, via a 4.5m wide shared footway / cycleway on the east side of the access road that will connect with facilities that will be provided as part of the primary road infrastructure through the employment land for which a full application has recently been submitted (reference: DC/25/1543) – see general arrangement drawings provided at Appendix C.
- 3.12 No provision for pedestrians will be provided on the primary road south of the Sports Hub access junction as no footways exists along the A264. Cyclists would be able to share the carriageway with motor vehicles although it is recognised that the A264 may deter all but the most dedicated of cyclists and therefore alternative provision has been made in compliance with the site-wide cycling strategy.
- 3.13 A pedestrian route will continue along the east side of the Sports Hub access road that will lead to the proposed pavilion building and other facilities that will be provided within the Sports Hub development. From that point, cyclists will be able to safely share the carriageway with motor vehicles within the Sports Hub area as traffic flows will be light and speeds will be low due to the cycle-friendly design speed of 20mph.
- 3.14 Just to the north of the culverted crossing of Channells Brook, an uncontrolled crossing for pedestrians and cyclists will be provided over the Sports Hub access road with dropped kerbs and tactile paving on either side and the route will lead westwards, following the course of Channells Brook towards Rusper Road to connect with the footbridge over the A264 at the Rusper Road roundabout and other pedestrian infrastructure.
- 3.15 Again, in accordance with the approved site-wide cycling strategy, proposals for the Sports Hub also include a cycle path link northwards through the site that will connect with the existing bridleway called Bush Lane (Bridleway 1585) that runs on an east to west alignment through Phase 2, connecting Wimland Road, to the east, with Rusper Road, to the west. This link will create direct and dedicated connections to forthcoming residential areas within Phase 2.

Stage 1 Road Safety Audit

- 3.16 A Stage 1 Road Safety Audit of the site access and site layout/parking design was undertaken by Alpha Consultants in April 2022 and is provided at Appendix A the Technical Note covering transport matters prepared by i-Transport for the previous application for approval of reserved matters (reference: DC/22/1026) together with a Road Safety Audit Response Report.
- 3.17 The Road Safety Audit raised a total of four problems, two in relation to walking and cycling, one in relation to the local alignment and the last in relation to lighting. There was one identified action, to consider further shared pedestrian/cycle signs within the site at the detailed design stage. Further shared pedestrian/cycle signs are proposed within the site to address this point.
- 3.18 As no changes are proposed to the access arrangements, car park layout or servicing arrangements, a further Stage 1 Road Safety Audit is not necessary and has not been carried out.

Public Transport Provision

- 3.19 The Sports Hub access road has been designed to allow coach access, as described below in the sub-section covering servicing arrangements but not scheduled public bus services.
- 3.20 The nearest stop for public bus services within the employment land will be located on the north side of the primary road, immediately to the east of the westernmost roundabout. This stop will be served by Route 71 that currently operates hourly but will operate half-hourly on the occupation of the 840th dwelling, currently scheduled for late 2027.
- 3.21 Bus stops are also proposed on the extension to Bailey Road eastwards from Phase 1 into Phase 2 that will be accessible on foot from the Sports Hub via a new pedestrian route.
- 3.22 Consistent with all new bus stops within the Mowbray development, these bus stop will be equipped with a shelter and real-time information display.

Servicing Arrangements

- 3.23 The site layout, including access road and parking area, has been designed to accommodate a refuse vehicle of the type operated by Horsham District Council, a fire tender in case of emergencies and a 12m long coach with dedicated layby for drop-off and pick-up.
- 3.24 All these vehicles would access and egress the Sports Hub via the single point of access from the proposed primary road that crosses over Channells Brook, following the one-way system proposed within the car park.
- 3.25 The coach bay will double-up as a general loading and servicing bay, for refuse collection, general deliveries and service vehicles.
- 3.26 Swept path analysis has been undertaken that demonstrates a refuse vehicle, fire tender and coach can service the site satisfactorily. These are shown in the drawings appended to the Technical Note covering transport matters prepared by i-Transport for the previous application.
- 3.27 As no changes are proposed to the access arrangements, car park layout or servicing arrangements, no further swept path analysis has been undertaken.

Car & Cycle Parking Arrangements

Car Parking

- 3.28 The car parking provision for the previous Sports Hub application was assessed on a first-principles basis based on the type of sports facilities proposed, assuming a requirement of 1 space per 2 participants plus 1 space per 15 spectators as set out in Table A1 below taken from the Technical Note prepared by i-Transport that accompanied the original application for the approval of reserved matters for the provision of a Sports Hub (application DC/22/1026).

