



WHITBREAD PLC



Premier Inn Horsham North (Horsham Station)

TRANSPORT STATEMENT

for Proposed Hotel Extension
on behalf of Whitbread Group Plc

2024/8286/TS02

January 2026

DOCUMENT CONTROL

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for Proposed Hotel Extension

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1 INTRODUCTION

1.1 Document Context

- 1.1.1 This Transport Statement is prepared by RGP Consulting Engineers Limited with consideration to proposed development at the Premier Inn Horsham North (Horsham Station) hotel, 57 North Street, Horsham, West Sussex, RH12 1RB ("the site"). A Site Location Plan is attached hereto at **Appendix A** for reference.

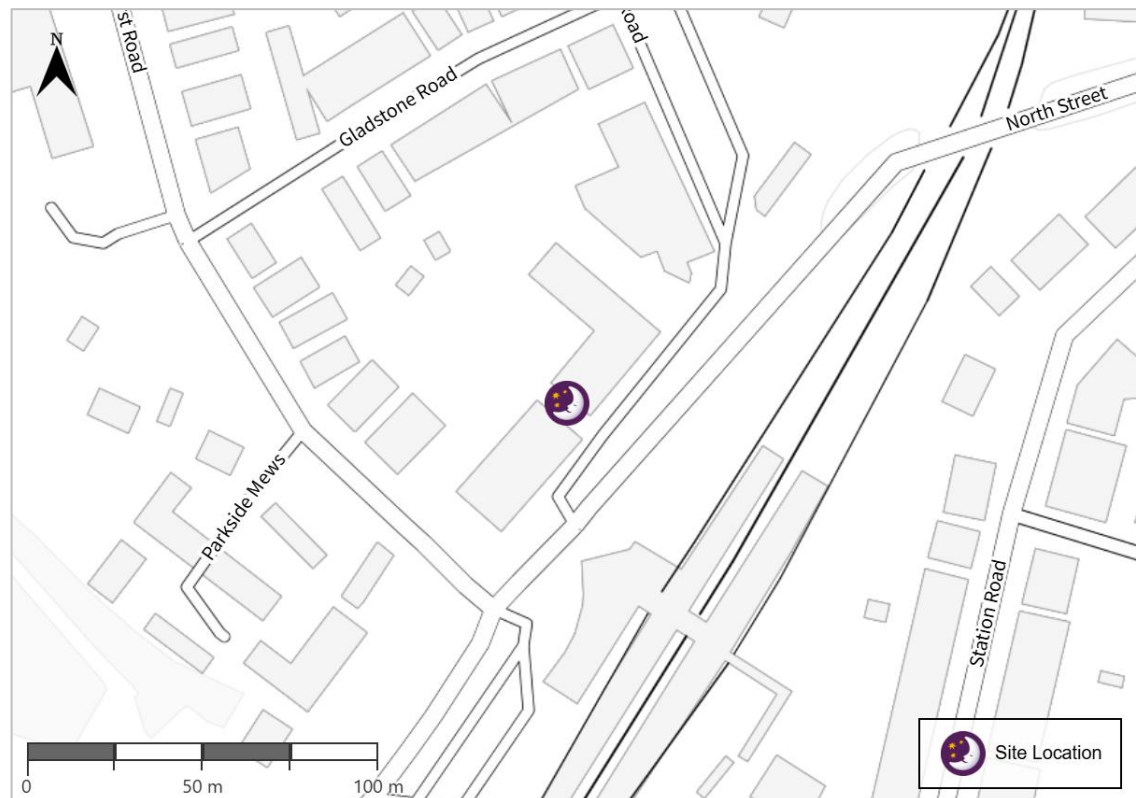


Figure 1 Site Location

- 1.1.2 The existing site comprises a 64-bedroom Premier Inn hotel with 68 car parking spaces provided on-site accessed off Nightingale Road. Formally, a circa 200 cover restaurant operated on the site which was for both hotel guests and members of the general public. The restaurant would have therefore generated additional trips and car parking demand associated with the site beyond that generated by the hotel.
- 1.1.3 An Existing Site Plan is attached hereto at **Appendix B** for reference.
- 1.1.4 The proposed development comprises a net 32-bedroom conversion and extension to the existing Premier Inn hotel. The existing restaurant will be partially demolished, and a new extension will be connected to the retained portion. Car parking will be provided on-site in the order of 67 spaces post-development and will continue to be accessed off Nightingale Road.
- 1.1.5 A Proposed Site Plan is attached hereto at **Appendix C** for reference.

- 1.1.6 As a result of the removal of the associated restaurant, the additional trips and car parking demand associated with this use, beyond that generated by the hotel, would be removed. Therefore, while the proposed development would provide additional hotel accommodation, any additional trips and car parking demand would be offset by the removal of the associated restaurant.

1.2 Whitbread

- 1.2.1 Whitbread, the operator of the Premier Inn Horsham North (Horsham Station) hotel, presently operate 850 hotels across the United Kingdom (UK) and Republic of Ireland (ROI), to comprise: Premier Inn, hub by Premier Inn and ZIP by Premier Inn.

RGP & Whitbread

- 1.2.2 RGP is retained as Whitbread's Highways and Transport Consultant having been involved in conversion, extension and new build projects across the Whitbread estate throughout the UK and ROI.
- 1.2.3 RGP therefore hold a wealth of operational data in relation to the operation of Whitbread sites, with this data used in part to determine the likely highways and transport impacts of the proposed development.

1.3 Additional Documents

- 1.3.1 In support of the planning application, RGP have additionally prepared the following document:
- Travel Plan, document reference. 2024/8286/TP02.
- 1.3.2 It is recommended all documents are read in conjunction to provide a full overview of the likely highways and transport impacts of the proposed development.

2 PRE-APPLICATION

2.1 PE/25/0030

- 2.1.1 Pre-application engagement was held with Horsham District Council (HDC) in their role as the Local Planning Authority for the site.
- 2.1.2 A Pre-Application Consultation response was received from HDC in April 2025 which provided comments on highways matters.
- 2.1.3 The response recommended pre-application engagement be held with West Sussex County Council (WSCC) in their role as the Local Highways Authority for the site.

