

Mowbray, North Horsham, West Sussex – Sports Hub (Ref. DC/26/0012)

Response to West Sussex County Council Highways Consultation Comments

1.0 Introduction

- 1.1 This note has been prepared by Glanville Consultants on behalf of Legal & General (Strategic Land North Horsham) Limited. It has been prepared in response to the consultation comments from West Sussex County Council as Local Highway Authority (WSCC Highways) dated 30 January 2026, which are attached at Appendix A for reference, in respect of the application for the approval of reserved matters for the provision of a Sports Hub within the Mowbray development, North Horsham, West Sussex – application reference DC/26/0012.
- 1.2 From a transport and highways perspective, the application was accompanied by the following documents prepared by Glanville:
- Transport Statement, dated 19 December 2025
 - Car Park Management Plan, dated 27 November 2025
- 1.3 WSCC Highways recognises that the Sports Hub benefits from an extant reserved matters planning permission. In respect of the current proposal to accommodate the specific requirements of Roffey Football Club, it is noted that WSCC Highways has no in-principle highway objection. However, WSCC has raised some concerns in terms of the potential parking and travel demands and mitigation included in the Car Park Management Plan and Transport Statement, summarised as follows:
- The submitted documents focus on trips by car and the associated parking demand with no quantitative assessment as to the potential for walking and cycling trips.
 - The assessment of parking demand focuses on peak times, such as important cup games and games against larger teams, for which additional measures would be required to manage the high level of attendance anticipated and the associated demands. A Major Events Plan could provide a framework for such measures to be implemented and controlled.
 - For the assessment purposes, the assessment of demand should focus on the typical/average matchdays (both weekend and midweek), and any mitigation measures required to meet this demand, including any uplift in demand due to the new facilities, including if a specific Football Association ground grading is sought. This should be in conjunction with the other uses proposed within the sports hub.
 - There are concerns with potential overspill parking locations, including on the south side of the A264, and the use private car parks at Bohunt School and the health centre (proposed but currently unbuilt).
 - Measures will be required to control on-street parking, including preventing parking on footways and verges.
 - Measures will be required to control how the car parking spaces on-site will be allocated and managed.
- 1.4 This note provides further information to address all the above points.

2.0 Car Parking Demand & Management

- 2.1 The Car Park Management Plan provided an estimate of how the car parking demand of the football club would vary throughout the week. 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 approved Sports Hub car park that will provide a total of 84 car parking spaces. The capacity of the Sports Hub car park would only be exceeded on match days, which occur on Tuesday evenings, Saturday afternoons / evenings, and Sunday afternoons.
- 2.2 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's first team that draws the highest number of spectators, e.g. an important cup game or a game against a bigger club. The car parking demand for such occasions is estimated to be a maximum of 250 spaces as set out in the Transport Statement and Car Park Management Plan submitted with the application for the approval of reserved matters and in Appendix B. These occasions will be the exception rather than the rule and the applicant is willing to accept a suitably worded planning condition that requires the approval and ongoing operation of a Major Events Plan if planning permission is granted. The wording of a condition has been suggested in Stantec's latest response.
- 2.3 Much lower car parking demand is expected for more typical matches. Further information has been obtained from Roffey Football Club on the parking demand anticipated on typical matchdays (both at the weekend and midweek) and is provided at Appendix B along with the previous estimate for peak demand. This confirms that peak car parking demand for more typical matches would reach a total of 120 spaces on a Tuesday evening, which would coincide with football training, 85 spaces on a Saturday afternoon / evening, and 80 spaces on a Sunday afternoon.
- 2.4 This level of demand on typical matchdays would be in addition to the peak parking demand of 22 spaces generated by the other uses of the Sports Hub that could occur concurrently, giving a combined peak parking demand for the Sports Hub site of 142 spaces on a Tuesday evening, 107 spaces on a Saturday afternoon / evening, and 102 spaces on a Sunday afternoon.
- 2.5 As set out in the Car Park Management Plan, car parking demand for use of the Sports Hub by Roffey Football Club would be met through a combination of parking at the Sports Hub and existing parking that is available at other locations, as follows (the proposed health centre is no longer an option):
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. Bohunt school – public car park (Bailey Road) – 88 spaces; and
 5. On-street parking, various locations – 50 spaces