Table A1 – First Principles Car Parking Calculations and Assumptions

	No.	Players/users per pitch (inc subs)	Match officials per pitch	Participants	Car Parking 1 space per 2 participants	1 space per 15 spectators
Adult 11v11 artificial pitch	1	28	3	31	16	1
Adult 11v11 pitch	2	28	3	62	31	2
MUGA	4	12	0	48	24	
Skate Park	1	10	0	10	5	
Mountain bike track	1	10	0	10	5	3
Total					81	3

- 3.29 On this basis, car parking provision was agreed as follows:
- a total of 84 car parking spaces (of which 5 are disabled spaces);
 - two mini-bus parking spaces at 6.5m long by 3m wide with additional 1.2m safe zone either side for boarding and alighting; and
 - a 15m coach bay in lay-by form with entry/exit tapers.
- 3.30 A review of the parking provision for the mountain bike track element has highlighted the previous assumption that there would be 45 spectators with only 10 participants was flawed and would seem to have overestimated the likely demand for this element. Therefore, parking for this facility has been reduced to only 5 spaces in total, in line with that of the skate park.
- 3.31 The specific car parking demands of Roffey Football Club differ quite significantly from those of the previous Sports Hub uses and therefore pre-application discussions have been held with West Sussex County Council as local Highway Authority with respect to the proposed car parking arrangements and these discussions have informed this element of the proposals.
- 3.32 Information has been obtained from the football club to enable the parking demand to be assessed on a first-principles basis and demonstrate that adequate provision can be made.
- 3.33 In addition to the specific requirements of Roffey Football Club, there will be the parking requirements of the other uses that will be used concurrently, such as the 2No. MUGAs, the skate park and mountain bike track. This would be 22 spaces – i.e. 12 spaces for 2No. MUGAs, 5 spaces for the skate park and 5 spaces for the mountain bike track.

- 3.34 A Car Park Management Plan has been prepared as a separate document to provide details as to how car parking demand has been assessed and how it will be managed. It will be kept under constant review and updated periodically, as necessary, to respond to any changes in parking demand or address any issues that arise in respect of car parking for Roffey Football Club.
- 3.35 For most of the week, car parking demand for the football club will not exceed 40 spaces and this level of demand, together with the demand of 22 spaces for the other uses that would operate concurrently, can comfortably be accommodated within the Sports Hub car park that will provide a total of 84 parking spaces.
- 3.36 The busiest times will be on matchdays, which occur on Tuesday evenings, Saturday afternoons and Sunday afternoons. The maximum demand for car parking spaces will occur on a Saturday or on special occasions, such as matches on Christmas Eve or New Years Day, when a home match is played by Roffey Football Club that draws the highest number of spectators, e.g. an important cup game or a game against a bigger club. The maximum future car parking demand for such occasions is estimated by the club to be 250 spaces. Parking demand will be less for more typical matches.
- 3.37 Thus, parking demand could peak at 272 spaces at a time when there is a high-profile home game being played by Roffey Football Club and the MUGAs, skate park and mountain bike track are also being fully utilised.
- 3.38 It is proposed to meet the increase in demand on match days through a combination of parking at the Sports Hub, existing parking at the current Roffey Football Club and Roffey Robins Football Club sites on the south side of the A264 and existing on-street parking on roads south of the A264, including Rusper Road, Lemmington Way and Bartholomew Way. Other locations on the Mowbray development are being considered to provide additional car parking, including at Bohunt School (subject to agreement between the football club and the school), the car park at the proposed health centre, and other sites, including the wider employment land that could be made available in the evening and at the weekend.
- 3.39 The Car Park Management Plan describes the capacity of those areas where car parking could be made available locally to meet the anticipated demand as follows:
1. Sports Hub car park – 84 spaces
 2. Existing Roffey Football Club site – 50 spaces
 3. Existing Roffey Robins Football Club site – 20 spaces
 4. On-street parking, various locations – 50 spaces
- Capacity – 204 spaces**
- plus, either:
5. Bohunt school – public car park (Bailey Road) – 88 spaces; or
 6. Proposed health centre – 80 spaces
- Total capacity – 296 spaces with Bohunt School or 284 spaces with proposed health centre**
- 3.40 Together, the capacity of these locations would exceed the maximum demand of the football club on the most high-profile matchdays (250 spaces) and the other uses of the Sports Hub that would operate concurrently (22 spaces). Therefore, it is concluded that adequate car parking will be available locally to meet the anticipated increase in demand.

- 3.41 Safe pedestrian routes will be available for those parking at the off-site locations listed above to access to Sports Hub, including crossing the A264 dual carriageway.
- 3.42 The football club will provide parking supervisors on matchdays to manage and control the parking arrangements, including at the Sports Hub and the other off-site locations.
- 3.43 It is reasonable to expect that some users of the facilities, including the football club, would reside on the Mowbray development or in the local area and arrive on foot/cycle or public transport rather than by car. This will be positively encouraged by the football club.
- 3.44 The Car Park Management Plan will be kept under constant review and be updated periodically, as necessary, to respond to any changes in parking demand or address any issues that arise in respect of car parking for Roffey Football Club.
- 3.45 A swept path analysis of various parking spaces within the proposed Sports Hub layout has been undertaken and are shown in the drawings appended to the Technical Note covering transport matters prepared by i-Transport for the previous application. It can be seen from these drawings that the car parking spaces and minibus bays can be easily accessed and exited with no issues. Again, as no changes are proposed to the access arrangements, car park layout or servicing arrangements, no further swept path analysis has been undertaken.

