

WEST SUSSEX COUNTY COUNCIL CONSULTATION

TO:	Horsham District Council - FAO: Hannah Darley
FROM:	WSSC – Highways Authority
DATE:	15 May 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.
RECOMMENDATION:	More Information

West Sussex County Council, in its capacity as Local Highway Authority (LHA), have been consulted on proposals for part demolition of hotel restaurant and erection of replacement hotel and guest restaurant and associated works.

The LHA provided pre-app advice under PRE-71-25. The application is supported by Transport Statement (TS) and Travel Plan (TP).

Site Context & Accessibility

The existing hotel is 64 bedrooms with 68 x car parking spaces with access off Nightingale Road (within privately maintained section) and exit to Hurst Road (B2180). Whilst Hurst Road is subject to 30mph, the exit is near North Street Roundabout thus vehicle speeds are anticipated to be below the posted limit. Previously, a 200-cover restaurant was in use on site for both hotel guests and members of the general public.

The proposals are for an additional 32 x rooms (96 rooms total). The changes to the restaurant will make this for hotel guests only, removing the non-hotel guest trips associated with the previous restaurant.

Whilst there are dropped kerb/tactile paved crossing including central refuge on North Street to provide access to train station, improvements are required on Hurst Road arm of the roundabout. At pre-app advice stage the applicant was advised to demonstrate dropped kerb/tactile paved crossing including central refuge. This would benefit staff and guests travelling to and from Horsham town centre as this would be the pedestrian desire line. The TS states this is not reasonable or proportionate due to there being 'no net increase in trips on foot'. However, the National Planning Policy Framework para. 115 states that specific applications for development should ensure sustainable transport modes are prioritised, safe and suitable access can be achieved for *all users*. Para. 117 goes on to state that applications for development should give priority to pedestrian and cyclist movements, address needs of those with disabilities/ reduced mobility. These policies do not stipulate that estimated pedestrian movements must be over and above existing use for such improvements to be necessary or beneficial. Furthermore, Horsham Local Plan Strategic Policy 24 states that development will be supported where design prioritises ability of workers to conveniently walk to work, walking routes are designed to be safe...direct. The LHA therefore consider that such a minor improvement would benefit guests with reduced mobility/ wheelchair users etc as well as support safe and suitable access for workers.

Site is approx. 12-minute walk/ 4-minute cycle to Horsham town centre with a range of retail, amenities and services. Cycling could be an option for some with the local roads being 30mph and on-carriageway cycle lane on North Street. Horsham Train Station is 1 minute walk from the site meaning that it is a reasonable option for staff and guests to travel to and from the site. Furthermore, there are bus stops at the Train Station that provide services to various destinations including Worthing, Horsham bus station (in town centre), Southwater, Gatwick, Crawley.

Travel Plan Statement (TPS)

For a development of this size the TP would incur a monitoring fee of £1765 to be secured by legal agreement. The Travel Plan auditing fees reflect the amount of local authority officer time required to evaluate the initial plan, assess the monitoring data and participate in on-going review and agreement to any amended plans in the future, including post planning once the development is built out and occupied. The costs have been benchmarked against fees charged by other Local Authorities and are considered to proportionate and reflective of the costs incurred.

- Details of a nominated Travel Plan Co-ordinator, who will be responsible for implementing and promoting the TP are provided.
- Background information including accessibility credentials (walking/cycling/public transport) provided.
- Whilst TPS do not require full modal shift targets, it can be good practice to set these. Para. 6.4.3 of the TPS states that the target over five-year life of the TPS is to reduce vehicle movements by 5%. However,

TP guidance requires the target be 15% for urban sites and that where targets are proposed these should clearly set out the estimated vehicular trip rate over 12-hour period as set out in the TS – 15%.

