



## DESIGN AND ACCESS STATEMENT

APRIL 2025



## PROPOSAL FOR NEW BUILD B8 LIGHT INDUSTRIAL WAREHOUSE UNITS WITHIN AN EXISTING INDUSTRIAL SITE

4-5 Redkiln Close, Horsham RH13 5QL

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## 1.0 INTRODUCTION

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2473– Redkiln Close– Design And Access Statement

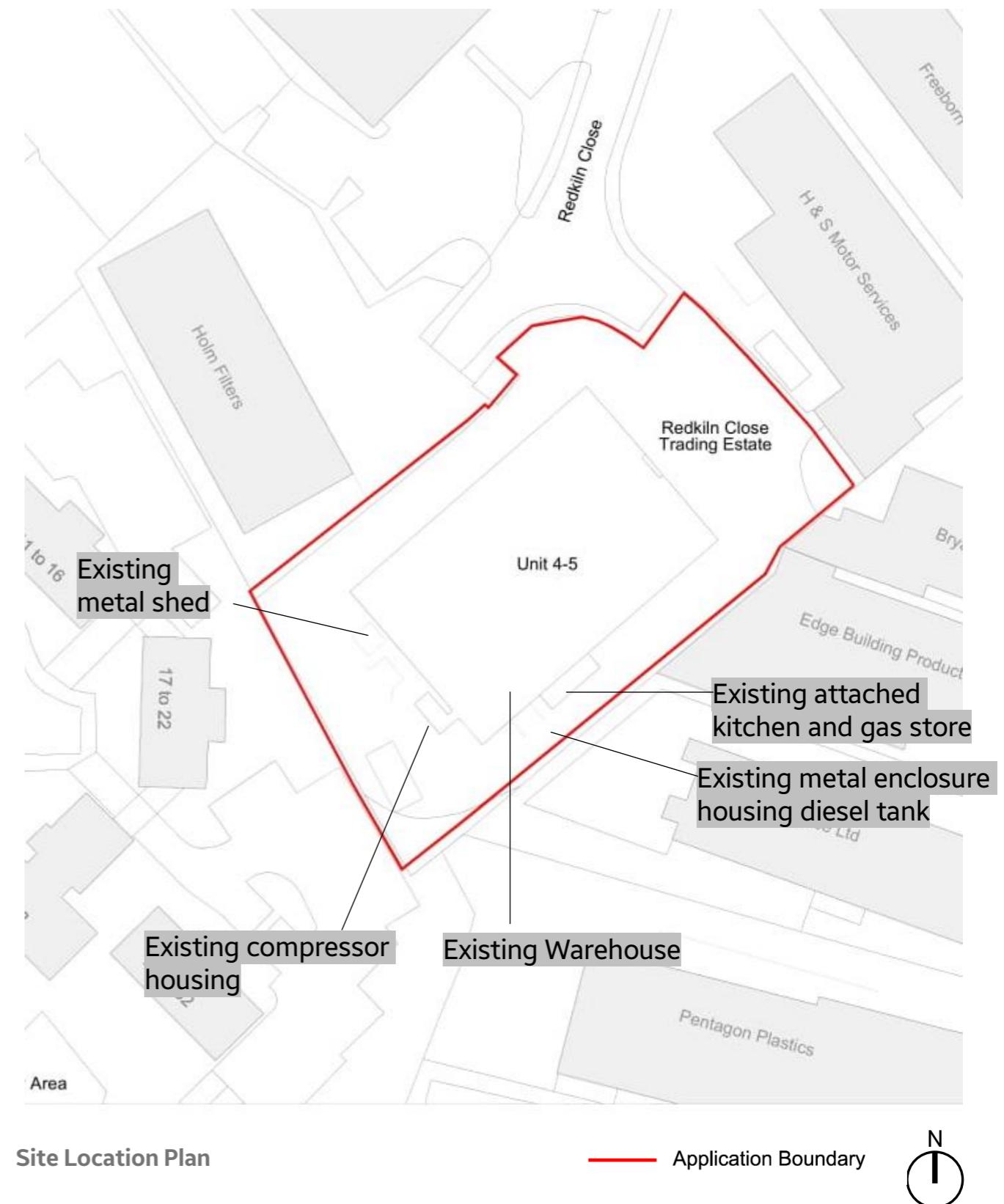
# 1.0 INTRODUCTION

## 1.1 APPLICATION SUMMARY

This Design and Access Statement supports a full Planning Application for the replacement and additional new build light industrial units at an existing industrial site at Redkiln Close, Horsham. The proposal includes the demolition of the current warehouse building and associated structures, including metal sheds, enclosures and a diesel tank. The proposed site will include more parking spaces, van delivery bays, as well as bin and bike storage.

The aim of this document is to outline the design approach and rationale behind the proposals for the submission of the Planning Application.

The application site covers approximately 2,493 sqm.