EV Charging

- 3.46 In line with the previously approved application for the approval of reserved matters, provision for the charging of electric vehicles will be made. Four dedicated parking bays will be equipped with active charging facilities from the outset and a further 24 parking bays (including 2 disabled bays) will be provided with passive charging capability, i.e. with the necessary cable ducting, but without the charging equipment installed at this time.

Cycle Parking

- 3.47 The proposal includes 22 Sheffield stands to park 44 cycles, which is in excess of West Sussex County Council's guidance that indicates a minimum of 10 spaces would be required.

Motorcycle Parking

- 3.48 In addition, 2 dedicated parking bays are proposed for motorcycles.

4.0 Summary & Conclusion

- 4.1 This Transport Statement has been prepared to support an application for the approval of reserved matters for the provision of a Sports Hub within the Mowbray development, North Horsham, West Sussex. The description of development is as follows:

"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 road, landscaping, foot/cycle paths, car and cycle parking, drainage including drainage basins, and associated infrastructure"

- 4.2 Whilst the approval of reserved matters has already been granted for the Sports Hub and associated Sports Pavilion, under application references DC/22/1026 and DC/23/1980 respectively, some changes are required to enable occupation by Roffey Football Club, so a new application for the approval of reserved matters is to be submitted.

- 4.3 Changes to the proposals for the Sports Hub include:

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

- 4.4 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.

- 4.5 It is proposed to meet the increase in demand on match days through a combination of parking at the Sports Hub, existing parking at the current Roffey Football Club and Roffey Robins Football Club sites on the south side of the A264 and existing on-street parking on roads south of the A264, including Rusper Road, Lemmington Way and Bartholomew Way. Other locations on the wider Mowbray development are being considered to provide additional car parking, including at Bohunt School, the car park at the proposed health centre, and other sites, including the wider employment land that could be made available in the evening and at the weekend.

- 4.6 Together, these locations provide a total of 296 spaces with Bohunt School or 284 spaces with the proposed health centre, which exceeds the maximum demand of 272 spaces for the football club on the most high-profile matchdays (250 spaces) and the other uses of the Sports Hub that would operate concurrently (22 spaces). Therefore, adequate car parking will be available locally to meet the anticipated increase in demand.

- 4.7 A Car Park Management Plan has been prepared as a separate document. It will be kept under constant review and updated periodically, as necessary, to respond to any changes in parking demand or address any issues that arise in respect of car parking for Roffey Football Club.

Conclusion

- 4.8 Therefore, it is concluded that the revised proposals for the Sports Hub are appropriate in transport terms and planning permission should be granted accordingly.

