

HIGHWAYS & TRANSPORT TECHNICAL NOTE

PREMIER INN HORSHAM NORTH (HORSHAM STATION)

DC/26/0528

Date: June 2026

Ref: 2024/8286/TN01

1 INTRODUCTION

- 1.1 This Highways and Transport Technical Note is prepared by RGP Consulting Engineers Limited (RGP) in support of proposed development at the Premier Inn Horsham North (Horsham Station) hotel, 57 North Street, Horsham, West Sussex, RH12 1RB ("the site").
- 1.2 The existing site comprises a 64-bedroom Premier Inn hotel. Formerly, a circa 200 cover branded restaurant operated from the site which served hotel guests and members of the public. Car parking is presently provided on-site in the order of 68 spaces. These spaces served hotel guests and members of the public who dined at the branded restaurant.
- 1.3 A planning application (application reference. DC/26/0528) was submitted to Horsham District Council in March 2026 for:
- "Part-demolition of hotel restaurant, erection of replacement hotel and guest restaurant extension and all associated works."*
- 1.4 The development proposals comprise a net 32-bedroom conversion and extension to the existing Premier Inn hotel. The former branded restaurant would be partially demolished, and a new extension connected to the retained portion of this. Car parking would be provided on-site in the order of 67 spaces post-development. These spaces would serve hotel guests, only.
- 1.5 In support of the application, RGP prepared a Transport Statement (document reference. 2024/8286/TS02) to provide an assessment of the development proposals in highways and transport terms, and a Travel Plan (document reference. 2024/8286/TP02) to promote sustainable travel behaviours post-development.
- 1.6 A Consultation response was received from West Sussex County Council (WSCC) in May 2026 in their role as Local Highway Authority (LHA) for the site. This Note is therefore prepared by RGP to address those comments and demonstrate the appropriateness of the development in highways and transport terms.

1.7 The comments can be summarised as follows:

- Delivery of improvements to pedestrian infrastructure on Hurst Road.
- Updates to submitted Travel Plan.
- Clarification of access arrangements post-development.
- Provision of a car park accumulation assessment.

2 SITE CONTEXT & ACCSSIBILITY

- 2.1 The WSCC Consultation requested improvements to the pedestrian infrastructure on the Hurst Road arm of the Hurst Road / North Street roundabout.
- 2.2 As confirmed in this Note, the former branded restaurant would be removed. This restaurant was for the use of hotel guests and members of the local public, and therefore, would have generated a number of trips on foot by local residents, who would have likely walked to / from the site.
- 2.3 The removal of the former branded restaurant would therefore decrease trips to / from the site on foot. While it is appreciated that the additional hotel accommodation could generate some additional trips on-foot, it is considered there would not be a net increase in such movements, given the removal of the former branded restaurant.
- 2.4 Additionally, while it is observed no pedestrian crossing facilities are provided on the Hurst Road arm of the Hurst Road / North Street roundabout, a transition point is provided just six metres from the site on Hurst Road. This transition point is controlled and benefits from dropped kerbs and tactile paving, supporting pedestrians of all abilities.

Summary

- 2.5 It is therefore not considered improvements to the pedestrian infrastructure on Hurst Road are necessary to make the development acceptable in planning terms, nor is it considered fairly or reasonably related in scale and kind to the development, given the anticipated reduction in pedestrian movements post-development.

3 TRAVEL PLAN STATEMENT

- 3.1 The WSCC Consultation requested updates to the Travel Plan. A revised Travel Plan has therefore been prepared to incorporate those elements requested that are considered fair and reasonable in scale and kind to the development. Those elements that have not been committed to are outlined below.

Cycle to Work Scheme

- 3.2 Whitbread would not consider the Government's Cycle to Work Scheme as part of this application. Whitbread are a member of Perks at Work, allowing staff to redeem up to a 7% discount at Halfords. This would be for existing and new staff recruited throughout the life of the Travel Plan.

