

## WEST SUSSEX COUNTY COUNCIL CONSULTATION

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| <b>TO:</b>             | Horsham District Council<br>FAO: Jason Hawkes                                                                                                                                                                                                                                                                                                                                      |
| <b>FROM:</b>           | WSCC – Highways Authority                                                                                                                                                                                                                                                                                                                                                          |
| <b>DATE:</b>           | 30 January 2026                                                                                                                                                                                                                                                                                                                                                                    |
| <b>LOCATION:</b>       | Mowbray, Sports Hub Sub-Phase<br>Wimland Road Faygate<br>West Sussex                                                                                                                                                                                                                                                                                                               |
| <b>SUBJECT:</b>        | DC/26/0012<br>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. |
| <b>RECOMMENDATION:</b> | Advice                                                                                                                                                                                                                                                                                                                                                                             |

1. Comments are made in respects,
  - Transport Statement, dated 19<sup>th</sup> December 2025
  - Car Park Management Plan, dated 27<sup>th</sup> 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**