2.2 PRE-71-25

- 2.2.1 In consideration of the above, RGP prepared and submitted a 'Pre-Application Transport Technical Note', document reference. SDH/2025/8286/TN01, to WSCC.
- 2.2.2 The Note provided an overview of the accessibility credentials, trip generation, parking and delivery and servicing arrangements of the site pre- and post-development. The Note included operator (Whitbread) specific data.
- 2.2.3 A Pre-Application Consultation response was received from WSCC in August 2025 which provided comments on access and parking, sustainable and active travel and trip generation.

2.3 Transport Statement

- 2.3.1 This Transport Statement is prepared to address the Pre-Application Consultation response received from HDC and WSCC.

3 POLICY CONTEXT

3.1 National Planning Policy Framework

3.1.1 Paragraph 115 of Chapter 9 (Promoting Sustainable Transport) of the National Planning Policy Framework confirms *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

3.1.2 In consideration of Point D, above, paragraph 58 confirms *"Planning obligations must only be sought where they meet all of the following tests:*

- a) *necessary to make the development acceptable in planning terms;*
- b) *directly related to the development; and*
- c) *fairly and reasonably related in scale and kind to the development."*

3.1.3 Paragraph 116 of the Framework confirms *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

3.2 Horsham District Planning Framework

3.2.1 Policy 40 (Sustainable Transport) of Chapter 1 (Infrastructure, Transport and Healthy Communities) of the Horsham District Planning Framework confirms development will be supported if it:

- (i) *"Is appropriate and in scale to the existing transport infrastructure, including public transport.*
- (ii) *Maintains and improves the existing transport system (road, rail, cycle).*
- (iii) *Is integrated with the wider network of routes, including public rights of way and cycle paths.*
- (iv) *Includes opportunities for sustainable transport which reduce the need for major infrastructure and cut carbon emissions.*

- (v) *Is located in areas where there are, or will be a choice in the modes of transport available.*
- (vi) *Minimises the distance people need to travel and minimises conflicts between traffic, cyclists and pedestrians.*
- (vii) *Delivers better local bus and rail services in partnership with operators and increasing opportunities for interchange between the public transport network and all other modes of transport.*
- (viii) *Develops innovative and adaptable approaches to public transport in the rural areas of the district.*
- (ix) *Provides safe and suitable access for all vehicles, pedestrians, cyclists, horses riders, public transport and the delivery of goods.*
- (x) *Is accompanied by an agreed Green Travel Plan where it is necessary to minimise a potentially significant impact of the development on the wider area or as a result of needing to address an existing local traffic problem."*

3.3 West Sussex Transport Plan

3.3.1 The vision of the West Sussex Transport Plan is for:

"A West Sussex transport network in 2036 that works for communities in the Coastal West Sussex, Gatwick Diamond and Rural West Sussex economic areas by helping to address the spatial economic challenges of the County, level up the coastal economy and provide access to employment and services countywide.

The transport network will be on a pathway to achieve net zero carbon emissions by 2050 through more local living, increased use of electric vehicles and reduced use of fossil-fuels. It will also be safer, more efficient and resilient overall with more walking, cycling and use of public or shared transport and less congestion on major routes that connect West Sussex towns with Gatwick Airport, London and nearby cities.

The transport network will connect communities and allow residents to live healthy lifestyles with good access to the West Sussex coast and the protected South Downs, High Weald and Chichester Harbour.

Active travel modes, public or shared transport will be attractive options in built up areas and between towns, and rural communities will have access to the services they need.

Transport impacts such as air pollution, noise and rat-running on adjacent communities and the environment will be minimised to protect a quality of life that reflects the characteristics of the County."

4 BASELINE CONDITIONS

4.1 Site Location

- 4.1.1 The site is located to the north of Horsham town centre at an approximate 650 metre, equivalent to a 10-minute, walk. In consideration of the town centre location of the site, it is considered the primary modes of travel to and from the site for hotel staff and guests would comprise active and sustainable travel.



Figure 2 Site Location

- 4.1.2 It should be noted Whitbread aim to employ staff who live within a five-mile radius of their sites, partnering with Job Centre to fulfil roles, and therefore, it is realistic to assume the primary mode of travel to and from the site for hotel staff would be by active and sustainable travel modes.

4.2 Accessibility Credentials

Walk

- 4.2.1 It is observed footways close to the site are of good quality, to benefit from dropped kerbs, lighting, tactile paving and transition (signalised and unsignalised) points.

Local Footway Improvements

- 4.2.2 The WSCC Pre-Application Consultation response requested consideration be given to localised improvements on the local footway network. The Consultation response confirms that there is an existing “dropped kerb/tactile paved crossing from the Train Station to outside the site, and a signalised crossing on Hurst Road.”
- 4.2.3 It is demonstrated (later in this document) that the removal of the associated restaurant would decrease trips to and from the site. It is reasonable to assume that trips associated with non-hotel guests to the restaurant would have predominantly been completed on-foot by residents of the locale.
- 4.2.4 While it is appreciated that the additional hotel accommodation would generate some additional trips on-foot, it is considered there would not be a net increase in such movements, given the removal of the associated restaurant and the trips associated with this use.
- 4.2.5 Given the quality of the existing footway network, it is not considered reasonable, proportionate or necessary for the proposed development to contribute to any footway improvements given the operation of the site post-development.

Providing for Journeys on Foot

- 4.2.6 Table 3.2 (Suggested Acceptable Walking Distance) of the Chartered Institution of Highways and Transportation ‘Providing for Journeys on Foot’ provides guidance on acceptable walking distances. The Table is reproduced below, for reference.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Figure 3 Suggested Acceptable Walking Distance

- 4.2.7 While it is appreciated that an acceptable walking distance will vary between individuals for a number of factors, this document provides a 2000 metre walk isochrone around the site, as illustrated in the figure, below.