Electric Vehicle Charging

- 3.3 Whitbread would consider the provision of electric vehicle charging infrastructure at this site, however, not as part of this application.
- 3.4 Whitbread recognise the importance of providing electric vehicle charging spaces at their sites. As part of their estate-wide strategy, electric vehicle charging infrastructure is being procured centrally and rolled out, where appropriate, in partnership with Equans. Further details on Whitbread's partnership with Equans are available from the following link: <https://www.equans.co.uk/case-studies/whitbread>.
- 3.5 Whitbread are presently expanding their hotel room offering at Premier Inn sites throughout the United Kingdom in connection with their Accelerated Growth Programme. The Programme is securing new hotel rooms through the planning application process. Therefore, consideration must be given to the practicalities of providing electric vehicle charging infrastructure in connection with individual planning permissions:
- All sites are existing operational sites, whereby the hotel extension and parking requirements would be accommodated within existing car parking areas where space exists (i.e. the developments do not involve additional car parking).
 - The installation of electric vehicle charging infrastructure would therefore require the excavation of a significant proportion of an existing car park, that is, the car park is not new and is not in connection with a new development.
 - The installation of electric vehicle charging infrastructure would impact the existing sites power supply and could therefore require a new National Grid connection and / or substation, particularly where existing power supply limits are close to capacity.
 - Power supply considerations therefore need to be centrally coordinated as part of Whitbread's EVCP strategy and procurement process.
 - The installation of electric vehicle charging infrastructure in connection with individual planning permissions would have a significant disproportionate cost implication to Whitbread in terms of it being outside the scope of their existing estate-wide strategy and procurement process.

- 3.6 Whitbread would therefore continue to explore opportunities for the installation of charging points once the extension works are complete. This could include retrofitting charging points as part of any future development, to ensure the site remains adaptable and responsive to the demand for any such infrastructure and future policy requirements.
- 3.7 Additionally, it is observed existing electric vehicle charging points are present at Horsham Station car park.

4 ACCESS ARRANGEMENTS

- 4.1 The WSCC Consultation requested confirmation of the arrangements for delivery and servicing (to include swept path analysis) vehicles, confirmation of the arrangements for emergency (to include swept path analysis) vehicles and pedestrian visibility splays at the site egress.

Deliveries

- 4.2 Delivery vehicle swept path analysis is illustrated on drawing **8286-HOR-RGP-XX-XX-DR-T-001-P04** attached hereto. All deliveries would be completed from Nightingale Road as per existing arrangements. All delivery vehicles would arrive from North Street, manoeuvring on Nightingale Road to the delivery area. All delivery vehicles would manoeuvre on Nightingale Road to return to North Street.

Refuse

- 4.3 Refuse vehicle swept path analysis is illustrated in drawing **8286-HOR-RGP-XX-XX-DR-T-003-P01** attached hereto. All refuse collections would be completed on-site through a private collection agreement as per existing arrangements. All refuse vehicles would access the site in a forward gear from Nightingale Road, manoeuvre on-site and egress the site in a forward gear onto Hurst Road.

Emergency Vehicle

- 4.4 Emergency vehicle (fire tender) swept path analysis is illustrated on drawing **8286-HOR-RGP-XX-XX-DR-T-004-P01** attached hereto. Emergency vehicles would access the site in a forward gear from Nightingale Road, manoeuvre on-site and egress the site in a forward gear onto Hurst Road.

Pedestrian

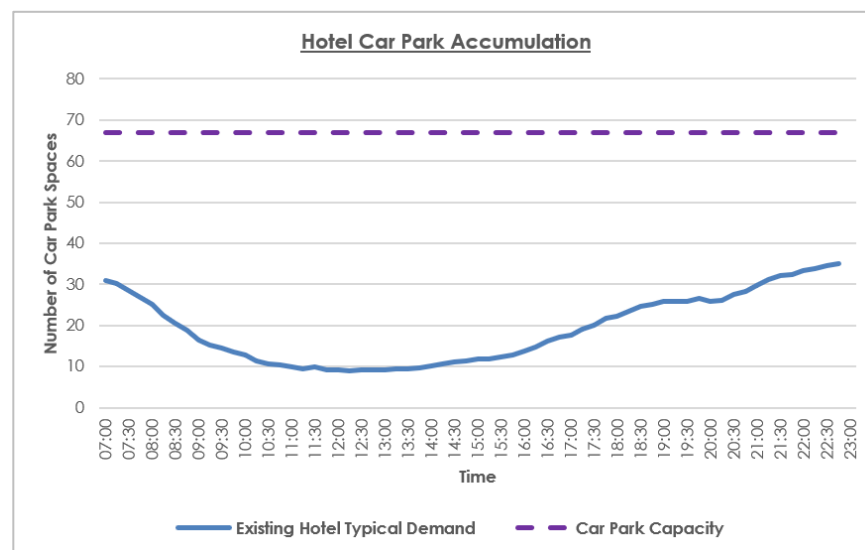
- 4.5 Pedestrian visibility splays are illustrated on drawing **8286-HOR-RGP-XX-XX-DR-T-005-P01** attached hereto. Visibility would be maintained through appropriate maintenance of vegetation.