Total capacity – 292 spaces

- 2.6 Therefore, the peak car parking demand throughout the week and on typical match days of 142 spaces would be comfortably met by the Sports Hub car park and off-street parking available at a combination of the current Roffey Football Club and Roffey Robins Football Club sites to the south of the A264 as well as at Bohunt School on Bailey Road. Together, these locations provide a total capacity of 242 off-street spaces. As such, the use of available on-street parking on the roads south of the A264 – including Rusper Road, Lemmington Way and Bartholomew Way – would only occur at times of maximum demand for matches that draw the highest number of spectators, only in exceptional circumstances. This could be managed by the operation of a Major Events Plan.

- 2.7 It should be noted that the assessment of parking demand by Roffey Football Club assumes that there will be an uplift in demand due to the new facilities, but the football club has confirmed that no specific Football Association ground grading is being sought that would further increase the parking demand in future. As such, the information provided by the football club herein can be considered to be a robust estimate of future car parking demand.
- 2.8 The off-street parking available on the south side of the A264 at the existing Roffey Football Club sites will only operate on match days and will be for use by players and staff, rather than spectators, who will be taken to the new football ground by minibus.
- 2.9 Agreement in-principle has been reached with Bohunt School for the use of their car park and a legal agreement will ensure these off-street spaces are available for use by the football club.
- 2.10 No waiting restrictions in the form of double yellow lines will be implemented on the primary road leading from the A264 left-in / left-out junction eastwards through the employment land and into Phase 2 of the Mowbray development. These permanent waiting restrictions will prevent parking on the primary road at any time and will be controlled by a Traffic Regulation Order enabling enforcement notices to be issued to offenders for non-compliance.
- 2.11 The control of on-street parking on other roads south of the A264 where there are currently no restrictions, including measures to prevent unauthorised parking on footways and verges, would form part of the Major Events Plan. This could include an obligation for marshals to deploy no-waiting traffic cones to prevent parking at unsuitable locations on the road network.
- 2.12 The use of all the parking spaces on-site will be monitored by the football club as part of the Car Park Management Plan that 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 the management of car parking either on- or off-site.
- 2.13 Through the operation of the Car Park Management Plan, Roffey Football Club as the end user of the Sports Hub will ensure that the disabled bays on the site are used by blue badge holders only, and that the spaces allocated for members of the public using the MUGAs, BMX track and skate park are also only used for this purpose and not by users of the football club's facilities.
- 2.14 The applicant is willing to accept a suitably worded planning condition that requires the approval and ongoing operation of a Car Park Management Plan if permission is granted for the approval of reserved matters.

3.0 Walking & Cycling Trips

- 3.1 Whilst the Transport Statement and Car Park Management Plan submitted with the application for the approval of reserved matters focused on trips by car and the associated parking demand, there is certainly good potential for walking and cycling trips to be undertaken to and from the Sports Hub site, both by visitors to Roffey Football Club and users of the other facilities proposed. The football club has provided the following estimate of walking and cycling trips:

1) Walking:

- a. Football related activity – 30 trips per day, split on a 50/50 basis, i.e. 50% from Mowbray via the north-east entrance of the Sports Hub and 50% from the Holbrook area via the new pedestrian footbridge over the A264, south-west of the Sports Hub.

- b. Cricket related activity in April to August period – 10 trips per day, again on a 50/50 basis.
- c. Visitors to clubhouse in weekday mornings – 20 trips per day, split on a 75/25 basis.
- d. Visitors to clubhouse in weekday evenings – 20 trips per day, split on a 75/25 basis.

2) Cycling:

- a. Football related activity 20 trips per day, split on a 50/50 basis.
- b. Cricket related activity in April-August – 5 trips per day, split on a 60/40 basis.
- c. Visitors to clubhouse in weekday mornings – 10 trips per day, split on a 75/25 basis.
- d. Visitors to clubhouse in weekday evenings – 10 trips per day, split on a 75/25 basis.