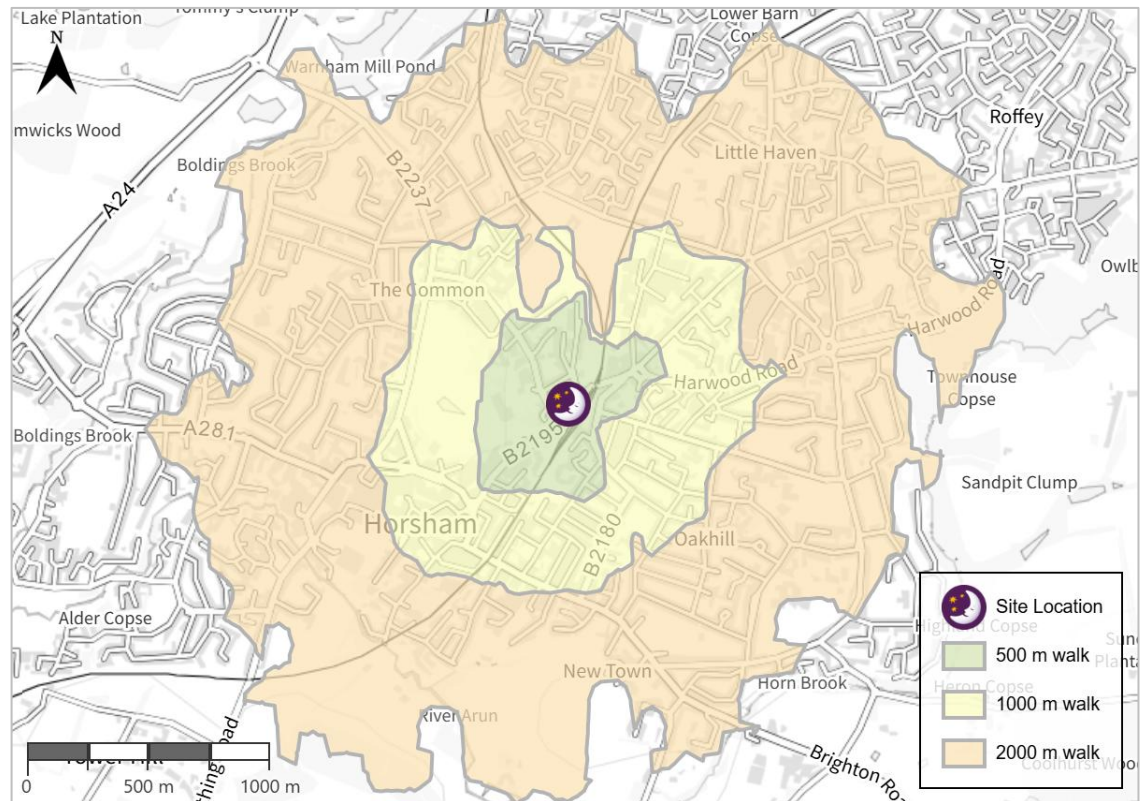


Figure 4 2000 Metre Walk Catchment

- 4.2.8 In consideration of the above walk catchment, it is considered a high proportion of site staff would reside within this catchment, and therefore, cycling would be a realistic travel mode for their commute to and from the site.

Cycle

Cycle Friendly Infrastructure

- 4.2.9 The Chartered Institution of Highways and Transportation 'Cycle Friendly Infrastructure' provides guidance on acceptable cycling distances. The guidance confirms many utility cycle trips are 5000 metres, with commuting cycle trips can be up to 8000 metres for reasonably fit individuals.
- 4.2.10 While it is appreciated that an acceptable cycling distance will vary between individuals for a number of factors, this document provides a 5000 metre cycle isochrone around the site, as illustrated in the figure, below.

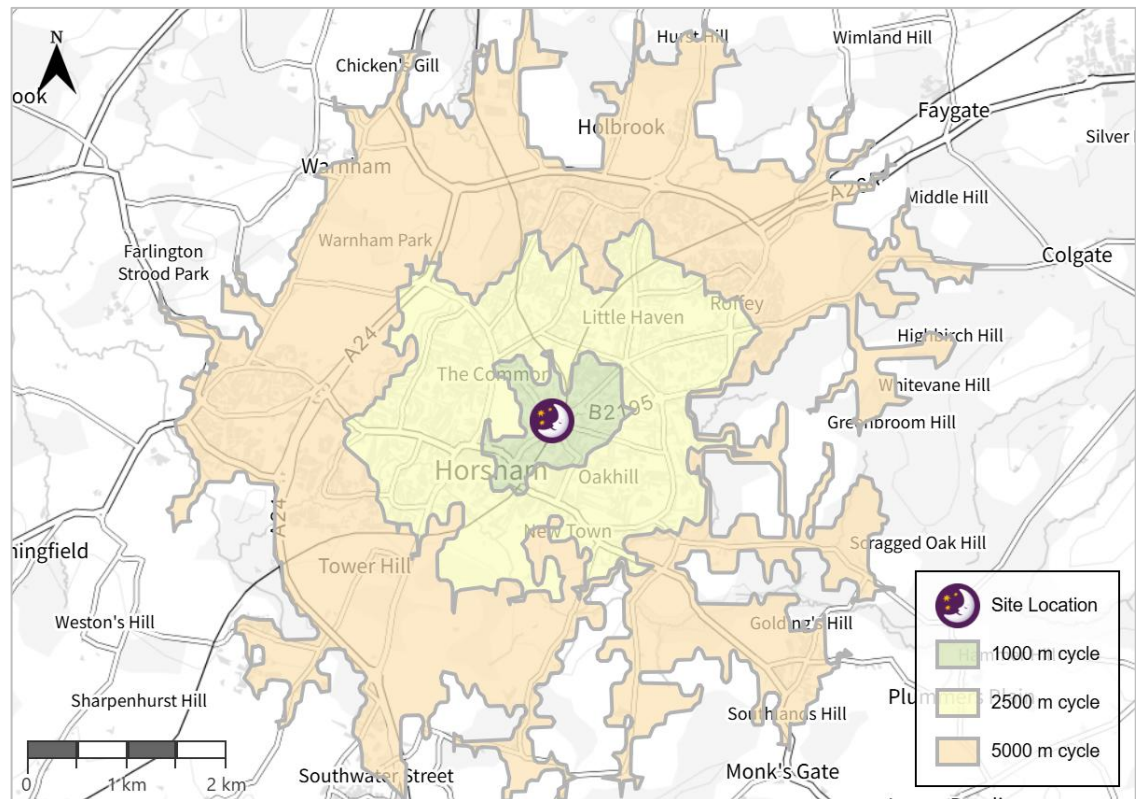


Figure 5 5000 Metre Cycle Catchment

4.2.11 In consideration of the above cycle catchment, it is considered a high proportion of site staff would reside within this catchment, and therefore, cycling would be a realistic travel mode for their commute to and from the site.