5 CAR PARKING ACCUMULATION ASSESSMENT

- 5.1 The WSCC Consultation requested a car parking accumulation assessment be presented as based on comparable Whitbread (Premier Inn) sites. The following data was obtained from comparable town centre sites, in close proximity to public transport opportunities.

Existing Site

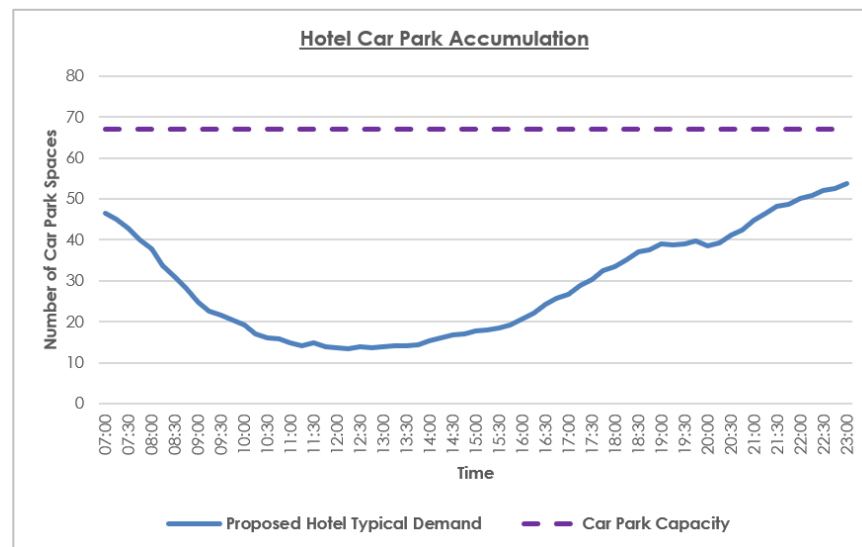
- 5.2 The existing site could observe the following typical car parking accumulation – this illustrates hotel demand only, since the former branded restaurant has ceased trading.



- 5.3 As illustrated in the figure above, the existing site operates within its car park capacity, with a maximum accumulation of 35 cars observed. This should be considered robust, factored to reflect the site operating at full occupancy.

Proposed Site

- 5.4 The proposed site could observe the following typical car parking accumulation.



- 5.5 As illustrated in the figure above, the proposed site would continue to operate within its car park capacity, with a maximum accumulation of 54 cars observed. This should be considered robust, factored to reflect the site operating at full occupancy.