- On site display screen will allow guests to access map of local area, walking/cycling/public transport links and information on taxis and car sharing.
- Travel Plan noticeboard in staff room will display same information for staff.
- Perks at Work allow staff a 7% Halfords discount.
- TPC will promote easit network, national awareness events.
- Baseline Travel Survey will determine modal split information to ensure targets are realistic and achievable. They will be undertaken on 1st, 3rd and 5th anniversaries over life of TP. Will include main mode of travel question but more information required (example survey) to also include; how staff/guests currently travel to and from the site, staff shift patterns, how many people work in the same postcode area (to assess the potential for car sharing), what facilities already exist on site or will be provided as part of the new development (e.g. showers, bike racks, lockers, motorcycle parking), what facilities are lacking/are needed to encourage more sustainable travel.
- Can staff lockers/ changing facilities be provided for staff cycling?
- Will cycle maintenance equipment be provided, how will staff/guests be aware of this if available?
- What are the enforcement actions if targets are not met? (e.g. vouchers, additional cycle parking etc).
- How will bicycle use be monitored for staff and will more cycle parking be provided if needed?
- How will the health, financial, and environmental benefits of sustainable travel be promoted?
- Consideration of the government's Cycle to Work scheme.
- A commitment to promoting WSCC's adult cycle training, and ideally funding places on the course for employees. <https://www.westsussex.gov.uk/roads-and-travel/road-safety/one-to-one-cycle-training/>
- The provision of one or more public access electric vehicle charging points for guests should be considered. Could also be potential of promoting the Pod Point charging spaces at Train Station car park.

Access Arrangements

No changes to the existing access (off Nightingale Road) and exit (Hurst Road) are proposed. The LHA has reviewed data supplied to WSCC by Sussex Police over a period of the last five years. There has been a recorded injury incident in vicinity of access to site (Nightingale Road). However, from an inspection of incident data this was not due to any defect with the junction/ road layout.

Visibility splays of 2.4m x 43m to north (leading direction) and 17.2m to south (central kerb buildout/roundabout) have been demonstrated from the site exit to Hurst Road as achievable within publicly maintained highway. 43m is suitable for approach speeds of 30mph. 17.2m to south is appropriate considering this extends to the roundabout junction and low speeds anticipated from this approach. Furthermore, the existing exit is designed in a manner that allows left turn out only.

It is also noted that vegetation adjacent the exit point may be overgrown. Ideally, pedestrian visibility splays of 2m x 2m should be provided with side of the exit point to ensure that cars can see pedestrians on adjacent footway.



Deliveries are shown on carriageway on Nightingale Lane this is shown on privately maintained section thus the applicant should be assured they have permission from proprietor of the private road to undertake these activities. Whilst it is stated that servicing will remain as per existing arrangements it is not clear where vehicles turn and no swept path tracking has been provided. Please clarify turning arrangements for servicing vehicles including refuse

collection and emergency vehicle (fire appliance) access including tracking plans to show these can turn and exit on to public highway in a forward gear.

Trip Generation

Independent traffic surveys from other Whitbread hotel/restaurant sites have been used to estimate likely vehicular trip rates as a result of the development. Existing hotel size and restaurant could have seen 20 trips in AM and 36 in PM peak hours. The proposed size of hotel with removal of non-hotel use restaurant could see 23 trips in AM and 19 trips in PM peak hours. Whilst a minor increase in trips in AM peak hour may result, a reduction in 17 trips in PM peak hours (due to removal of non-hotel use restaurant) could result. The LHA does not consider that this would result in a 'severe' impact to the operational capacity of the nearby road network. Nevertheless, no pedestrian movement trips have been provided and regardless the LHA still consider the uncontrolled crossing of Hurst Road is required as per Site Context & Accessibility section.

Parking

WSCC Guidance on Parking at New Developments advises 1 x car parking space per bedroom and 1 x bicycle space per 8 x car parking spaces. Whilst this would result in a potential demand for total 96 x car parking spaces the LHA is mindful of the accessibility of site, especially for guests arriving by train.

67 x spaces have been provided, and it is stated that additional car parking demand could be accommodated in nearby public car parks. Whilst the LHA agree that parking demand may be less for this sustainable location, further justification is required. Other Premier Inn site applications have included a car parking accumulation assessment to demonstrate maximum parking demand for similar sized hotels/ locations. This should be provided with this development.

5 x accessible car parking bays are demonstrated which exceeds the required 5% of total spaces.

Based on 67 x car parking spaces, a total of 8 x cycle parking spaces should be provided. This is shown on the northern side of the building as a secure and covered facility.

Conclusion

In summary, additional information is required:

- Uncontrolled dropped kerb/tactile paved crossing of Hurst Road (inc. central refuge).
- TPS updates.
- Pedestrian visibility splays.
- Servicing clarification including swept path tracking.
- Further car parking justification (car parking accumulation assessment?)

Please ask the applicant for this additional information and re-consult.

Katie Kurek
West Sussex County Council – Planning Services