- 3.2 Therefore, in total it is estimated that 70 to 80 people would walk to the Sports Hub site each day, Monday to Friday, equating to 350 to 400 walking trips per week. It is also estimated that 40 to 45 people would cycle to the Sports Hub site each day, Monday to Friday, equating to 200 to 225 cycling trips per week. Roffey Football Club will actively encourage walking and cycling trips and promote a consequential reduction in car use as part of the Car Park Management Plan.
- 3.3 As described in the Transport Statement submitted with the planning application, the Sports Hub will be well placed for encouraging walking and cycling. The vehicle access to the Sports Hub 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 to be provided on the primary road through the employment land.
- 3.4 A pedestrian route will continue along the east side of the Sports Hub access road and lead to the proposed pavilion building. From that point, cyclists will be able to safely share the carriageway with motor vehicles as traffic flows within the Sports Hub area will be light and speeds will be low due to the cycle-friendly design speed of 20mph.
- 3.5 Just to the north Channells Brook, an uncontrolled crossing for pedestrians and cyclists will be provided over the Sports Hub access road 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.
- 3.6 The proposals for the Sports Hub also include a cycle path that will connect northwards to the existing bridleway called Bush Lane (Bridleway 1585) that runs on an east to west alignment through Phase 2 of the Mowbray development, 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.
- 3.7 Therefore, the Sports Hub site is well connected to the east, west and north, to other parts of the Mowbray development and the northern residential areas of Horsham on the south side of the A264.
- 3.8 The Sports Hub proposals include 19 Sheffield stands to park 38 cycles, which exceed West Sussex County Council's guidance that indicates a minimum of 10 spaces would be required. Use of these facilities will be monitored by the operator of the Sports Hub and additional stands provided, as necessary, if demand regularly exceeds capacity.
- 3.9 It is worth noting that a site-wide Framework Travel Plan is in operation for the Mowbray development, with phase-specific Travel Plans covering the various sub-phases (Phases 1, 2 and 3). The National Planning Policy Framework defines a Travel Plan as "*a long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed*". This will encourage active travel within Mowbray.

4.0 Summary & Conclusion

Summary

- 4.1 This note has been prepared in response to the consultation comments from WSCC Highways in respect of an application for the provision of a Sports Hub within the Mowbray development to accommodate the specific requirements of Roffey Football Club (application reference DC/26/0012).
- 4.2 Further information has been provided in relation to car parking demand and management as well as an estimate of the trips likely to be undertaken by walking and cycling to address the points raised by WSCC Highways based on information provided by Roffey Football Club.
- 4.3 The key points are summarised as follows:
- Car parking demand for the football club for most of the week will not exceed 40 spaces and this, together with the 22 spaces for the other uses that could operate concurrently, can comfortably be accommodated within the approved Sports Hub car park that will provide a total of 84 spaces.
 - The maximum demand for car parking spaces will occur on special occasions, when a home match is played by Roffey Football Club's first team that draws the highest number of spectators, e.g. an important cup game or a game against a bigger club. The car parking demand for such occasions is estimated to reach a maximum of 250 spaces.
 - Much lower car parking demand is expected on more typical match days when peak demand would reach a total of 120 spaces on a Tuesday evening, 85 spaces on a Saturday afternoon / evening, and 80 spaces on a Sunday afternoon, in addition to the 22 spaces for the other uses other uses that could be occupied concurrently, giving a combined peak parking demand of 142 spaces on a Tuesday evening, 107 spaces on a Saturday afternoon / evening, and 102 spaces on a Sunday afternoon.
 - Peak demand on typical match days would be comfortably met by the Sports Hub car park and off-street parking available at a combination of the current Roffey Football Club and Roffey Robins Football Club sites to the south of the A264 as well as at Bohunt School on Bailey Road, which together will provide a total capacity of 242 off-street spaces.
 - The use of on-street parking on the public roads south of the A264 – including Rusper Road, Lemmington Way and Bartholomew Way – would only be required at times of maximum demand and for matches that draw the highest number of spectators and would be managed by the operation of a Major Events Plan.
 - The assessment of parking demand by Roffey Football Club assumes that there will be an uplift in demand due to the new facilities, but no specific Football Association ground grading is being sought that would further increase the parking demand in future.
 - The applicant is willing to accept a suitably worded planning condition that requires the approval and ongoing operation of a Car Park Management Plan that would relate to the day-to-day management of car parking demand, including on typical match days. This would include measures to control how the car parking spaces on-site will be allocated and managed.
 - The applicant is also willing to accept a suitably worded planning condition that requires the approval and ongoing operation of a Major Events Plan. This would relate to the management of car parking demand in exceptional circumstances, when a home match is played by Roffey Football Club's first team that draws the highest number of spectators. This would include measures to control on-street parking, including preventing unauthorised parking on footways and verges.