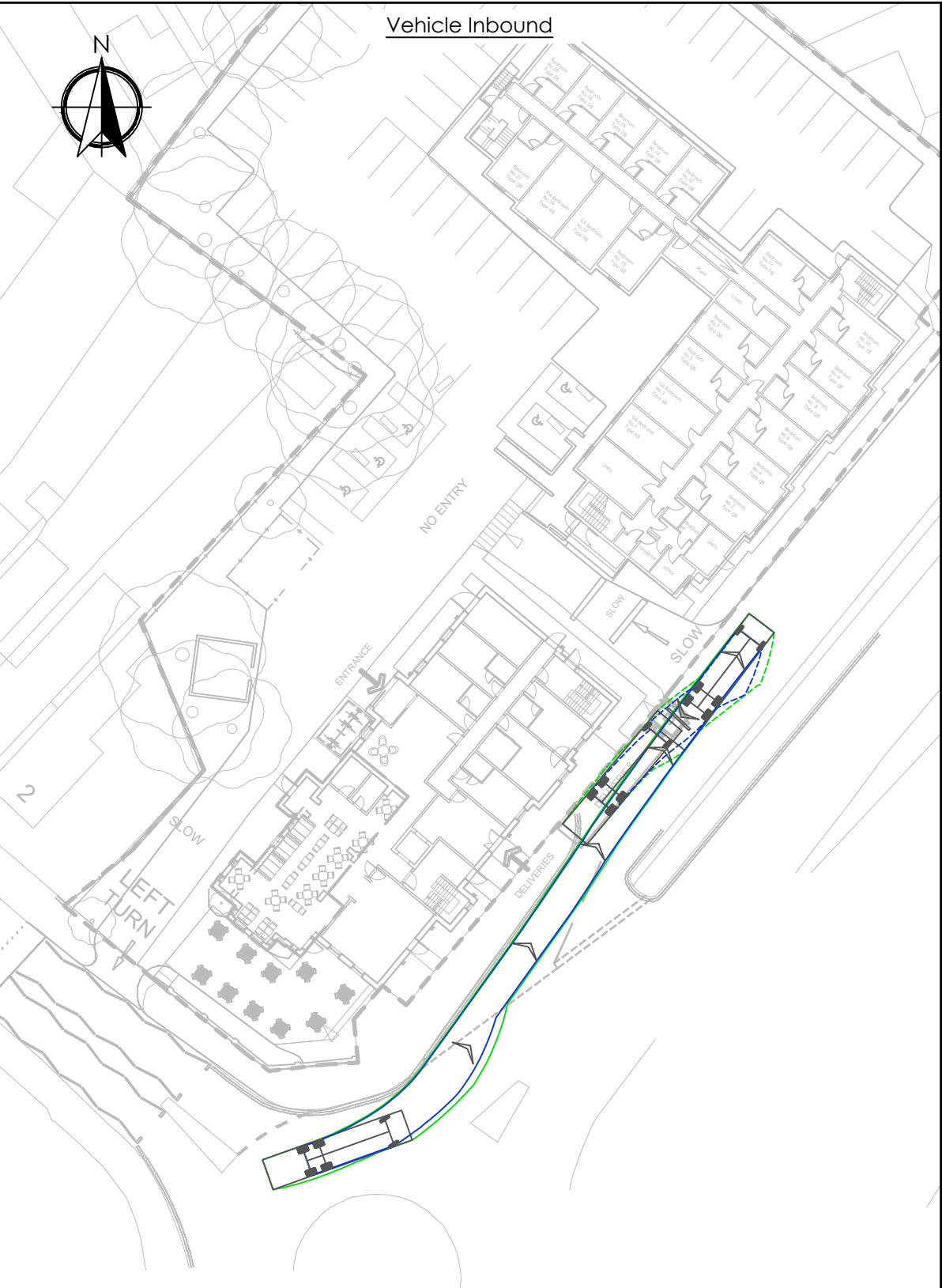
Summary

- 5.6 It is anticipated the 67 car parking spaces to be provided post-development would be sufficient to accommodate the likely car parking demand associated with the proposed site.
- 5.7 Should demand exceed the provision on-site, it is anticipated this would be met through existing public car park provision (i.e. BT Exchange Car Park, North Street Car Park and Pavilions Car Park) close to the site.

6 SUMMARY & CONCLUSIONS

- 6.1 This Highways and Transport Technical Note is prepared by RGP in support of proposed development at the Premier Inn Horsham North (Horsham Station) hotel. This Note has been prepared to address Consultation comments from WSCC and demonstrate the appropriateness of the development in highways and transport terms.

DRAWINGS



Notes:

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

Whitbread Rigid 26t
Overall Length 12.352m
Overall Width 2.650m
Overall Body Height 3.904m
Min Body Ground Clearance 0.427m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.972m

P04	Updated site layout	09.06.26	GE	SH	NR
P03	Updated site layout & swept paths	16.01.26	GE	SH	NR
P02	Updated site layout	04.09.25	GE	SH	NR
P01	FIRST ISSUE	17.06.25	GE	SH	NR
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: **PLANNING**