## 1.2 PROJECT DRIVERS

- The main objective of this project is to develop two new warehouse units for storage (Use Class B8), each with 2 office spaces and WCs for potential tenants. The proposal also includes the provision of a bin and bike shelter within the site, complying with West Sussex County Council parking and Horsham District Council bin requirements.
- The new units will be built on the site of the existing warehouse, which will be demolished to accommodate the two self-contained units. The design maximises the available site space, ensuring a minimum of 1m from the site boundary to the external face of the new units. Parking spaces and delivery bays will also be provided to meet the needs of future users.
- As part of the energy strategy, PV panels will be installed on the roofs of each unit to enhance sustainability.
- This proposal is to support the long-term future of an established employment area through reinvestment. The client intends to improve the quality and use of the site by replacing the outdated and inefficient building with a modern, purpose-built facility. This will help attract new businesses or allow existing ones to grow, creating sustainable job opportunities.
- Whilst the existing building is quite run down and dilapidated, it still attracts rental interest from entry-level tenants due to the limited availability of similar units in Horsham town. However, to make the redevelopment of the site commercially viable and to improve both the quality of the building and its occupants, the proposed increase in building size is necessary. This will raise the rental value to a level that supports the cost of redevelopment.

This Design and Access Statement is aligned with the proposed architectural drawings and is supported by documents including the Highways Technical Note, Arboricultural Impact Assessment Report, Water Neutrality Statement, and Biodiversity Net Gain report, all of which accompany this submission.



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### SITE LOCATION

#### 4-5 Redkiln Close, Horsham, RH13 5QL.

The application site is located in Redkiln Close, approximately 0.7 miles (a 16-minute walk) to Horsham Train Station, and approximately 1.2 miles to the town centre.

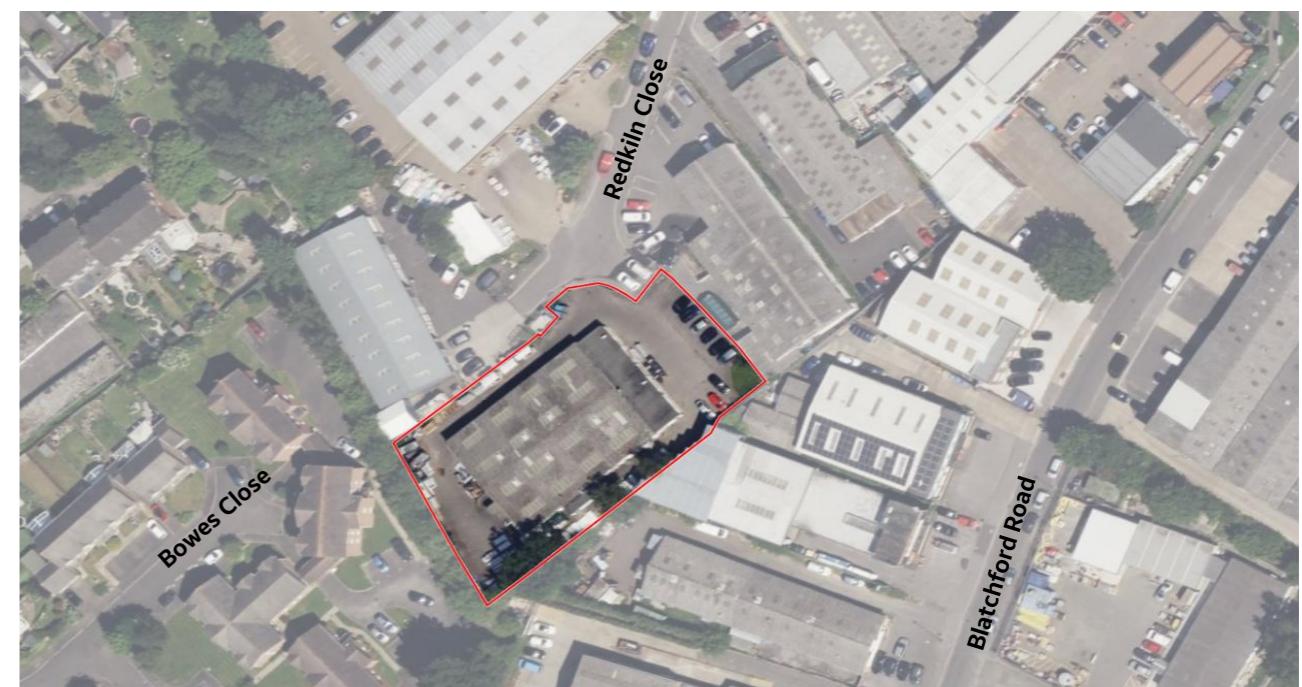
The site consists of an existing warehouse unit, and smaller ancillary structures adjoined to the warehouse such as the compressor housing, metal sheds and a metal enclosure housing a diesel tank.

The surrounding area is primarily industrial, with a residential area to the west of the site within Bowes Close. This area is separated by a 2.8m high existing chainlink fencing hedging and a line of trees.