Appendices



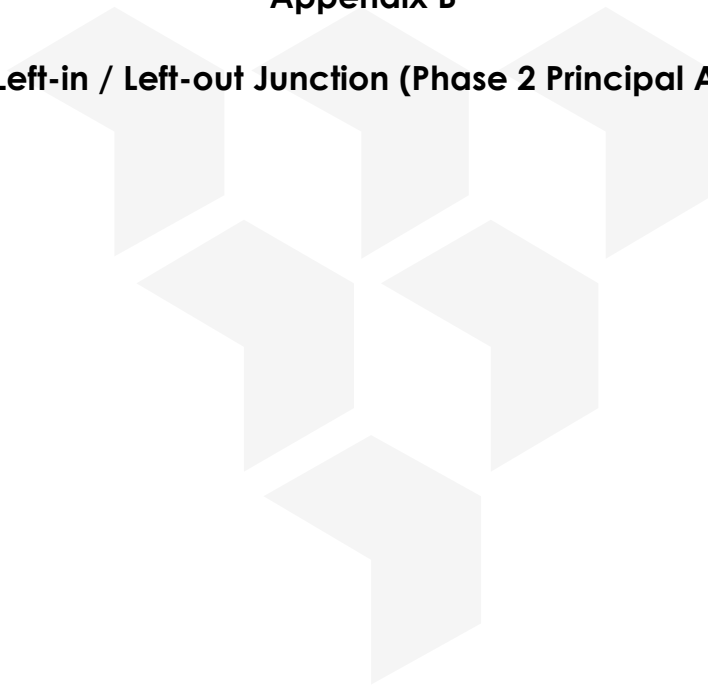


Appendix A

Site Location Plan

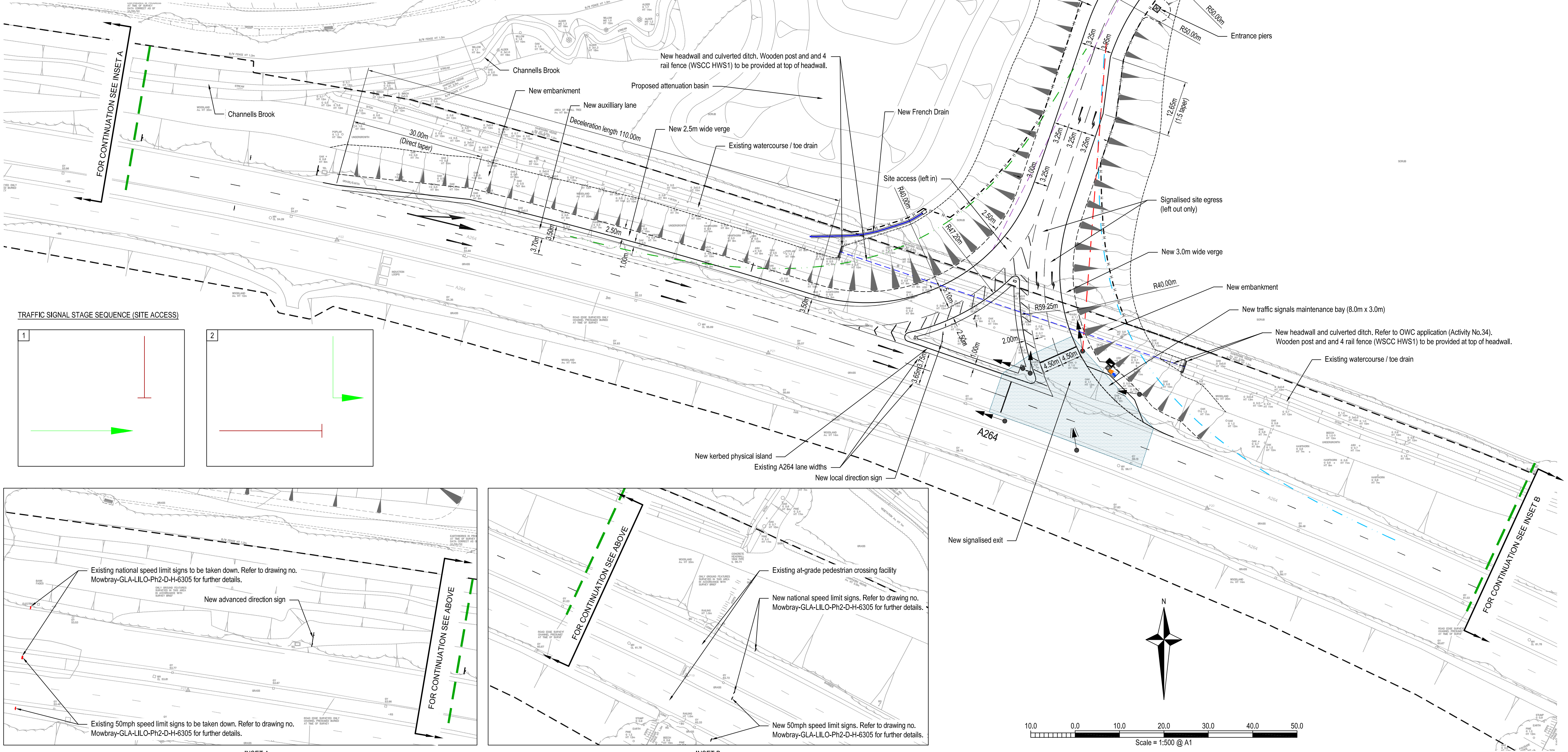
Appendix B

A264 Left-in / Left-out Junction (Phase 2 Principal Access)