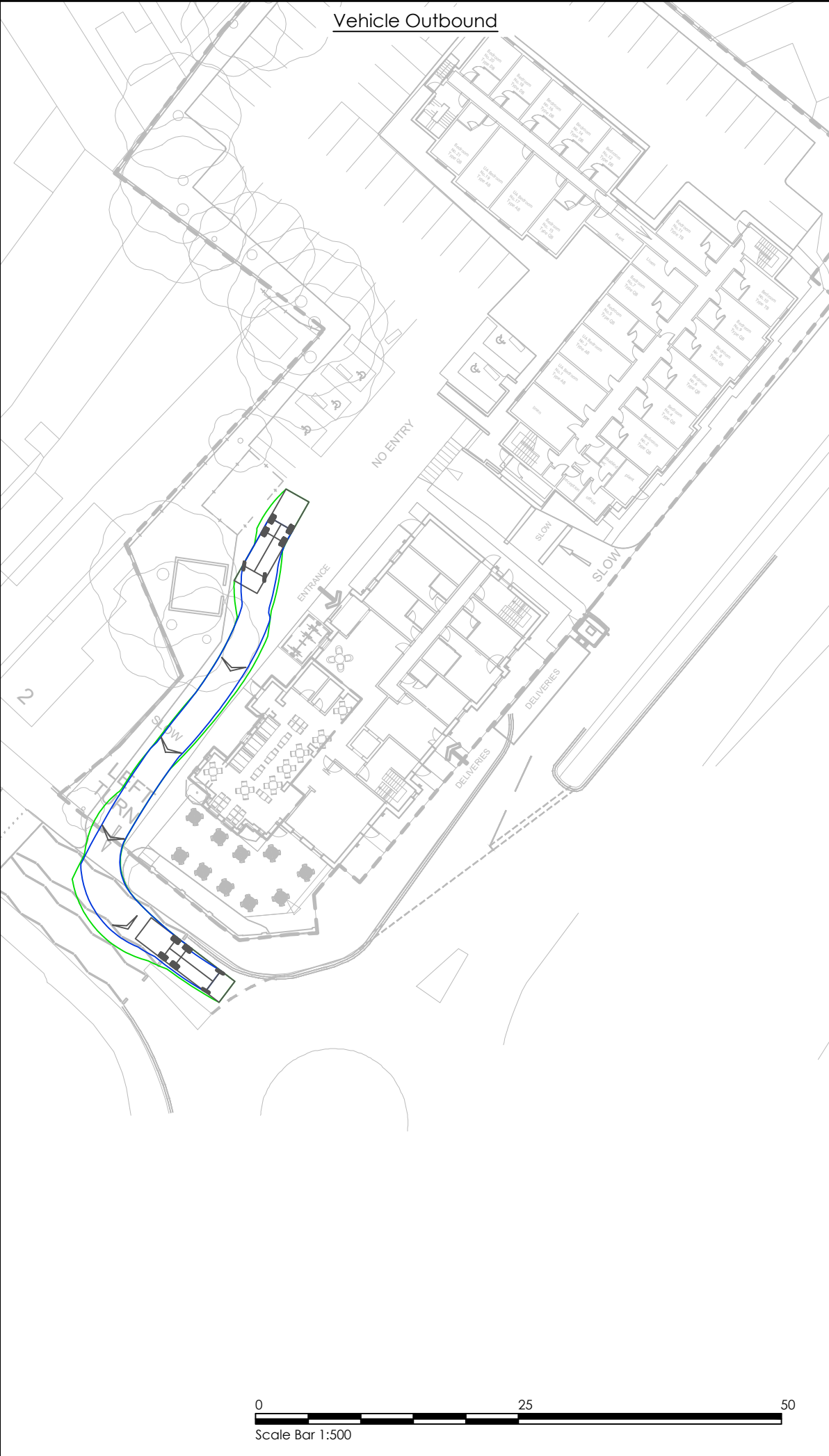