#### Grid Reference

Eastings (X) : 518569

Northings (Y): 131415



### SITE CONTEXT

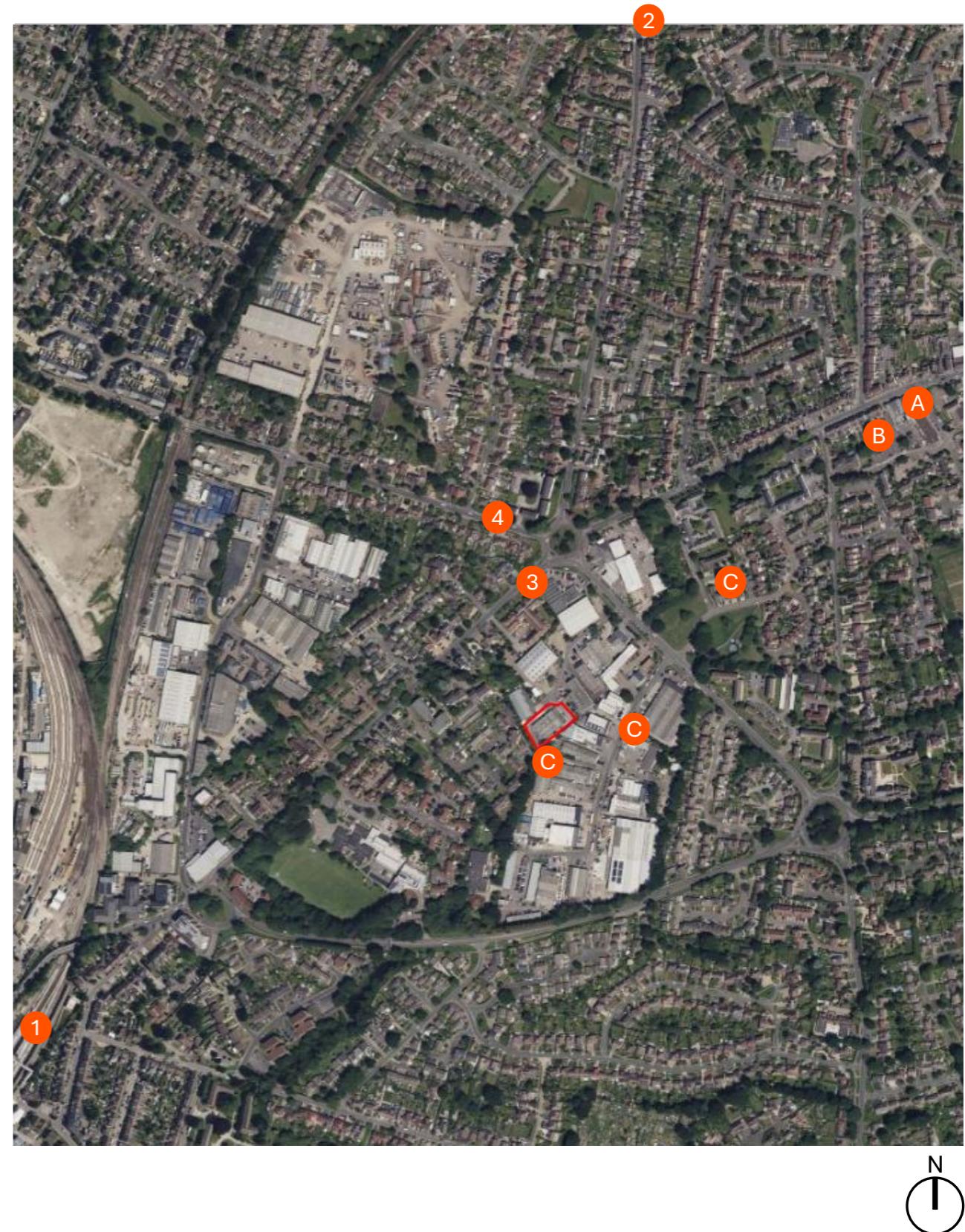
The proposed site benefits from close proximity to both the strategic highway network including B2195 to the northeast and A24 /A264 to the northwest. Existing public transport facilities are listed below, as shown on the adjacent aerial extract.

1. Horsham Railway Station : approx. 0.7mile (15 min walk )
2. Littlehaven Railway Station : approx. 0.7mile (15 min walk)
3. Kings Road Roundabout (nearest bus stop) : approx. 0.1mile north (3 min walk)
4. Ringley Bus Stop: approx. 0.1mile (4 min walk)

### Local Amenities :

- A. Nearest post office : approx. 0.4mile (10 min walk)
- B. Godwin Way public carpark : approx. 0.4mile (10 min walk)
- C. Fitness centres : approx. 0.2mile (3-5min walk)

Please refer to the Highways Technical Note document prepared by Motion, as part of this planning application, for more detailed information.



## 2.3 SITE BOUNDARY

### BOUNDARY WITHIN SITE

The current site comprises an existing industrial unit, with footprint of 904 sqm of Gross Internal Area (GIA). The proposal will increase the footprint to 1494 sqm and overall GA to 1574 including proposed external bin and bike shelter.

The development will make efficient use of the site while preserving some trees categorised as Tree Preservation Order (TPO) on the southern boundary (please refer to the Arboricultural and Biodiversity Net Gain reports for further details).

### BOUNDARY IN WIDER CONTEXT

The surrounding area is established as a commercial and industrial location. The site is accessed via a cul-de-sac at the end of Redkiln Way, with the northern boundary abutting the site entrance. To the north-west and east, the site shares its borders with other industrial properties. The southwestern boundary adjoins a residential area at Bowes Close, with a 2.8m high chainlink fence and a line of trees providing screening for the neighbouring dwellings.