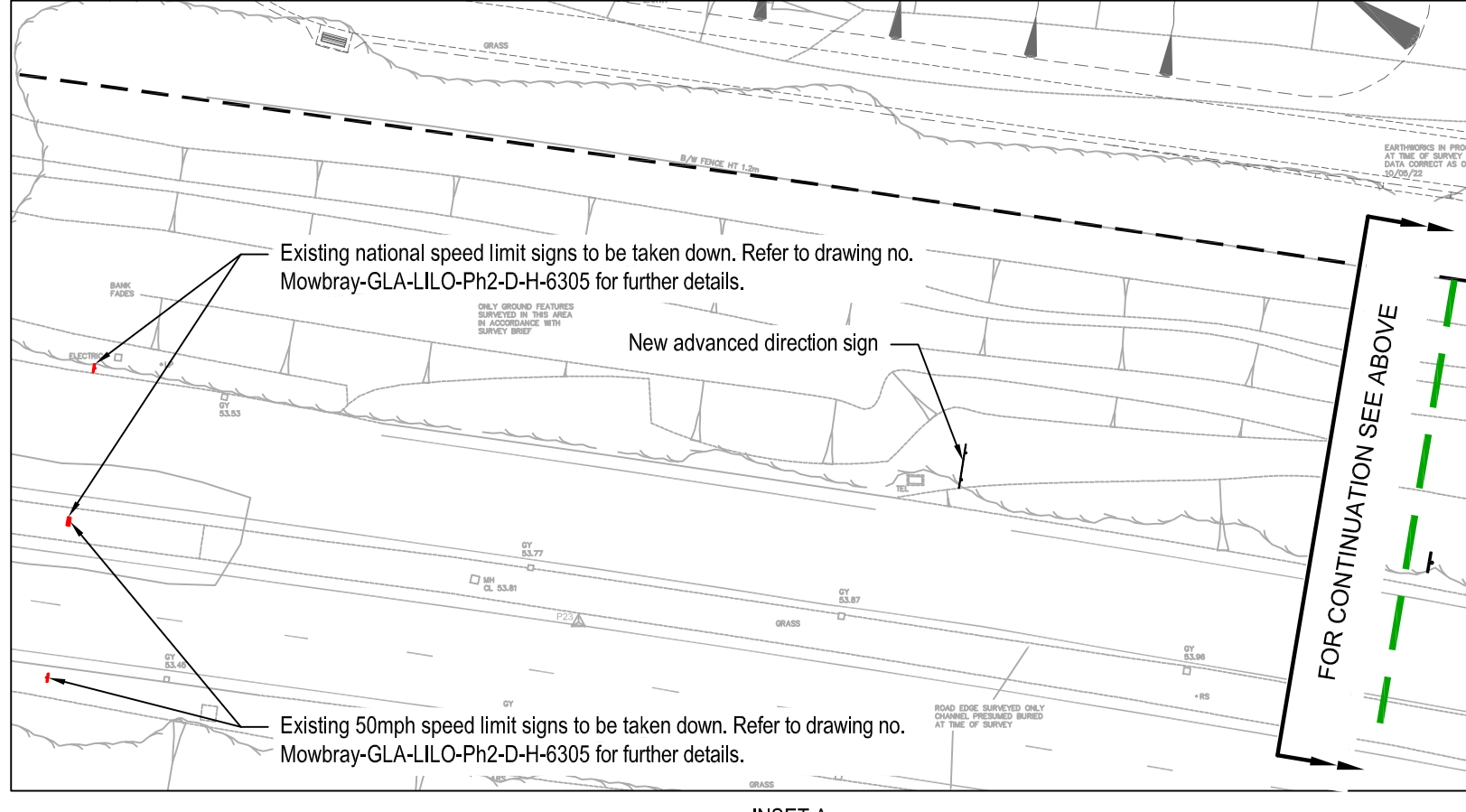
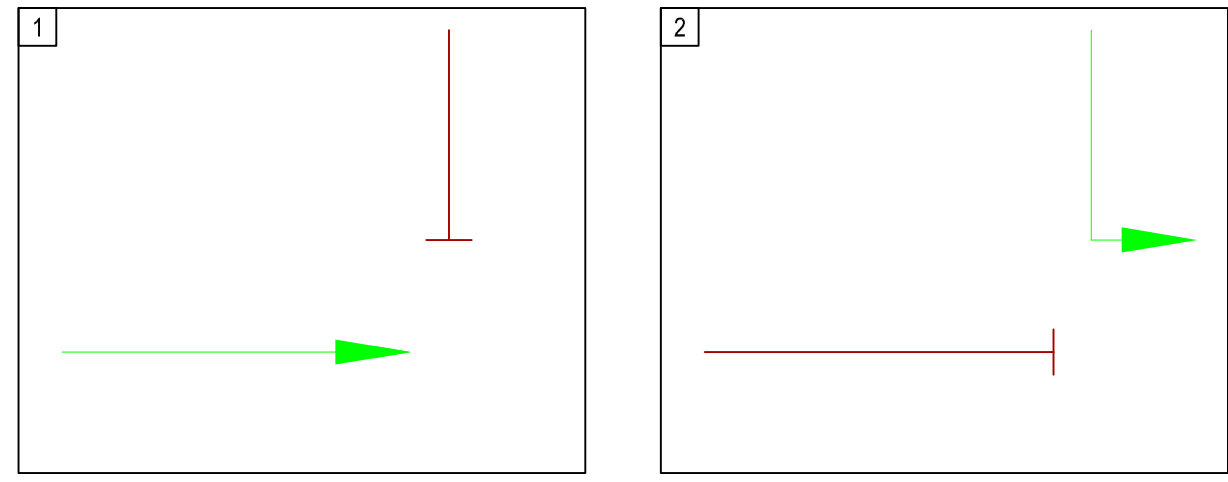