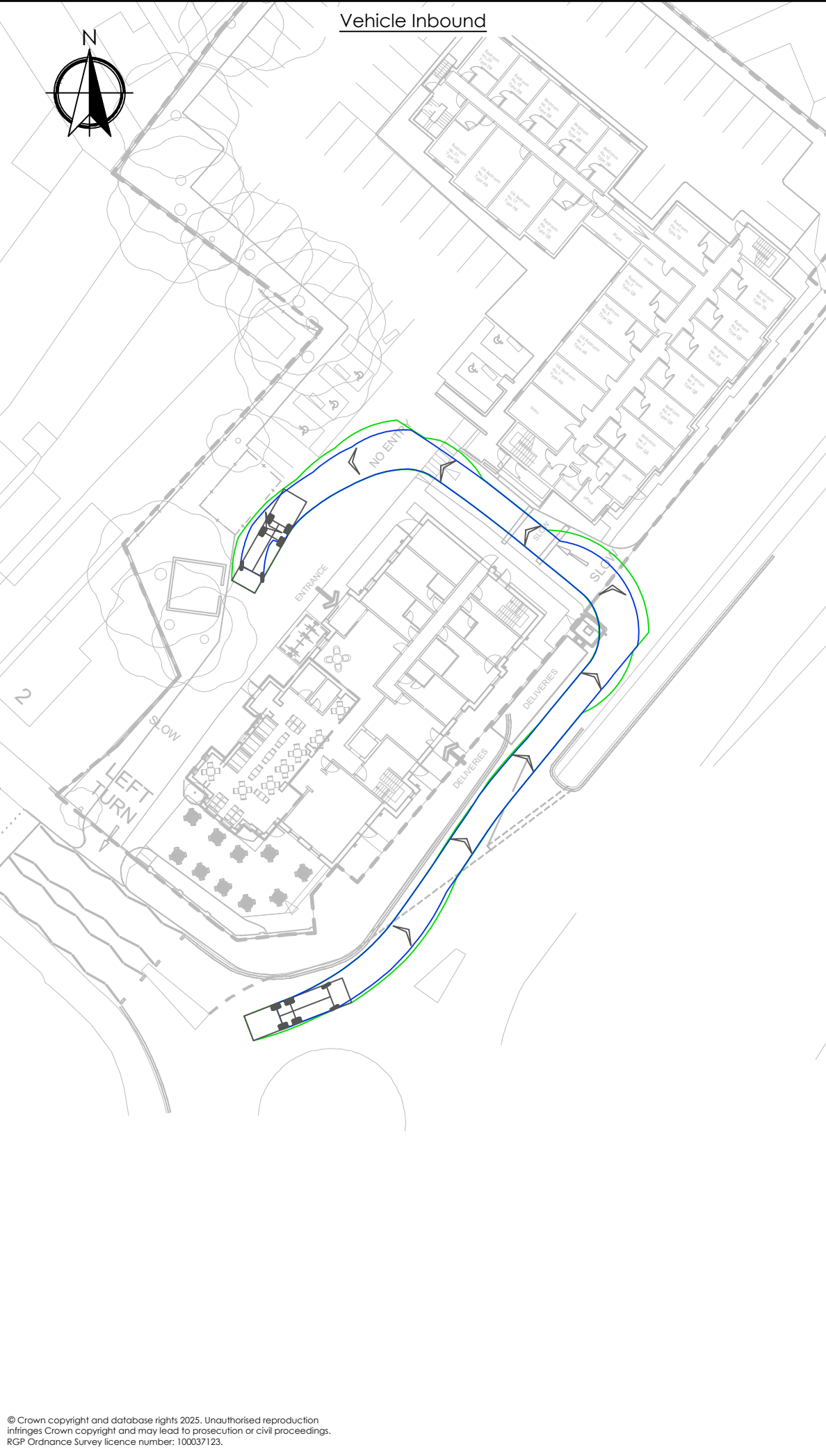
Client:
Whitbread Group PLC