Public Transport

4.2.12 The figure below illustrates the public transport stops (bus) and station (rail) close to the site.

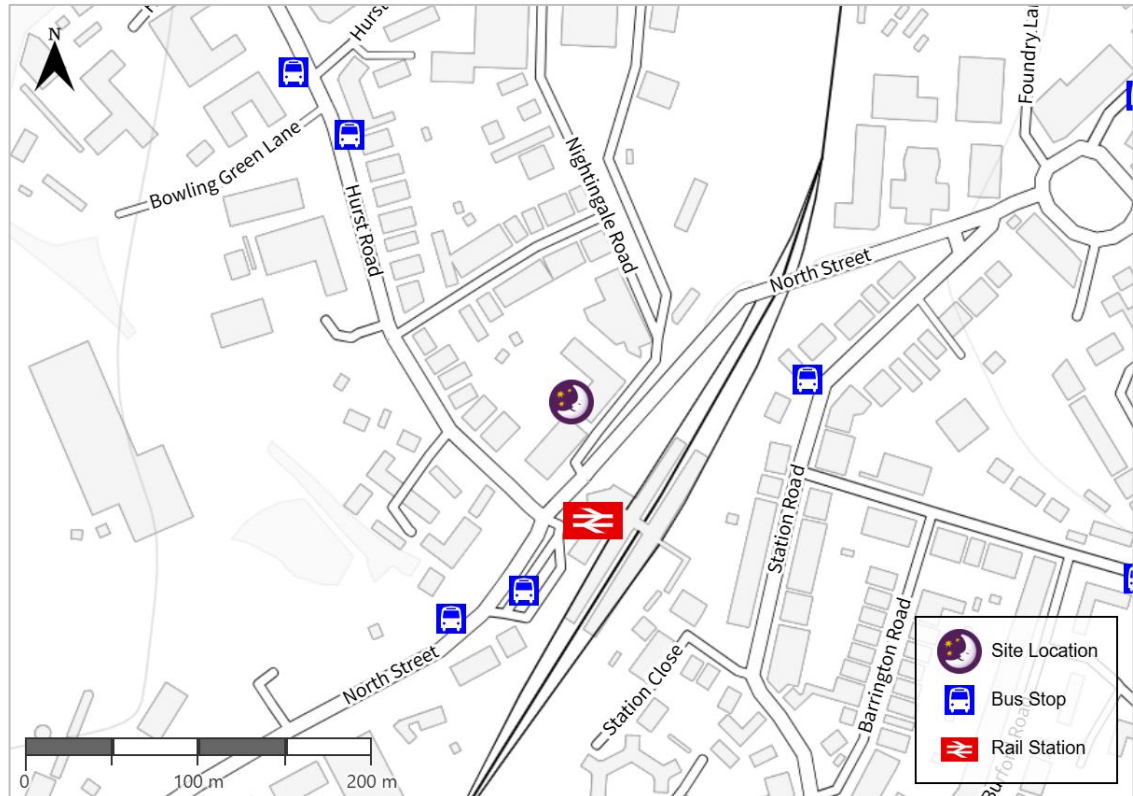


Figure 6 Local Public Transport Stops and Stations

Bus

4.2.13 The closest bus stops are located at Horsham rail station. Services serving these stops comprise routes:

- 6* - Horsham to Slaugham.
- 23 – Crawley to Worthing.
- 52* - Broadbridge Heath to Rusper.
- 61 – Horsham to North Heath.
- 63/ 63X – Guildford to Horsham.
- 65 – Horsham to Oakhill.
- 71 – Horsham to Mowbray.
- 89 – Haywards Heath to Horsham.
- 93 – Dorking to Horsham.
- 98 – Roffey to Southwater.
- 200 – Gatwick Airport to Horsham

*Limited Service

- 4.2.14 A northbound bus stop is located on Brighton Road, served by school routes 618, 619, 669, 820, only. An additional limited service can be boarded in Burgh Heath, route 318, which connects Banstead and Epsom.

Rail

- 4.2.15 The site is located adjacent to Horsham rail station, with services to the following destinations:

- Bognor Regis (stopping (two trains per hour)).
- London Victoria (via Gatwick Airport (two trains per hour)).
- London Victoria (via Epsom and Sutton (one train per hour)).
- Peterborough (via Gatwick Airport, London Bridge and Stevenage (two trains per hour)).
- Portsmouth Harbour (non-stop to Barnham (two trains per hour)).

- 4.2.16 In consideration of the above public transport provision, it is considered a high proportion of site staff and guests would travel to and from the site by sustainable travel modes.

Summary

- 4.2.17 In consideration of the above active and sustainable travel infrastructure close to the site, it is considered a high proportion of site staff and guests would travel to and from the site by active and sustainable travel modes.

4.3 Travel Plan

- 4.3.1 A Travel Plan (document reference. 2024/8286/TP02) has additionally been prepared by RGP with consideration to the proposed development – it is recommended all documents are read in conjunction to provide a full overview of the likely highways and transport impacts of the proposed development.