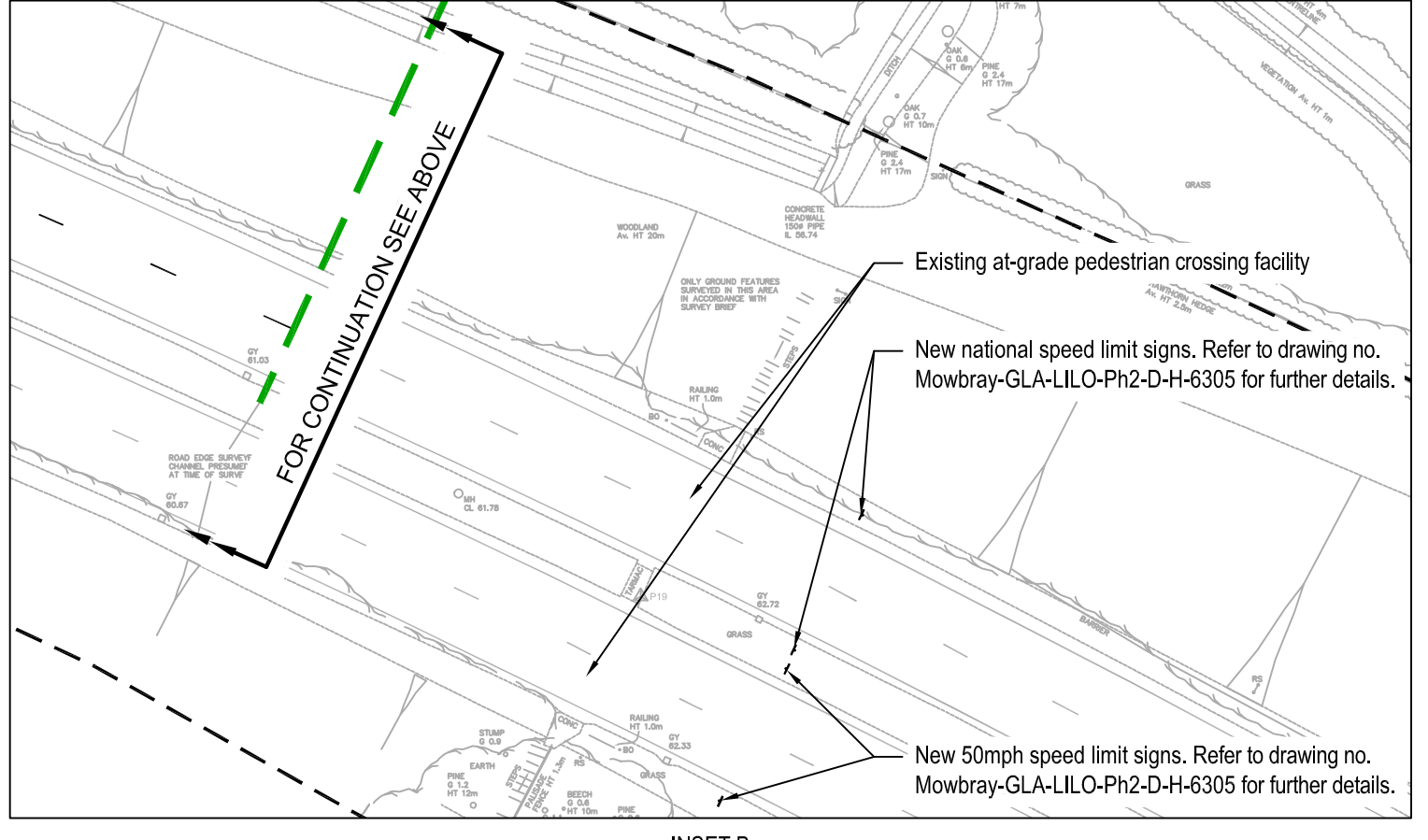
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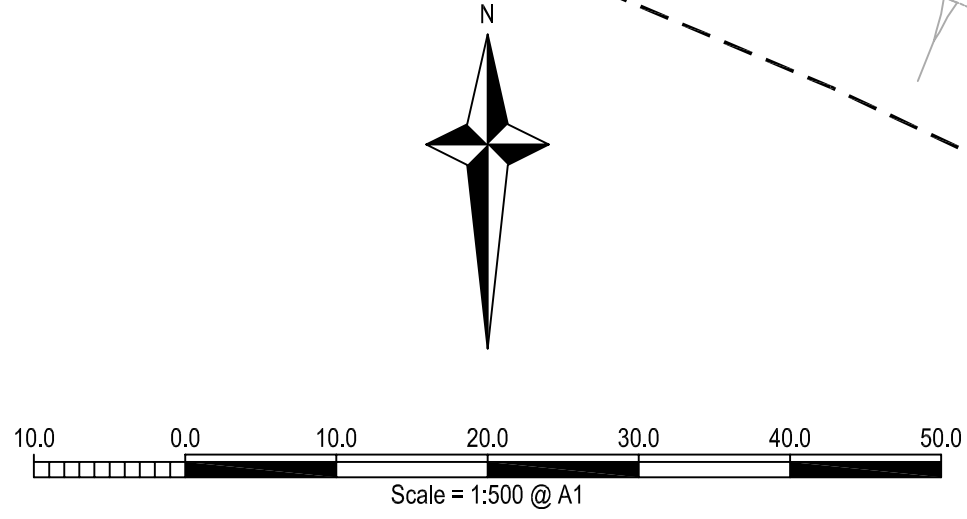
TRAFFIC SIGNAL STAGE SEQUENCE (SITE ACCESS)



INSET A



INSET B



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.
3. All works shall be in accordance with Volume 1 of Manual of Contract Documents for Highways Works - Specification for Highway Works (MCHW) and West Sussex County Council's specific requirements including current standard details and guidance documents as appropriate.
4. Existing speed limit of A264 is 70mph. Proposed speed limit for A264 approach to be 50mph. Proposed speed limit for new site access road will be 30mph. Resistant Design Speeds = 85kph (CD109) for A264 and 60kph for site access (SSD only).

