

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Hannah Darley
FROM:	WSCC – Highways Authority
DATE:	22 July 2026
LOCATION:	Premier Inn 57 North Street Horsham RH12 1RB
SUBJECT:	DC/26/0528 Part-demolition of hotel restaurant, erection of replacement hotel and guest restaurant extension and all associated works. More information received.
RECOMMENDATION:	No Objection

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been re-consulted on proposals for part-demolition of hotel restaurant, erection of replacement hotel and guest restaurant extension and all associated works. In comments dated 15 May 2026 the LHA requested further information. A Highways Transport Technical Note has been received to address these matters.

Uncontrolled dropped kerb/tactile paved crossing of Hurst Road (inc. central refuge).

It is stated that removal of the branded restaurant would reduce trips to/from site by foot. Though it is acknowledged that the additional 32 x bedrooms at the hotel may result in some additional pedestrian trips, no assessment has been provided for comparison in terms of pedestrian trips from existing hotel and branded restaurant vs pedestrian trips by increased hotel size but removal of branded restaurant and thus it is difficult to assess any net impact. Nevertheless, the applicant has clarified that an existing controlled crossing is present on Hurst Road approx. 6m north of existing site access and thus there is a facility a short detour away for pedestrians wishing to cross Hurst Road then travel south of site thus the LHA agree that provision of uncontrolled crossing at Hurst Road arm of the roundabout is not required to make the application acceptable in planning terms.

TPS updates.

Travel Plan Statement has been updated to include:

- 5.4.4 - Modal shift target has been amended to state proposed reduction in vehicle trips by 15% and what this equates has been set out in Fig 7 (baseline trips from TS- 15% = LESS 31 over lifetime of TPS).
- CYCLE TO WORK scheme will not be considered due to 7% Halfords discount available for staff.
- Changing facilities and lockers will be provided for staff.
- Bicycle parking use to be monitored and additional provided if required.
- Cycle maintenance equipment will be available on reception and advertised through notice/staff.
- Welcome pack to include cycle training information.
- Welcome pack to promote the health, financial, and environmental benefits of sustainable travel

Required:

- EV charging – Whitbread group have separate estate wide strategy for EV charging to be rolled out, not part of this application. EV charging details may be required as part of building regulations separate matter from planning and travel plans. However, the TPS should promote Pod Point charging spaces at Train Station car park for staff and guests.
- Example baseline Travel Survey hasn't been included. Note this will include main mode of travel question but more information required (example survey) for staff/guests.
- What are the enforcement actions if targets are not met? (e.g. vouchers, additional cycle parking etc).

These points can be updated and secured through legal agreement along with the monitoring fee of £1765.

Pedestrian visibility splays.

It has been demonstrated that a car waiting at the exit to Hurst Road can achieve 2m x 2m pedestrian visibility splay either side to ensure driver can see pedestrians on adjacent footway. Any vegetation in this splay will be maintained. This can be secured by condition.

Servicing clarification including swept path tracking.

Swept path tracking has been provided for delivery vehicle, emergency vehicles and refuse collection vehicle. This would service from Nightingale Road as per existing arrangement and either exit to Hurst Road or Nightingale Road in forward gear. The delivery vehicle would service from Nightingale Road (privately maintained section).

Further car parking justification (car parking accumulation assessment)

A car parking accumulation assessment has been undertaken. The existing site operates within its car park capacity, with a maximum accumulation of 35 cars. The proposed site could result in maximum accumulation of 54 x cars. Thus 67 x car parking spaces available on site would meet demands of the hotel.

Conclusion

The Local Highway Authority does not consider that the proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

Legal agreement (Unilateral Undertaking) TRAVEL PLAN STATEMENT AND MONITORING FEE £1765.

Conditions:

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

The development hereby approved shall not commence until the following construction details have been submitted to and approved in writing by the Local Planning Authority. The details shall include the following measures:

- i. Details of site management contact details and responsibilities;
- ii. A plan detailing the site logistics arrangements on a phase-by-phase basis (as applicable), including:
 - a. location of site compound,
 - b. location for the loading, unloading and storage of plant and materials (including any stripped topsoil),
 - c. site offices (including location, height, size and appearance),
 - d. location of site access points for construction vehicles,
 - e. location of on-site parking,
 - f. locations and details for the provision of wheel washing facilities and dust suppression facilities
- iii. The arrangements for public consultation and liaison prior to and during the demolition and construction works – newsletters, fliers etc, to include site management contact details for residents;
- iv. Details of any floodlighting, including location, height, type and direction of light sources, hours of operation and intensity of illumination

The construction shall thereafter be carried out in accordance with the details and measures approved.

Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers and highway safety during construction and in accordance with Policies 33 and 40 of the Horsham District Planning Framework (2015).

No part of the development shall be first occupied until pedestrian visibility splays of 2 metres by 2 metres have been provided either side of the existing vehicle exit to Hurst Road as shown on drawing titled 'Pedestrian Visibility' (no. HOR-RGP-XX-XX-DR-T-005 Rev P01). These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.

Reason: In the interests of road safety.

Katie Kurek

West Sussex County Council – Planning Services