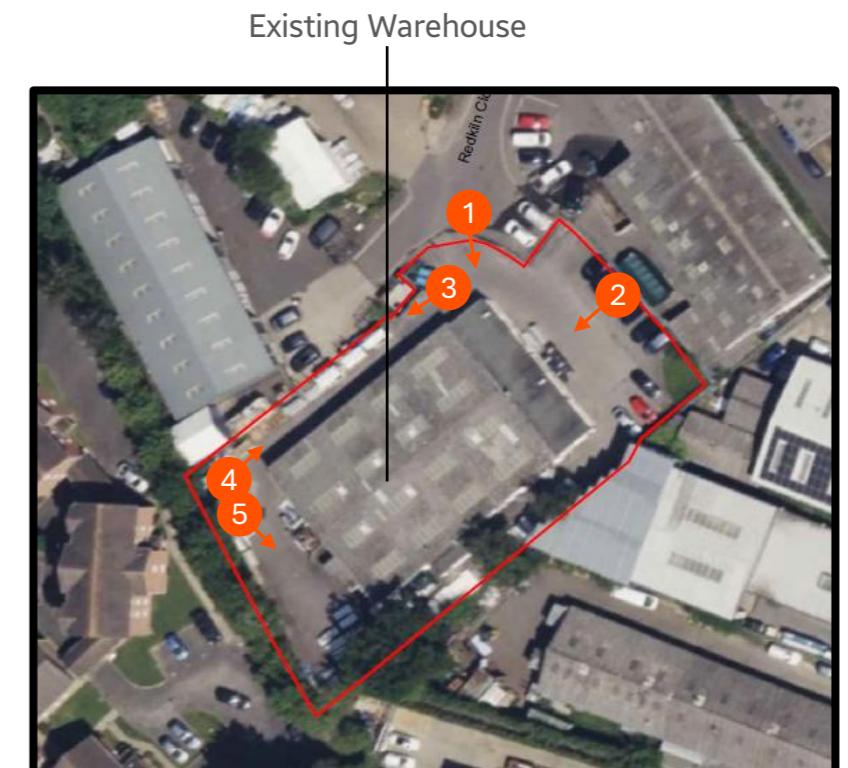
## 2.4 SITE PHOTOGRAPHS



View towards existing warehouse upon entering site.



Front elevation (east)



KEY PLAN

Existing metal shed      Existing compressor housing



View towards side elevation (north-east)