Source: MK Surveys drawing no. 31246 Sheets 6 & 7

KEY

- Existing highway boundary interpreted from WSCC records
- New highway boundary
- Extent of S.278 / S.38 works - Note: New traffic signs and street lighting columns are located beyond the extent of the main S.278 works, refer to drawing no. Mowbray-GLA-LILO-Ph2-D-H-6305 for further details.
- Stopping Sight Distance (SSD) = 70m to roadside primary traffic signal - 1 step below (30mph)
- 70m Forward visibility splay (entry) - 1 step below (30mph)
- 70m Forward visibility splay (exit) - 1 step below (30mph)
- 4.5m x 90m junction visibility splay
- Junction intervisibility zone
- RAG Primary signal head (Refer to Telent drawing no. 347818-TS for further details)
- RAG Primary double signal head (Refer to Telent drawing no. 347818-TS for further details)
- RAG Secondary signal head (Refer to Telent drawing no. 347818-TS for further details)
- Post and rail fence

A12	Wooden post and and 4 rail fence (WSCC HWS1) shown at top of new headwalls within existing toe-drain.	11/09/2024 D.Strange	GT
A11	Traffic signal poles in traffic island and A264 central reserve relocated.	07/03/2024 D.Strange	GT
A10	Revised following WSCC LILO Design Review 2 dated 21 April 2023. French drain added. Proposed highway boundary revised to suit.	01/06/2023 D.Strange	GT
A9	Revised following WSCC LILO Design Review 1 dated 30 January 2023. Layout updated to show edging within traffic island. Location and orientation of local direction sign amended.	16/02/2023 D.Strange	GT
A8	Street lighting feeder pillar relocated.	30/11/2022 D.Strange	GT
A7	Western verge width of new site access increased to 3.0m. Junction visibility splay shown. Traffic signal head locations amended.	04/11/2022 D.Strange	GT
A6	Eastern embankment adjusted.	25/10/2022 A. Harper	GT
A5	Traffic signals maintenance bay shown. Earthworks updated.	21/10/2022 D.Strange	GT
A4	Eastern verge width of new site access increased to 3.0m.	30/09/2022 D.Strange	GT
A3	Extent of works amended. A264 speed limit proposed to be 50mph.	16/09/2022 D.Strange	GT
A2	Revised following site visit.	19/08/2022 T.Hart	GT
A1	Issued for APPROVAL.	17/08/2022 T.Hart	GT
Rev.	Description	Date	Chkd



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Client : **Legal & General
(Strategic Land North Horsham) Ltd**

Project : **Mowbray (Land North of Horsham)**

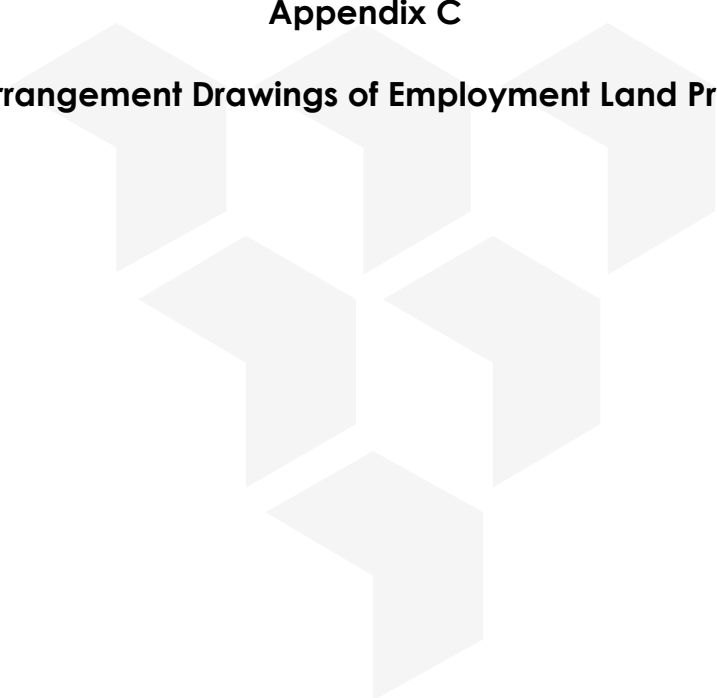
Title : **Junction Ref. C1: Left-in / Left-out
S.278 / S.38 Highway Works
General Arrangement**

Project Engineer : G Turner Scale : As Shown @ A1
Project Director : J. Birch Date : August 2022
Status : Approved for Construction

Drawing No. Mowbray-GLA-LILO-Ph2-D-H-6300 Rev A12

Appendix C

General Arrangement Drawings of Employment Land Primary Road





- NOTES**
1. This drawing is to be read in conjunction with all relevant documents and specifications.
 2. Scaleable for planning purposes only.
 3. This drawing has been prepared for information purposes only and must not be used for tender of construction purposes.
 4. White lining is shown indicatively only and subject to detailed design.
 5. Tactile paving requirements to be confirmed at detailed design.