5 TRIP GENERATION

5.1 Context

- 5.1.1 While the Trip Rate Information Computer System (TRICS) is considered the industry standard tool for deriving trip generation, in RGP's experience this data is often not representative of Premier Inn sites. Hotels within the TRICS database often contain 'other' on-site uses (i.e. conference and leisure facilities), which can make the data unrepresentative of a hotel which does not contain such facilities.
- 5.1.2 In consideration of the above, RGP commissioned independent traffic surveys at Whitbread hotel / restaurant sites to establish vehicle trip rates at comparable Premier Inn sites. The surveys comprised the following scope:
- All surveys undertaken between 07:00 and 23:00.
 - All vehicle arrivals and departures (to include occupants' purpose of visit i.e. hotel, restaurant or other) were recorded.
 - A record of the number of hotel bedrooms occupied each survey night – to enable all results to be factored to reflect full room occupancy.
- 5.1.3 The surveys allow for separate hotel and restaurant (where a hotel is co-located with an on-site restaurant) vehicle trip rates. TRICS is not able to distinguish a separate trip rate for hotel and restaurant elements, and therefore RGP's bespoke data has a high level of accuracy when establishing trip generation at Premier Inn sites.
- 5.1.4 A schedule of the surveyed sites is attached hereto at **Appendix D**.

5.2 Trip Rates

- 5.2.1 The hotel and restaurant trip rates from the independent traffic surveys are set out in the figure below, with consideration given to the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours on the local highway network, alongside a daily total.

Time Period	Hotel Vehicle Trip Rates (per bedroom)			Restaurant Vehicle Trip Rates (per cover)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	0.039	0.202	0.241	0.016	0.008	0.024
PM Peak	0.156	0.045	0.201	0.076	0.038	0.114
Daily	1.115	1.044	2.158	0.639	0.629	1.267

Figure 7 Hotel and Restaurant Vehicle Trip Rates

- 5.2.2 RGP has successfully used this data to support planning applications across the Whitbread estate, and the trip rates are therefore considered appropriate in determining the existing and proposed vehicle trip generation at the site.

5.3 Existing

- 5.3.1 The table below summarises the vehicular trip generation of the existing site – while the restaurant has ceased trading, this is an existing lawful land use and should therefore be assessed as such.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	2	13	15	3	2	5
PM Peak	10	3	13	15	8	23
Daily	71	67	138	128	126	253

Figure 8 Existing Vehicle Trip Generation

- 5.3.2 As summarised in the table above, the existing site would generate 20 two-way movements across the AM peak (08:00 – 09:00) and 36 two-way movements across the PM peak (17:00 – 18:00) to total 391 total daily two-way movements.
- 5.3.3 The above assessment should be considered robust, with the data factored to assume the site is operating at full capacity (i.e. all hotel bedrooms and restaurant covers are sold).

5.4 Proposed

- 5.4.1 The table below summarises the vehicular trip generation of the proposed site, with consideration to the removal of the associated branded restaurant.

Time Period	Hotel Vehicle Trip Generation			Restaurant Vehicle Trip Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak	4	19	23	0	0	0
PM Peak	15	4	19	0	0	0
Daily	107	100	207	0	0	0

Figure 9 Proposed Vehicle Trip Generation

- 5.4.2 As summarised in the table above, the proposed site could generate 23 two-way movements across the AM peak (08:00 – 09:00) and 19 two-way movements across the PM peak (17:00 – 18:00) to total 207 total daily two-way movements.
- 5.4.3 The above assessment should be considered robust, with the data factored to assume the site is operating at full capacity (i.e. all hotel bedrooms are sold).

5.5 Net Impact

5.5.1 The table below summarises the net impact of the proposed development.

Time Period	Net Impact		
	Arrivals	Departures	Two-way
AM Peak	-2	+5	+3
PM Peak	-10	-6	-16
Daily	-92	-92	-184

Figure 10 Vehicle Trip Generation Net Impact

5.5.2 As summarised in the table above, the proposed site could generate an additional three two-way movements across the AM peak (08:00 – 09:00) and 16 fewer two-way movements across the PM peak (17:00 – 18:00) to total 184 fewer total daily two-way movements.

5.6 Summary

5.6.1 The site post-development would generate fewer total daily two-way movements, therefore, there would not be an intensification of the use of the existing access to the site, nor is there likely to be an impact on highway safety.

5.6.2 Furthermore, it is not considered the additional hotel accommodation would necessarily generate 'new' trips on the road network but rather provide overnight accommodation for guests making a pre-determined trip to the local area.

6 PARKING

6.1 Context

- 6.1.1 Parking standards are contained in WSCC 'Guidance on Parking at New Developments' (2020).

6.2 Car

- 6.2.1 Table 3 (Non-Residential Parking Demand) of the WSCC 'Guidance on Parking at New Developments' confirms car parking can be provided at:

- "1 space per bedroom."

- 6.2.2 Application of the above Guidance to the proposed net 31-bedroom extension could realise the provision of an additional 31 car parking spaces. However, it is confirmed at Section 6.2 of the WSCC Guidance that *"local circumstances should be taken into account when setting such standards, including the accessibility of the site, the likely demand for parking, and the viability of the site."*

- 6.2.3 The above point is confirmed in the WSCC Pre-Application Consultation response which states that *"the accessibility of the site is taken in to consideration in terms of proximity to public transport and amenities meaning some staff and guests have good option to travel by modes other than the private car (especially considering proximity of Train Station)."*

- 6.2.4 In consideration of the accessibility credentials of the site, 67 car parking spaces would be provided post-development to serve the 95-bedroom hotel. It is anticipated any additional demand beyond that met on-site would be realised through existing public car park provision:

- BT Exchange Car Park – <https://www.horsham.gov.uk/parking/horsham-town-centre-parking/bt-exchange-car-park>.
- North Street Car Park – <https://www.horsham.gov.uk/parking/horsham-town-centre-parking/north-street-car-park>.
- Pavilions Car Park – <https://www.horsham.gov.uk/parking/horsham-town-centre-parking/pavilions-car-park>.

- 6.2.5 The above car parks comprise a combined 440 spaces and are all within a 400-metre walk / wheel of the site and can be reached by existing pedestrian infrastructure. Such an arrangement, whereby any additional demand beyond that met on-site, is reflective of other Whitbread sites in accessible locations and supports in the promotion of sustainable travel behaviours.