View towards north-east side elevation from the back of the building



Rear view of the existing warehouse, with the metal shed and compressor housing

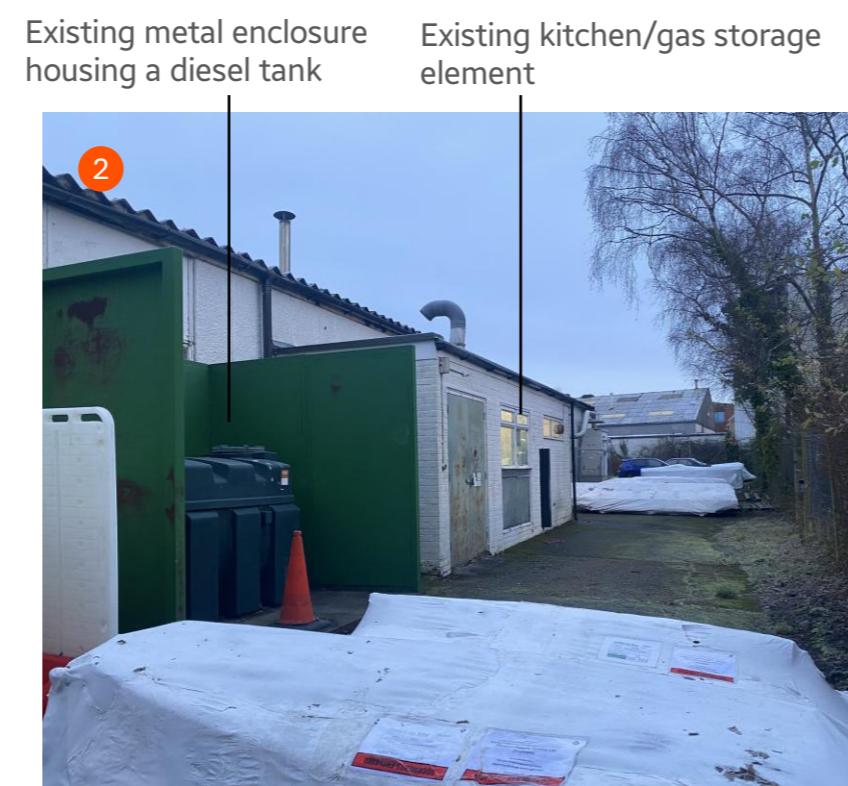
## 2.4 SITE PHOTOGRAPHS



Rear elevation with existing metal shed and compressor housing



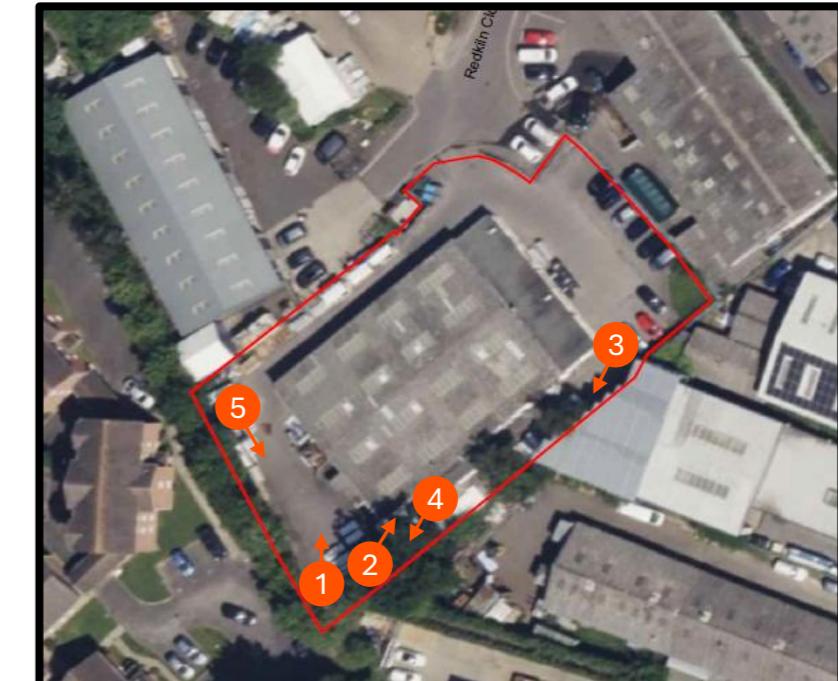
View toward south east elevation from front corner of the warehouse, with existing trees at the southern boundary



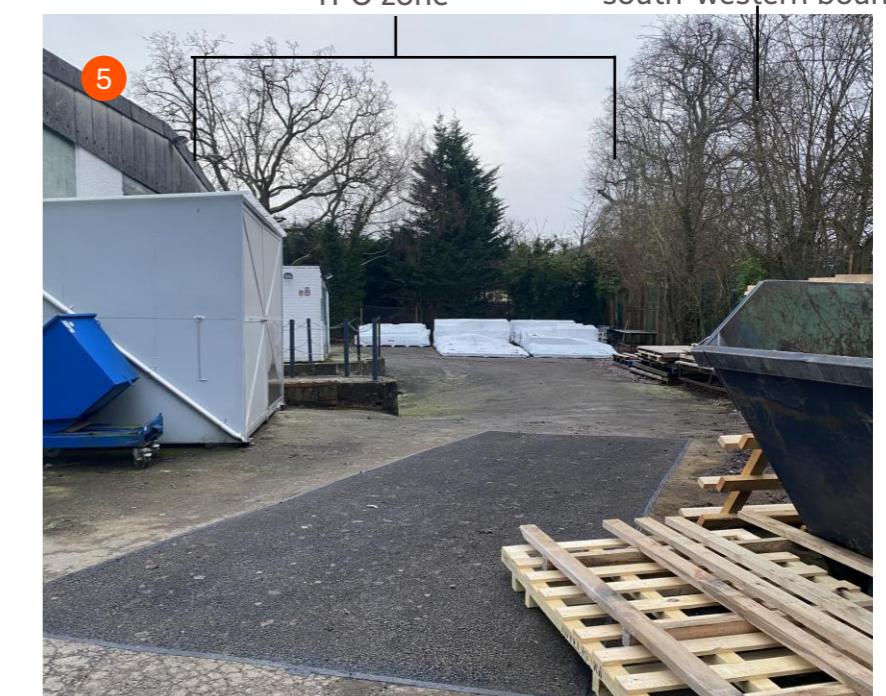
South east elevation, with ancillary structures and existing trees on southern boundary



View towards southern boundary condition with existing trees being part of the Tree Protection Zone (TPO)



KEY PLAN



View towards southern boundary condition with TPO trees at southern boundary and a line of trees at south-western boundary

## 2.5 LANDSCAPE AND VISUAL ASSESSMENT

### VISIBILITY FROM PUBLIC DOMAIN

- The development is located within a cul-de-sac and is set back from the main roads, Redkiln Way and Kings Road, making it largely inconspicuous, with visibility only possible by entering Redkiln Close.
- The site is sufficiently prominent in size to accommodate the scale of the proposed development, which seeks for a minimum 7.5m height clearance below the portal frame haunches. This allows for the inclusion of 6m high roller shutters and a mezzanine floor for each unit, resulting in an increase in scale from the existing warehouse to meet the operational requirements of the new units. The existing warehouse has a ridge height of approximately 5.2 meters, while the proposed units will have ridge heights of 10.7m for Unit 4 and 10.3m for Unit 5.
- In respect of the surrounding context, the proposed design and materials have been carefully chosen to complement the existing neighbouring buildings. The development will feature grey aluminium façade, matching grey aluminium windows, doors, and roller shutters, along with a profiled metal sheet pitched roof and rooflights with PV solar panels. These design elements have been selected to reflect the local architectural style as shown in adjacent street view, and ensure that the new units integrate seamlessly with their surroundings, minimising any visual disruption while meeting the needs of the development.



Viewpoint 1 : From Redkiln Way junction into Redkiln Close. Proposed site is towards the end of the road

Existing Warehouse



Viewpoint 2 : On Redkiln Close road towards proposed site with neighbouring industrial properties.