- KEY**
- Application boundary.
 - Proposed asphalt carriageway construction.
 - Segregated footway / cycleway.
 - Proposed footpath.
 - Proposed shared footway / cycleway.
 - Proposed verge / landscape.
 - Buff blister tactile paving.
 - Corduroy / Cycle tactile paving
 - Proposed highway boundary
 - Proposed post and four rail fence
 - 8m street lighting column, neutral white colour temperature. Lighting design TBC by Enevero.

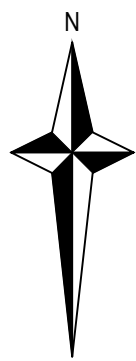
P10	Updated in accordance with RSA1.	03/09/2025	AH	CS
P9	Layout updated / trees added.	13/08/2025	AH	CS
P8	Layout updated.	05/08/2025	AH	CS
P7	Layout updated.	25/07/2025	AH	CS
P6	Layout updated.	15/04/2025	AH	CS
P5	Updated in accordance with client comment.	13/03/2025	AH	CS
P4	Updated in accordance with LHA comments.	13/02/2025	AH	CS
P3	Updated in accordance with LHA comments.	04/02/2025	AH	CS
P2	Updated in accordance with LHA comments.	06/01/2025	AH	JB
Rev.	Description	Date	By	Chkd

Glanville
Survey > Plan > Engineer

- Civil Engineering
- Structural Engineering
- Transport Planning
- Highways Engineering
- Building Surveying
- Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

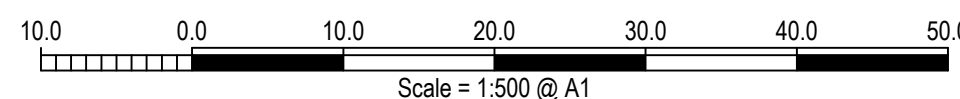
Client : Legal & General (Strategic Land North Horsham) Ltd	
Project : Mowbray (Land North of Horsham)	
Title : RMA2 – Employment Land General Arrangement Sheet 1 of 3	
Engineer : A. Harper	Date : October 2024
Director : J. Birch	Scale : 1:500 @ A1
Status : PLANNING	
Drawing No. MOW-RMA2-PH2-1001	Rev P10



For Continuation See Sheet 1 of 3

For Continuation See Sheet 1 of 3

For Continuation See Sheet 1 of 3



NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Scaleable for planning purposes only.
3. This drawing has been prepared for information purposes only and must not be used for tender of construction purposes.
4. White lining is show indicatively only and subject to detailed design.
5. Tactile paving requirements to be confirmed at detailed design.

KEY

- Application boundary.
- Proposed asphalt carriageway construction.
- Segregated footway / cycleway.
- Proposed footpath.
- Proposed shared footway/cycleway.
- Proposed verge / landscape.
- Proposed off-site foot/cycleway. Refer to Landscape Architect's drawings for surfacing details.
- Buff blister tactile paving.
- Corduroy / Cycle tactile paving.
- Proposed highway boundary.
- Proposed post and four rail fence.
- 8m street lighting column, neutral white colour temperature. Lighting design TBC by Enerveo.

P11	Updated in accordance with RSA1.	03/09/2025	AH	CS
P10	Layout updated / trees added.	13/08/2025	AH	CS
P9	Layout updated.	05/08/2025	AH	CS
P8	Layout updated.	25/07/2025	AH	CS
P7	Layout updated.	15/04/2025	AH	CS
P6	Updated in accordance with client comment.	13/03/2025	AH	CS
P5	Residential parcel accesses amended.	03/03/2025	AH	CS
P4	Updated in accordance with LHA comments.	13/02/2025	AH	CS
P3	Updated in accordance with LHA comments.	04/02/2025	AH	CS
P2	Updated in accordance with LHA comments.	06/01/2025	AH	JB
Rev.	Description	Date	By	Chkd



Client: Legal & General
(Strategic Land North Horsham) Ltd

Project: Mowbray (Land North of Horsham)

Title: RMA2 – Employment Land
General Arrangement
Sheet 2 of 3

Engineer: A. Harper Date: October 2024

Director: J. Birch Scale: 1:500 @ A1

Status: PLANNING

Drawing No. MOW-RMA2-PH2-1002 Rev P11

Appendix D

Plan Extracted from Site Wide Cycling Strategy



Figure 4.1 Proposed Cycle Route Strategy