6.3 Cycle

- 6.3.1 Table 3 (Non-Residential Parking Demand) of the WSCC 'Guidance on Parking at New Developments' confirms cycle parking should be provided at:

- *"1 cycle space per 8 car-parking spaces provided. Subject to a minimum of 2 cycle spaces."*
- 6.3.2 For reference, 67 car parking spaces will be provided on-site post-development, which would equate to a required provision of eight spaces – these spaces would be realised through the provision of four cycle stands, with capacity for up to eight bicycles, a provision in excess of the standard.
- 6.3.3 It should be noted all Whitbread sites operate a Bike Friendly policy, whereby, users of the site are permitted to store their bicycles and non-electric scooters at dedicated stores, or should they be staying at a hotel, in their bedroom – this policy increases the effective cycle parking capacity of sites.

7 ACCESS & SERVICING

7.1 Access

Context

- 7.1.1 The existing site is accessed off Nightingale Road and exits to Hurst Road, accessing and egressing the site in a forward gear – the proposed development would continue to be accessed as per this arrangement post-development.

Visibility Splays

- 7.1.2 The WSCC Pre-Application Consultation response requested visibility splay drawings be provided to demonstrate visibility for vehicles egressing the site – these drawings are attached hereto for reference.

7.2 Servicing

Context

- 7.2.1 The existing site is serviced from Nightingale Road – the proposed development would continue to be serviced as per this arrangement post-development, and is therefore considered appropriate.

Requirement

- 7.2.2 The existing site generates 14 delivery / servicing vehicle visits per week, to comprise visits for:
- Beverage, deliveries.
 - Food, deliveries.
 - Linen, deliveries / collections.
 - Recycling, collections.
 - Refuse, collections.
- 7.2.3 The proposed development would continue to receive 14 delivery / servicing vehicle visits per week post-development, with any additional demand generated by the additional hotel accommodation would be met through existing vehicle movements.