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## 3.1 DESIGN PROPOSAL

### 3.2.1 DESIGN INTENT

- The aim of this proposal is to expand the existing industrial space by creating two large storage units within an existing industrial site. The proposal will provide an increase of 8, with a total of 18 car parking spaces, 4 van delivery bays, bike and bin shelters. The design seeks to optimise the use of the site by maximising the building footprint while respecting the constraints imposed by the existing Tree Preservation Order (TPO) tree zone.
- The new units will be constructed using a steel portal frame with composite insulated panels, constructed above a brickwork plinth.
- The development is designed to maintain the site's current use classification of B8 Storage, while preserving its character by selecting appropriate materials to closely match existing surrounding properties.
- The units are seeking for a minimum internal height clearance of 7.5m below portal frame haunches, which allows for 6m high roller shutter doors and a mezzanine floor in each unit, offering flexible and functional spaces. The ridge height for Unit 4 is 10.7m, and Unit 5 is 10.3m.
- The external face of the proposed buildings will be limited to a maximum distance of 1m from the application boundary to ensure minimal impact on neighboring properties in terms of fire escape route.
- The existing warehouse is a single-storey structure that has deteriorated over time. It features a rendered façade, timber-framed windows, and an asbestos roof, all of which are dilapidated, costly to repair and no longer meeting current energy efficiency standards.
- This application proposes the full demolition of the warehouse and its ancillary structures to make better use of the large site opportunity. The intention is to develop a new, modern building using sustainable materials, designed to meet current building regulations and energy performance standards.

### 3.2.2 DESIGN CRITERIA

The proposed development will consist of two units, constructed with a steel portal frame and sandwich panels. A middle party wall will separate the two units, and a double-pitched roof will span across the party wall. High-quality materials will be used to ensure buildings complement the surrounding industrial properties and enhances the character of the site.

Each unit includes the following:

- 6m high roller shutter door for vehicular access
- 1 personnel entrance and 1 fire escape door at the rear
- Office space located on both floors with 2 WCs, with one being accessible on the ground floor
- 2 van delivery bays
- PV Panels on roof
- Shared enclosed bin and bike store – Bike store being lockable and secured.

### 3.2.3 PROPOSAL OVERVIEW

- Existing building GIA – 904m<sup>2</sup>
- Total Gross Internal Area (GIA) for Unit 4: 898 m<sup>2</sup> (Footprint of 854 sqm)
- Total Gross Internal Area (GIA) for Unit 5: 663 m<sup>2</sup> (Footprint of 639 sqm)
- Proposed building GIA – 1561m<sup>2</sup> + 13m<sup>2</sup> external bin and bike storage

## 3.2 DESIGN STRATEGY

### DESIGN STRATEGY – IN ACCORDANCE WITH TREE CONSTRAINTS PLAN (To be read in conjunction with ARB and BNG reports)

- The existing building footprint, as per the survey drawings, is located within the Tree Preservation Order (TPO) zone of Tree T3 along the southern boundary. Given this, the proposal aims to minimise the new development's encroachment into the TPO zone by stepping back from the site boundary on the southern edge into the vicinity of tree T3. To minimise impact on the TPO zone, the footprint of Unit 4 has been adjusted to maintain an appropriate distance from the tree roots.
- To further reduce any potential impact created by the above strategy, pile foundations will be used which will be a less disruptive construction method as recommended by the Arboriculturalists. Tree T3 will also require pruning as part of the ongoing maintenance to ensure its long-term health.
- This approach has been informed through close consultation and design development with the Arboriculturist. The adjustments to the building footprint and necessary tree pruning are discussed in more detail in the Arboricultural Report.



### CYCLE AND BIN STORAGE PROVISION

- The proposal provides 3 Sheffield stands within an enclosed shelter, providing 6 cycle parking spaces as per West Sussex County Council parking requirements. This cycle store will be secured and lockable.– *Please refer Highways Technical Note for more detailed information.*
- The development will include an enclosed refuse storage comprises of :
  - 360 litres for residual waste
  - 660 litres for mixed dry recycling