Project:
Premier Inn Horsham

Drawing Title:
**Swept Path Analysis
Delivery Vehicle**

Scale @ A3: 1:500	Date: 17.06.25	Drawn: GE	Designed: GE	Checked: SH	Approved: NR
----------------------	-------------------	--------------	-----------------	----------------	-----------------

Project No: 8286	Drawing No: HOR-RGP-XX-XX-DR-T-001	Revision: P04
----------------------------	--	-------------------------



Notes:

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

Trade Waste Collection Vehicle
Overall Length 10.000m
Overall Width 2.500m
Overall Body Height 3.900m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.750m

P01	FIRST ISSUE	09.06.26	GE	SH	NR
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: **PLANNING**

Client: **Whitbread Group PLC**

Project: **Premier Inn Horsham**

Drawing Title: **Swept Path Analysis
Refuse Vehicle**

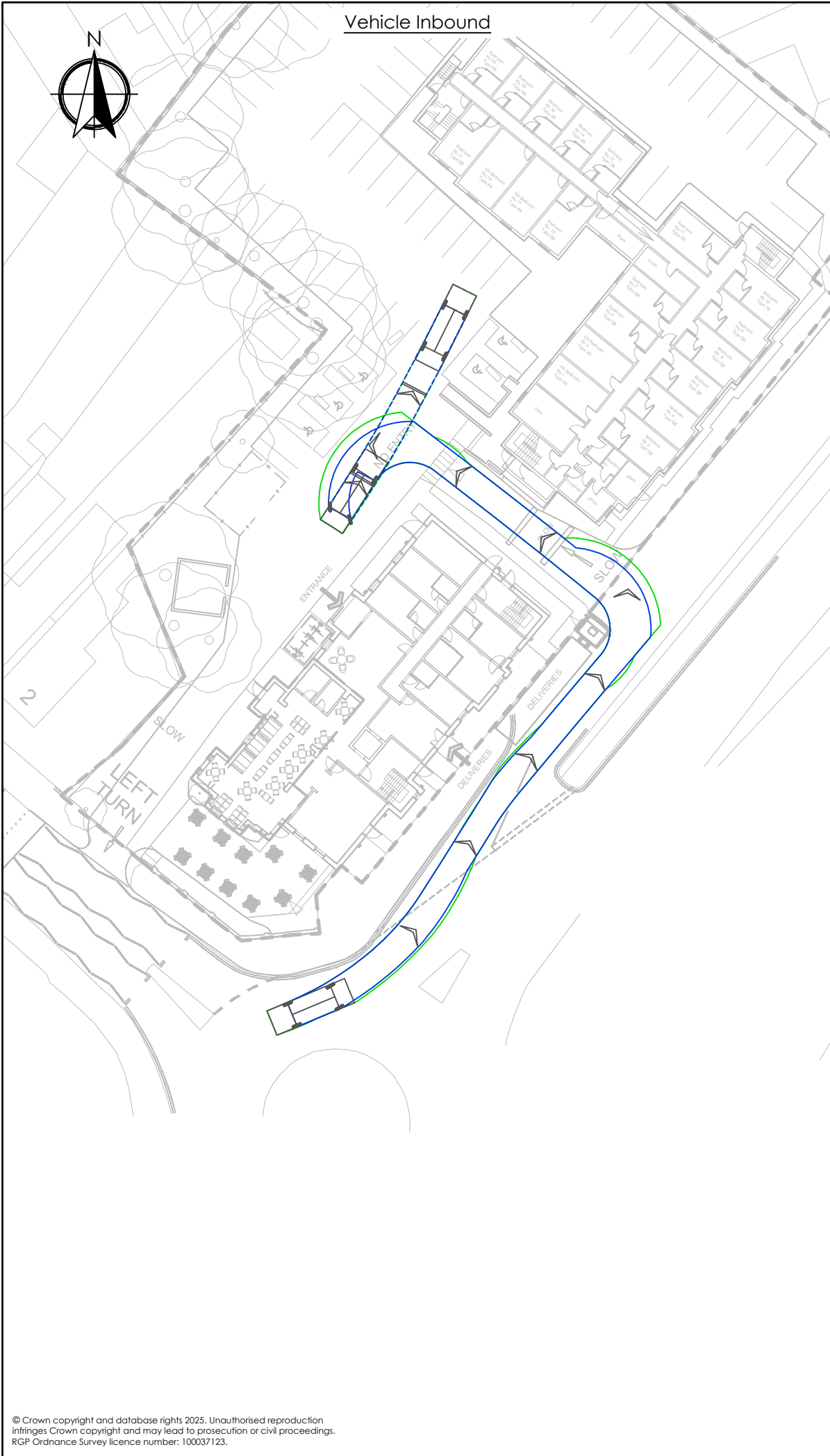
Scale @ A3:	Date:	Drawn:	Designed:	Checked:	Approved:
1:500	09.06.26	GE	GE	SH	NR

Project No:	Drawing No:	Revision:
8286	HOR-RGP-XX-XX-DR-T-003	P01

© Crown copyright and database rights 2025. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
RGP Ordnance Survey licence number: 100037123.

User Name: george ellenger

File Location: c:\users\georgeellenger\rgp\projects - documents\2024 projects (8201-8300)\8286 pix agp south, horsham\03 cad\8286-hor-rgp-xx-xx-dr-t-003 swept path analysis - refuse vehicle.dwg



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.

Fire Tender
Overall Length 8.000m
Overall Width 2.500m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

P01	FIRST ISSUE	09.06.26	GE	SH	NR
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: **PLANNING**