8 SUMMARY & CONCLUSIONS

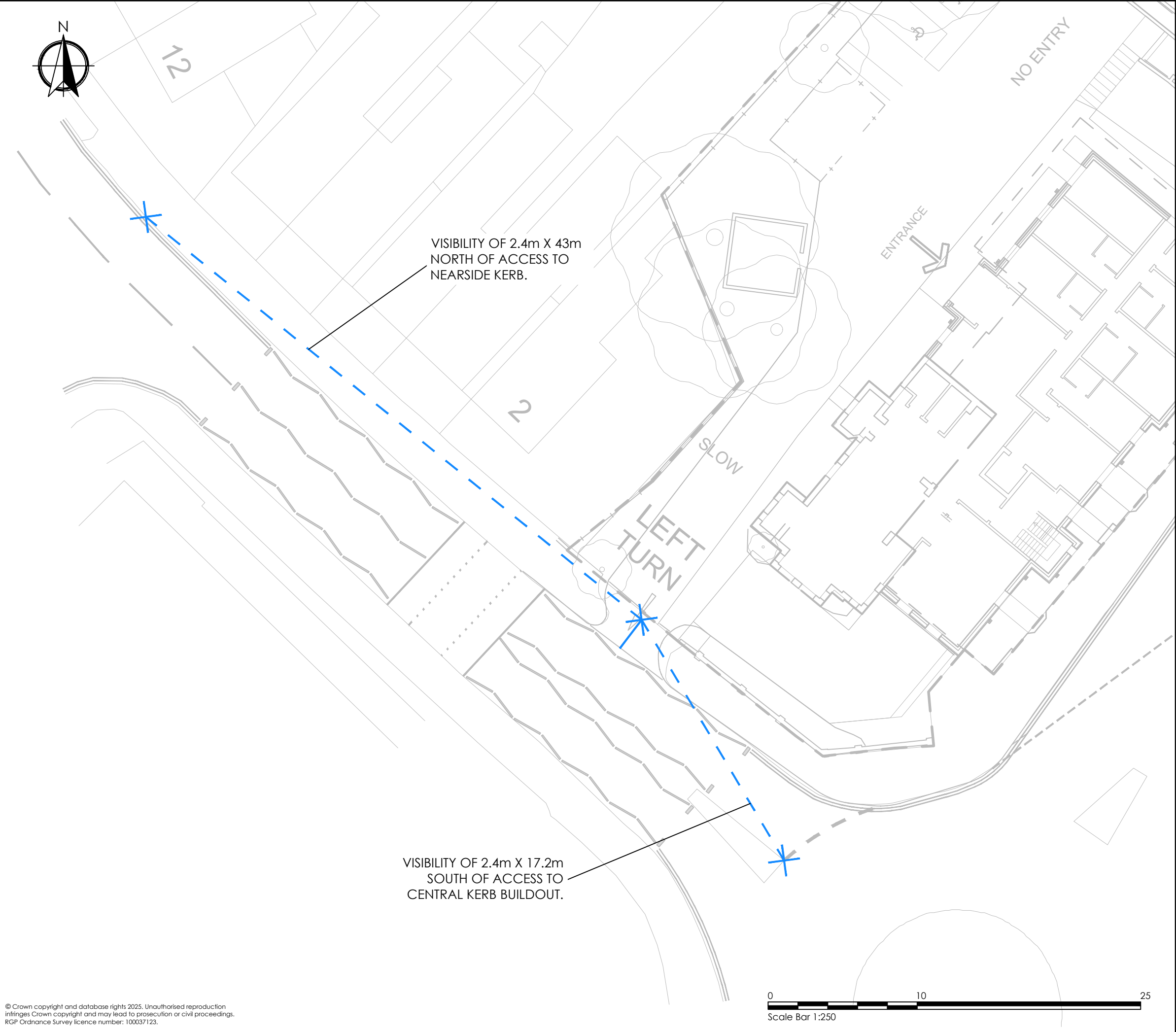
Summary

- 8.1.1 This Transport Statement is prepared by RGP Consulting Engineers Limited with consideration to proposed development at the Premier Inn Horsham North (Horsham Station) hotel, 57 North Street, Horsham, West Sussex, RH12 1RB ("the site").
- 8.1.2 The existing site comprises a 64-bedroom Premier Inn hotel with 68 car parking spaces provided on-site accessed off Nightingale Road. Formally, a circa 200 cover restaurant operated on the site which was for both hotel guests and members of the general public. The restaurant would have therefore generated additional trips and car parking demand associated with the site beyond that generated by the hotel.
- 8.1.3 The proposed development comprises a net 32-bedroom conversion and extension to the existing Premier Inn hotel. The existing restaurant will be partially demolished, and a new extension will be connected to the retained portion. Car parking will be provided on-site in the order of 67 spaces post-development and will continue to be accessed off Nightingale Road.
- 8.1.4 As a result of the removal of the associated restaurant, the additional trips and car parking demand associated with this use, beyond that generated by the hotel, would be removed. Therefore, while the proposed development would provide additional hotel accommodation, any additional trips and car parking demand would be offset by the removal of the associated restaurant.

Conclusions

- 8.1.5 This document draws the following conclusions:
- The existing site would generate 20 two-way movements across the AM peak (08:00 – 09:00) and 36 two-way movements across the PM peak (17:00 – 18:00) to total 391 total daily two-way movements.
 - The proposed site could generate 23 two-way movements across the AM peak and 19 two-way movements across the PM peak to total 207 total daily two-way movements.
 - The net impact of the proposed development could be an additional three two-way movements across the AM peak and 16 fewer two-way movements across the PM peak to total 184 fewer total daily two-way movements.
- 8.1.6 A Travel Plan (document reference. 2024/8286/TP02) has additionally been prepared by RGP with consideration to the proposed development – it is recommended all documents are read in conjunction to provide a full overview of the likely highways and transport impacts of the proposed development.
- 8.1.7 In light of the information and assessments presented within this document, Horsham District Council are respectfully requested to confirm the proposed development is satisfactory in highways and transport terms.

DRAWINGS



- Notes:
- 1. Do not scale from this drawing.
 - 2. All dimensions are in metres unless noted otherwise.
 - 3. All levels are in metres above ordnance datum (AOD).
 - 4. This drawing should be printed in colour.
 - 5. This drawing is to be read in conjunction with all other engineer's drawings.

×-----× VISIBILITY SPLAY

P01	FIRST ISSUE	04/09/25	GE	SH	NR
Rev	Details	Date	By	Chkd	Appd

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Transport Planning and Infrastructure Design Consultants

Status: PLANNING

Client: Whitbread Group PLC

Project: Premier Inn Horsham

Drawing Title: Visibility Splays

Scale @ A3: 1:250	Date: 04/09/25	Drawn: GE	Designed: GE	Checked: SH	Approved: NR
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Project No: 8286	Drawing No: HOR-RGP-XX-XX-DR-T-002	Revision: P01
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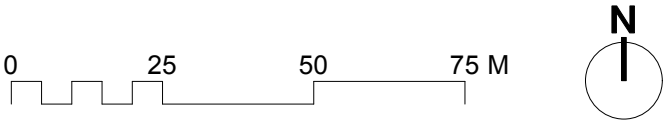
APPENDIX A

Notes:

--- Site Area: 4320m²



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Rev	Date	Description	By	Chk
Addlepool Business Centre Clyst St George Exeter, EX3 0NR Tel. 01392 368426 www.axiomarchitects.co.uk				



Client
WHITBREAD PLC

Project
HORSHAM NORTH PREMIER INN
57 NORTH ST
HORSHAM, RH12 1RB

Drawing
Location Plan

Scale	Date	Drawn	Checked
1:1250	17/10/24	CF	RW
Drawing No.		Revision	

6266-PL- 001

Status
PLANNING DRAWING

APPENDIX B

Existing Hotel:	GEA - 2133m ² GIA - 1997m ²
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Existing Rooms: 64

Restaurant: GEA - 1036m²
GIA - 934m²



Rev	Date	Description	By	Chk
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Addlepool Business Centre
Clyst St George
Exeter. EX3 0NR

Tel. 01392 368426
www.axiomarchitects.co.uk

Client

WHITBREAD PLC

Project

HORSHAM NORTH PREMIER INN
57 NORTH ST
HORSHAM, RH12 1RB

Drawing

Existing Site Plan

Scale	Date	Drawn	Checked
1:500	17/10/24	CF	RW

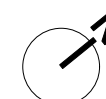
Drawing No.

Revision

6266-PL- 010

Status

PLANNING DRAWING



APPENDIX C

Notes:	
Proposed Parking:	67
Proposed Hotel:	GEA - 3645m ² GIA - 3363m ²
Net Additional Rooms:	32
Total Rooms:	96



B	01/12/25	Updated for planning, cycle store added adjacent to reception	CF
A	03/07/25	Updated to new scheme, landscaping added and AC compound relocated to roof level	CF

Rev	Date	Description	By	Chk
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AXIOM
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Client
WHITBREAD PLC