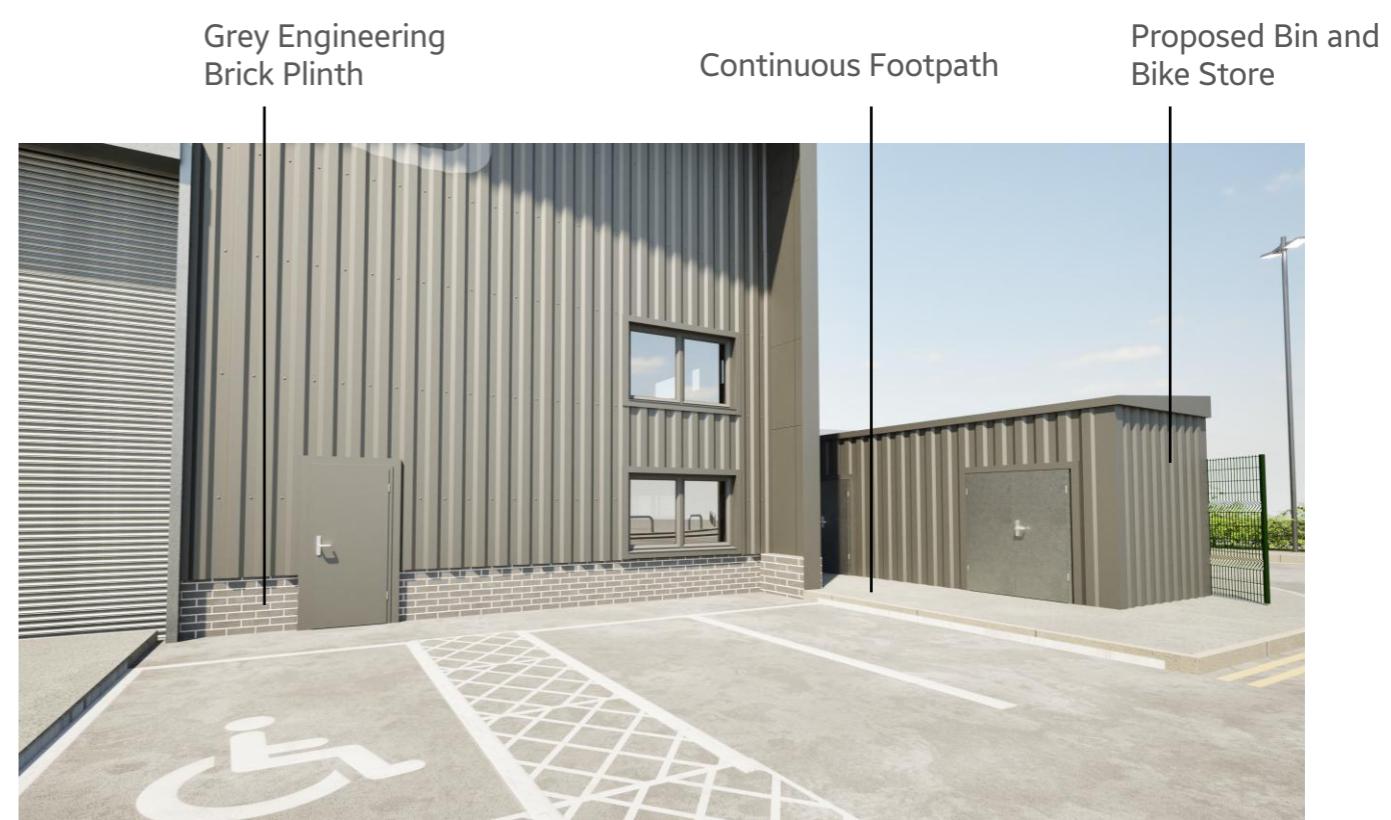
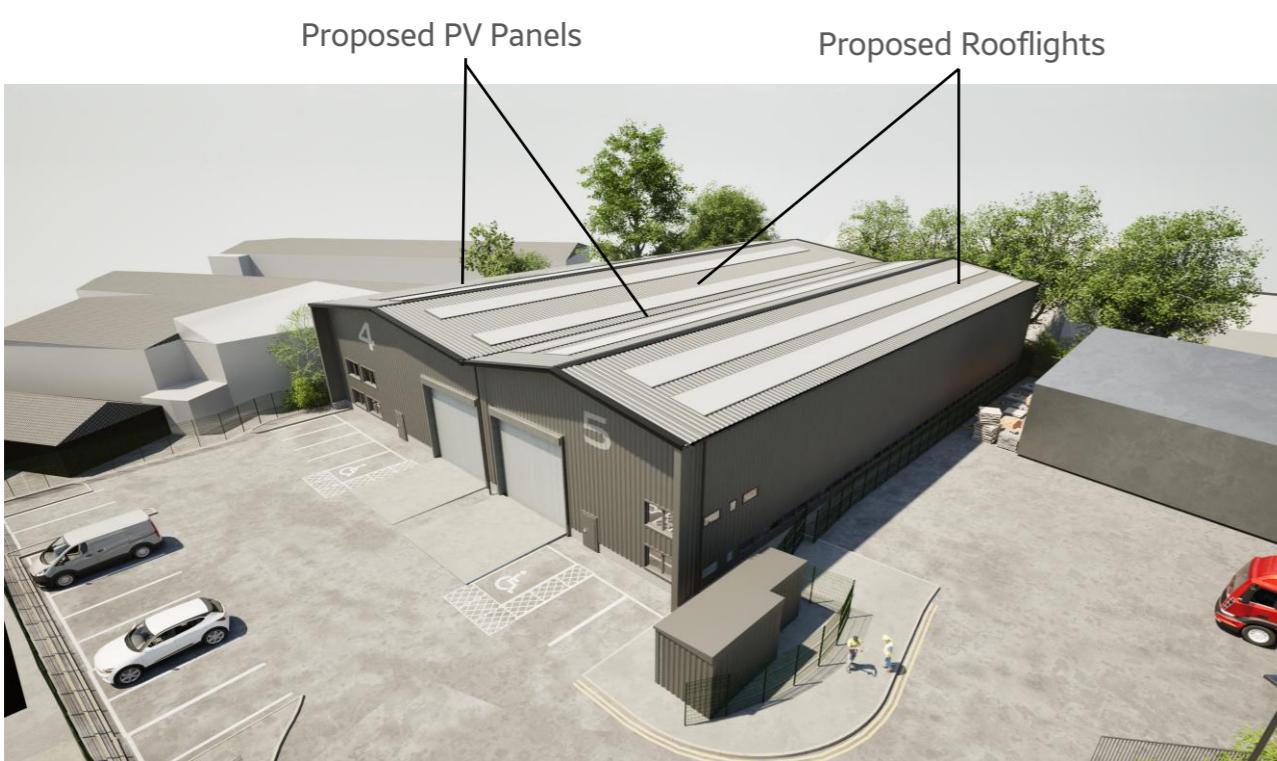
### ENERGY DESIGN STATEMENT