- Roffey Football Club has provided an estimate of walking and cycling trips. It is estimated that 70 to 80 people would walk to the Sports Hub site each day, equating to 350 to 400 walking trips per week. It is also estimated that 40 to 45 people would cycle to the Sports Hub site each day, equating to 200 to 225 cycling trips per week.
- The Sports Hub site is connected to the east, west and north, to other parts of the Mowbray development and the northern residential areas of Horsham, and therefore well placed for encouraging walking and cycling trips. The operation of a Travel Plan for the Mowbray development will further encourage active travel.

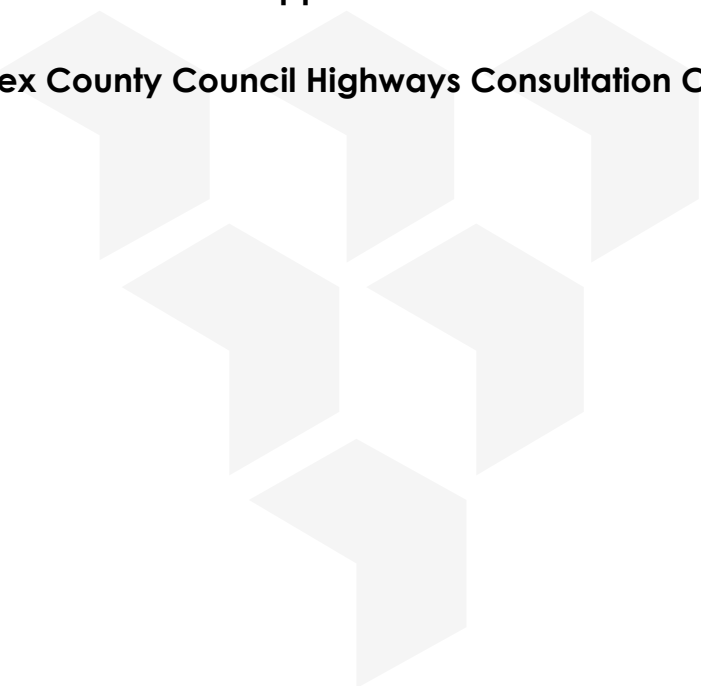
Conclusion

- 4.4 It is concluded that the proposals for the Sports Hub for which the approval of reserved matters is sought are appropriate in transport terms, that WSCC Highways should be able to confirm it has no objection to the proposals, and planning permission should be granted accordingly, subject to conditions.



Appendix A

West Sussex County Council Highways Consultation Comments



WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council FAO: Jason Hawkes
FROM:	WSCC – Highways Authority
DATE:	30 January 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:	Advice

1. Comments are made in respects,
 - Transport Statement, dated 19th December 2025
 - Car Park Management Plan, dated 27th November 2025
2. WSCC Highways recognise that the sports hub benefits from an extant reserved matters planning permission. For the purposes of the current proposal, the revised details are noted and there no highway objections in-principle to the land uses proposed.
3. However, WSCC Highways are concerned in terms of the potential parking and travel demands and mitigation included in the Car Park Management Plan and the Transport Statement. There are a number of points as set out below relating to the assumptions and end conclusions within the supporting information.
4. The submitted documents very much focus on parking demands and consequently trips by car. 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 regard.
5. The submitted Transport Statement identifies the cumulative parking demands associated with Roffey FC and potential other uses within the sports hub. A peak parking demand of 272 spaces is identified. This peak demand is recognised as significantly exceeding the capacity of the proposed car park. WSCC fully appreciate that the issues raised here may only apply to peak times.