Project
HORSHAM NORTH PREMIER INN
57 NORTH ST
HORSHAM, RH12 1RB

Drawing
Proposed Site Plan

Scale	Date	Drawn	Checked
1:500	17/10/24	CF	RW
Drawing No.	Revision		

6266-PL- 011 B

Status
PLANNING DRAWING

APPENDIX D

Summary of Whitbread Hotel and Restaurant Survey Sites

Premier Inn Hotel and Restaurant Sites								
LOCATION	SURVEY DATE				RESTAURANT BRAND	BEDROOMS	COVERS	PARKING
Aldershot GU11 1SQ	Wednesday	6	October	2010	Brewers Fayre	60	220	131
Aldershot GU11 1SQ	Saturday	9	October	2010	Brewers Fayre	60	220	131
Andover SP10 3UX	Wednesday	16	December	2009	Brewers Fayre	50	220	
Basingstoke RG22 6PG	Thursday	9	October	2008	Beefeater	73	198	112
Basingstoke RG22 6PG	Thursday	9	December	2010	Beefeater	73	198	112
Basingstoke RG22 6PG	Friday	17	September	2010	Beefeater	73	198	112
Bridgewater TA6 4RR	Monday	8	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Tuesday	9	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Wednesday	10	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Thursday	11	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Friday	12	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Saturday	13	February	2016	Brewers Fayre	67	222	105
Bridgewater TA6 4RR	Sunday	14	February	2016	Brewers Fayre	67	222	105
Cannock South WS11 1SJ	Thursday	25	June	2015	Beefeater	60	132	125
Christchurch BH23 3QG	Monday	11	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Tuesday	12	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Wednesday	13	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Thursday	7	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Friday	8	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Saturday	9	December	2017	Beefeater	122	188	160
Christchurch BH23 3QG	Sunday	10	December	2017	Beefeater	122	188	160
Dartford DA1 5PR	Monday	19	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Tuesday	20	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Wednesday	21	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Thursday	15	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Friday	16	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Saturday	17	March	2018	Beefeater	120	276	196
Dartford DA1 5PR	Sunday	18	March	2018	Beefeater	120	276	196
Enfield EN3 7XY	Tuesday	14	June	2011	Table Table	200	143	173
Exeter EX1 3LJ	Saturday	10	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Sunday	11	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Monday	12	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Tuesday	13	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Wednesday	14	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Thursday	15	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Friday	16	November	2015	Brewers Fayre	102	166	140
Exeter EX1 3LJ	Saturday	25	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Sunday	26	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Monday	27	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Tuesday	28	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Wednesday	29	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Thursday	30	March	2017	Brewers Fayre	143	166	126
Exeter EX1 3LJ	Friday	31	March	2017	Brewers Fayre	143	166	126
Falkirk (Central) FK1 4DS	Tuesday	3	June	2014	Beefeater	31	190	73
Falkirk (Central) FK1 4DS	Saturday	31	May	2014	Beefeater	31	190	73
Falkirk (East) FK2 OYS	Thursday	17	July	2014	Beefeater	40	190	109
Falkirk (East) FK2 OYS	Saturday	19	July	2014	Beefeater	40	190	109
Ilford IG4 5BG	Tuesday	22	April	2008	Beefeater	44	220	127
Manchester Cheadle SK8 3FS	Monday	4	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	5	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	6	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	7	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	8	April	2016	Table Table	66	206	212*

Manchester Cheadle SK8 3FS	Saturday	9	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	10	April	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Monday	12	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Tuesday	13	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Wednesday	14	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Thursday	15	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Friday	16	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Saturday	17	December	2016	Table Table	66	206	212*
Manchester Cheadle SK8 3FS	Sunday	18	December	2016	Table Table	66	206	212*
Norwich (Showground) NR5 OTP	Wednesday	25	November	2009	Table Table	40	160	93
Norwich (Showground) NR5 OTP	Thursday	26	November	2009	Table Table	40	160	93
Oxford South (Didcot) OX14 4TX	Thursday	19	June	2008	Table Table	83	105	129
Peterborough PE4 6AH	Tuesday	21	September	2010	Table Table	40	152	91
Peterborough PE4 6AH	Saturday	18	September	2010	Table Table	40	152	91
Poole (Holes Bay) BH15 2BD	Thursday	25	June	2009	Table Table	83	155	108
Poole (Holes Bay) BH15 2BD	Tuesday	21	July	2010	Table Table	83	155	108
Romford (Central) RM1 3EN	Thursday	3	March	2011	Table Table	64	175	98
Southampton North SO16 0XJ	Thursday	18	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Friday	19	April	2013	Beefeater	50	130	110
Southampton North SO16 0XJ	Saturday	20	April	2013	Beefeater	50	130	110
Thurrock East RM16 6YJ	Tuesday	28	June	2011	Brewers Fayre	63	200	120
Worcester (M5) WR4 9FA	Monday	24	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Tuesday	25	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Wednesday	26	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Thursday	27	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Friday	28	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Saturday	29	April	2017	Beefeater	87	179	116
Worcester (M5) WR4 9FA	Sunday	30	April	2017	Beefeater	87	179	116

*The car park at Manchester Cheadle is shared with an adjacent TGI Friday restaurant

Premier Inn Hotel Sites								
Cambridge (A14) CB4 2GW	Thursday	20	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Friday	21	March	2017	n/a	154	n/a	128
Cambridge (A14) CB4 2GW	Saturday	22	March	2017	n/a	154	n/a	128
Chester Central North CH2 1AU	Tuesday	1	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Wednesday	2	July	2014	n/a	31	n/a	73
Chester Central North CH2 1AU	Saturday	31	June	2014	n/a	31	n/a	73
Hemel Hempstead West HP1 2SB	Tuesday	14	June	2011	n/a	62	n/a	60
Sheffield Arena S9 2FA	Wednesday	12	March	2014	n/a	61	n/a	64
Waltham Abbey (EN9 3QF)	Monday	11	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Tuesday	5	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Wednesday	6	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Thursday	7	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Friday	8	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Saturday	9	February	2019	Chef & Brewer	99	n/a	144
Waltham Abbey (EN9 3QF)	Sunday	10	February	2019	Chef & Brewer	99	n/a	144
Watford North WD25 0LH	Thursday	10	July	2014	n/a	45	n/a	124
York South West YO23 3PP	Tuesday	21	June	2011	n/a	61	n/a	63

*Sites contain either an integral restaurant only, or are located next to an independently operated restaurant (i.e. TGI Friday, Chef & Brewer)

Whitbread Restaurant Sites								
Cambridge CB3 0DL	Tuesday	27	June	2006	Beefeater	n/a	130	66
Christchurch BH23 5ET	Friday	23	May	2008	Beefeater	n/a	182	74
Paignton TQ4 6LP	Friday	7	November	2008	Brewers Fayre	n/a	180	72
Rainham ME8 7JE	Friday	20	November	2009	Beefeater	n/a	196	

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