- The proposed development includes the installation of PV panels on each unit, mounted on brackets on the profiled metal roof. Additionally, both warehouse units will benefit from natural daylight through the inclusion of rooflights.
- The construction will be designed to meet high energy efficiency standards, to meet the following U-Values:
  - Wall : 0.18 W/m<sup>2</sup>K
  - Floor : 0.13 W/m<sup>2</sup>K
  - Roof : 0.1 W/m<sup>2</sup>K

These measures will help ensure the building is thermally efficient, reducing energy demand and contributing to the overall sustainability of the development.

### WATER NEUTRALITY STATEMENT

As outlined in the findings of H2O Geo for Water Neutrality Statement, the proposed development will not contribute to an existing adverse effect upon the integrity of the internationally designated Arun Valley Special Area of Conservation, Special Protection Area and Ramsar sites by way of increased water abstraction.– *Please refer to Water Neutrality Statement for detailed information.*



## 3.4 APPEARANCE AND MATERIALITY



Grey Metal Sheet Cladding



Plinth : Grey Engineering Bricks



Grey Aluminium Powder-Coated Roller Shutter



Grey Aluminium Powder-Coated Door



Grey Aluminium Powder-Coated Windows



Smooth unpainted Stainless Steel for Unit Numerals



Grey Profiled Roof Sheet



Rooflights



Roof Solar Panels on Mounting Brackets



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### 4.1 ACCESS STATEMENT

There is a single accessible entrance to the site, serving vehicle, pedestrians and cyclists from the main road (Redkiln Way) into Redkiln Close.

Pedestrian access is provided by the pavements on both sides of Redkiln Way into Redkiln Close.

As part of the proposal, cycle storage will be provided for up to 6 bikes, in line with West Sussex County Council requirements for new developments. This will be located within the site boundary. – Please refer Highway Report prepared by Motion for detailed information.

Additionally, a continuous pedestrian pavement will be created, connecting the existing pavements to the proposed site. – Refer to the architectural drawings, "Proposed Site Plan" and "Proposed Ground Floor Plan," for further details.

The proposed scheme will not affect any transport links.



### 4.2 SITE ACCESS

- The existing entrance gate will be relocated to the east, allowing for the inclusion of new parking spaces within the proposed site boundary, as well as provisions for bin and bike storage. The adjacent site photo highlights the existing entrance (shown by a blue arrow) in comparison to the new entrance location (shown by an orange arrow).
- The site will include 18 parking spaces, including 2 disabled parking spaces, and 4 van delivery bays to accommodate deliveries for both storage units.
- Pedestrians and cyclists can access the site via existing shared footpaths on both sides of Redkiln Way, leading to designated bike storage near the site entrance. New pavements will lead directly into the building entrance.



### 4.3 BUILDING ACCESS

Each warehouse unit is provided with 1x 6m high roller shutter for vehicle access, 1x main entrance door (personnel entrance) and 1x rear fire escape door. The entrance to each unit is provided with 1m wide footpath leading into the warehouse units, ensuring safe and easy access for pedestrians.

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### 5.0 SUMMARY

This proposal has been carefully assessed in relation to the site context, ARB report, together with supporting documents, considering factors such as scale, appearance, form, parking requirements, and the necessary provisions for cycle storage and waste management for 2 new light industrial units in Horsham.

The proposed development uses carefully selected, high-quality materials that harmonise with and closely match the surrounding properties, ensuring the design is in keeping with the character of the neighbouring area and remains consistent with the existing built environment.

We believe that, through thoughtful design development and consideration of all supporting input from consultants, this statement offers a well-balanced response to the brief, aligning with both the local context and relevant policies.

### FULL PLANNING APPLICATION SUBMISSION

- Completed planning application form
- Site Location Plan (1: 1250) 2473-MAL-XX-DR-A-0001
- Existing Site Plan (1:500) 2473-MAL-XX-DR-A-0010
- Existing Plans (1:200) 2473-MAL-XX-DR-A-0100 & 2473-MAL-RF-DR-A-00101
- Existing Elevations (1:200) 2473-MAL-XX-DR-A-0200
- Existing Sections (1:200) 2473-MAL-XX-DR-A-0300
- Proposed Site Plan (1:500) 2473-MAL-XX-DR-A-0010
- Proposed Floor Plans (1:200) 2473-MAL-XX-DR-A-0150,0151 and 0152
- Proposed Elevations (1:200) 2473-MAL-XX-DR-A-0250 and 0251
- Proposed Sections (1:200) 2473-MAL-XX-DR-A-0350
- Drawing Issue Sheet
- Arbocultural Impact Assessment Report
- Highways Technical Note
- Water Neutrality Statement
- BNG Assessment Report
- Topographical Survey