6. 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.
7. 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.
8. Related to the above, it's assumed that the new facilities would offer an improvement above the existing provision. On that basis, it's then whether an up-lift would be expected; the ground will be based within a sizable residential development and may attract some new spectators. Likewise, the presence of a 3G pitch rather than natural grass could allow for a more intensive usage than at present.
9. 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.
10. As a general comment in terms of use, it's whether what's proposed will result in increased use compared with the existing ground, and therefore whether this should be factored into the assessment.
11. In terms of accommodating parking demands, and notwithstanding the fact that the assessment is based on peak rather than average demands, there are particular issues with the potential overspill parking locations. As a point in principle, it's considered highly unlikely that a spectator would drive and park a distance away on the southside of the A264. This would be especially so in the winter months where games start or finish after dark. 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.
12. 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.
13. There is also the matter as to whether on-site spaces will be controlled and allocated to those spectators that need them. Particular reference is made to the small number of disabled car parking spaces that may be insufficient.

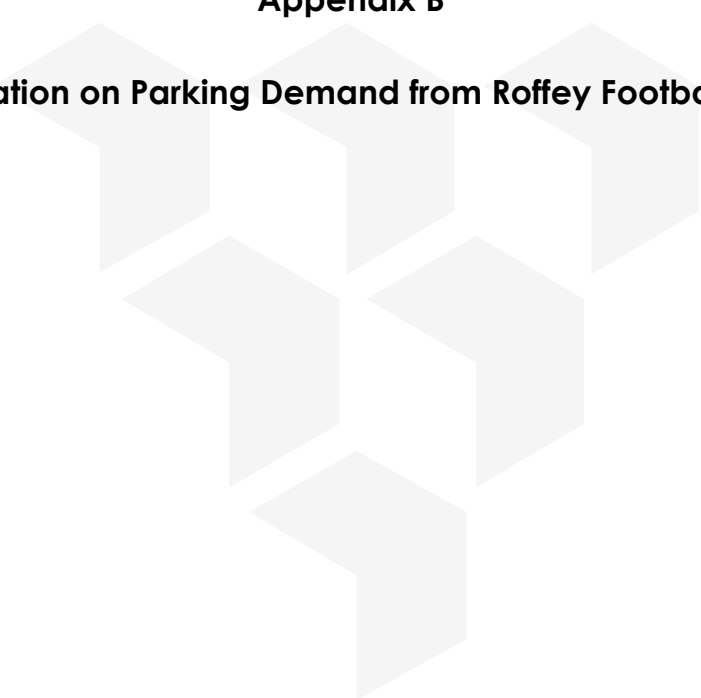
14. As a final comment regarding parking, the potential cumulative parking demands associated with Roffey FC and other uses within the sports hub is included in the TS. It's unclear exactly how the other uses will be controlled and whether these are intended as bookable or turn up and play. If they are bookable, it's then whether there is some ability to control and avoid clashing peak time uses or at least start times. It's also unclear whether parking will be allocated for uses; Roffey FC parking will otherwise dominate and force parking associated with other uses elsewhere.
15. With respects to walking routes from the south of the A264, WSCC acknowledge the improvements secured as part of DC/16/1677 for the Riverside Walk where this runs parallel to the southern side of the A264. This scheme will improve the surfacing and provide lighting and connect into the Mowbray development via the A264 underpass. This route may be used but it lacks overlooking. It may not be perceived as safe by some users in the hours of darkness.
16. 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.
17. The nature of these routes are such that may not encourage walking trips, placing further emphasis of car use.
18. In conclusion, in planning terms the proposed uses would be acceptable and largely reflect the approved arrangements. There are fairly significant concerns raised in terms of the ability to manage demands associated with these uses though. The Applicant is requested to provide further information.