Client: **Whitbread Group PLC**

Project: **Premier Inn Horsham**

Drawing Title: **Swept Path Analysis
Fire Tender**

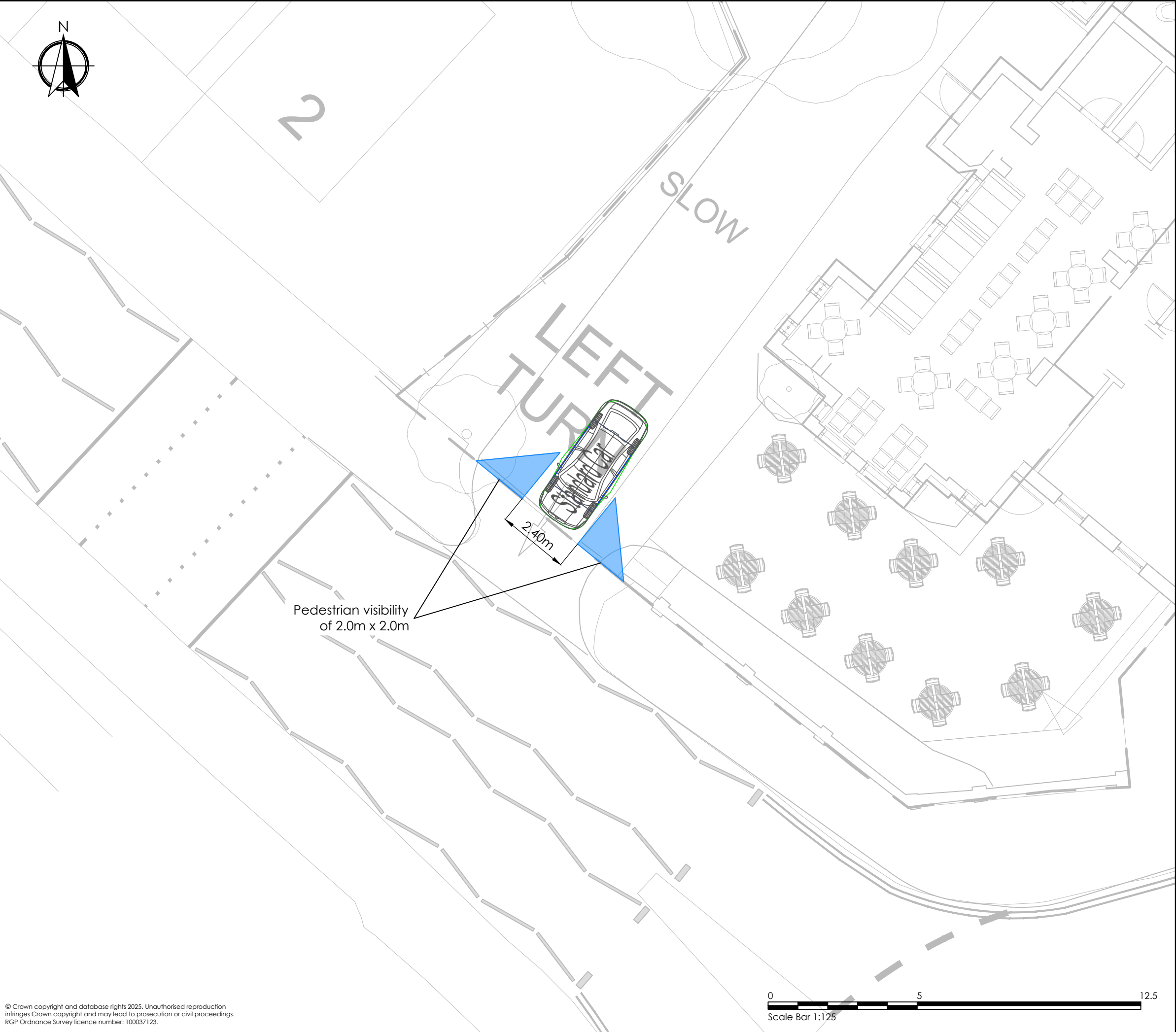
Scale @ A3: 1:500	Date: 09.06.26	Drawn: GE	Designed: GE	Checked: SH	Approved: NR
----------------------	-------------------	--------------	-----------------	----------------	-----------------

Project No: 8286	Drawing No: HOR-RGP-XX-XX-DR-T-004	Revision: P01
----------------------------	--	-------------------------

© Crown copyright and database rights 2025. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
RGP Ordnance Survey licence number: 100037123.

User Name: george ellenger

File Location: c:\users\georgeellenger\rgp\projects - documents\2024 projects (8201-8300)\8286 pik agp south, horsham\03 cad\8286-hor-rgp-xx-xx-dr-t-004 swept path analysis - fire tender.dwg



- 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.

P01	FIRST ISSUE	09.06.26	GE	SH	NR
Rev	Details	Date	By	Chkd	Appd

Godalming Office
Old Mill Studios, Fry's Yard,
37-40 Bridge Street, Godalming
GU7 1HP

T: 01483 861 681
E: enquiries@rgp.co.uk
www.rgp.co.uk

Transport Planning and Infrastructure Design Consultants

Status: PLANNING

Client:
Whitbread Group PLC

Project:
Premier Inn Horsham

Drawing Title:
Pedestrian Visibility

Scale @ A3: 1:125	Date: 09.06.26	Drawn: GE	Designed: GE	Checked: SH	Approved: NR
----------------------	-------------------	--------------	-----------------	----------------	-----------------

Project No: 8286	Drawing No: HOR-RGP-XX-XX-DR-T-005	Revision: P01
---------------------	---------------------------------------	------------------



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

www.rgp.co.uk

Surrey Office Old Mill Studios, Fry's Yard, 37-40 Bridge Street, Godalming GU7 1HP
London Office 10 York Road, London SE1 7ND

T: 01483 861 681
T: 020 7078 9662