Ian Gledhill

West Sussex County Council – Planning Services

Appendix B

Information on Parking Demand from Roffey Football Club



CAR PARKING PLAN FOR ROFFEY FC AT THE MOWBRAY COMPLEX

Occupancy Predictions and Car Parking Implications (peak use)

Morning (08:00-12:00)				
Day of the Week	Description of Activities	Start and Finish Time	Max No. of People on site	Max No. of Cars on site
Monday	School use	10:00 - 12:00	40	10
Tuesday	HSCP Vets (walking football)	10:00 - 12:00	40	20
Wednesday	School use	10:00 - 12:00	40	10
Thursday	School use	10:00 - 12:00	40	10
Friday	School use	10:00 - 12:00	40	10
Saturday	Roffey Robins matchday	9:00 - 12:00	100	40
Sunday	Roffey FC Under 18s & Ladies matchday	9:00 - 12:00	100	40
Afternoon (12:00-16:00)				
Day of the Week	Description of Activities	Start and Finish Time	Max No. of People on site	Max No. of Cars on site
Monday	External Hire	12:00 - 16:00	50	25
Tuesday	External Hire	12:00 - 16:00	50	25
Wednesday	External Hire	12:00 - 16:00	50	25
Thursday	External Hire	12:00 - 16:00	50	25
Friday	External Hire	12:00 - 16:00	50	25
Saturday	RFC 1st team Matchday/Reserves	13:00 - 18:00	700	250
Sunday	RFC Under 18s & ladies matchday/External	12:00 - 16:00	200	80
Evening (16:00-21:00)				
Day of the Week	Description of Activities	Start and Finish Time	Max No. of People on site	Max No. of Cars on site
Monday	External/ Roffey Robins training	16:00 - 22:00	100	40
Tuesday	External/RFC training/Matchday	16:00 - 22:00	300	120
Wednesday	External/ Roffey Robins training/ RFC Training	16:00 - 22:00	100	40
Thursday	External/ RFC Training	16:00 - 22:00	100	40
Friday	External/RFC Vets	16:00 - 22:00	100	40
Saturday	RFC 1st team/reserves matchday/community use/external	16:00 - 22:00	700	250
Sunday	External	16:00 - 22:00	100	40

Occupancy Predictions and Car Parking Implications (typical use)

Morning (08:00-12:00)				
Day of the Week	Description of Activities	Start and Finish Time	Max No. of People on site	Max No. of Cars on site
Monday	School use	10:00 - 12:00	40	10
Tuesday	HSCP Vets (walking football)	10:00 - 12:00	40	20
Wednesday	School use	10:00 - 12:00	40	10
Thursday	School use	10:00 - 12:00	40	10
Friday	School use	10:00 - 12:00	40	10
Saturday	Roffey Robins matchday	9:00 - 12:00	100	40
Sunday	Roffey FC Under 18s & Ladies matchday	9:00 - 12:00	100	40
Afternoon (12:00-16:00)				
Day of the Week	Description of Activities	Start and Finish Time	Max No. of People on site	Max No. of Cars on site
Monday	External Hire	12:00 - 16:00	50	25
Tuesday	External Hire	12:00 - 16:00	50	25
Wednesday	External Hire	12:00 - 16:00	50	25
Thursday	External Hire	12:00 - 16:00	50	25
Friday	External Hire	12:00 - 16:00	50	25
Saturday	RFC 1st team Matchday/Reserves	13:00 - 18:00	250	85
Sunday	RFC Under 18s & ladies matchday/External	12:00 - 16:00	200	80
Evening (16:00-21:00)				
Day of the Week	Description of Activities	Start and Finish Time	Max No. of People on site	Max No. of Cars on site
Monday	External/ Roffey Robins training	16:00 - 22:00	100	40
Tuesday	External/RFC training/Matchday	16:00 - 22:00	300	120
Wednesday	External/ Roffey Robins training/ RFC Training	16:00 - 22:00	100	40
Thursday	External/ RFC Training	16:00 - 22:00	100	40
Friday	External/RFC Vets	16:00 - 22:00	100	40
Saturday	RFC 1st team/reserves matchday/community use/external	16:00 - 22:00	250	85
Sunday	External	16:00 - 22:00	100	40