



Relocation and Replacement of Bin Store and Cycle Shelter at Park House

Park House North St, Horsham RH12 1RN

Design and Access Statement

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1.0 Introduction

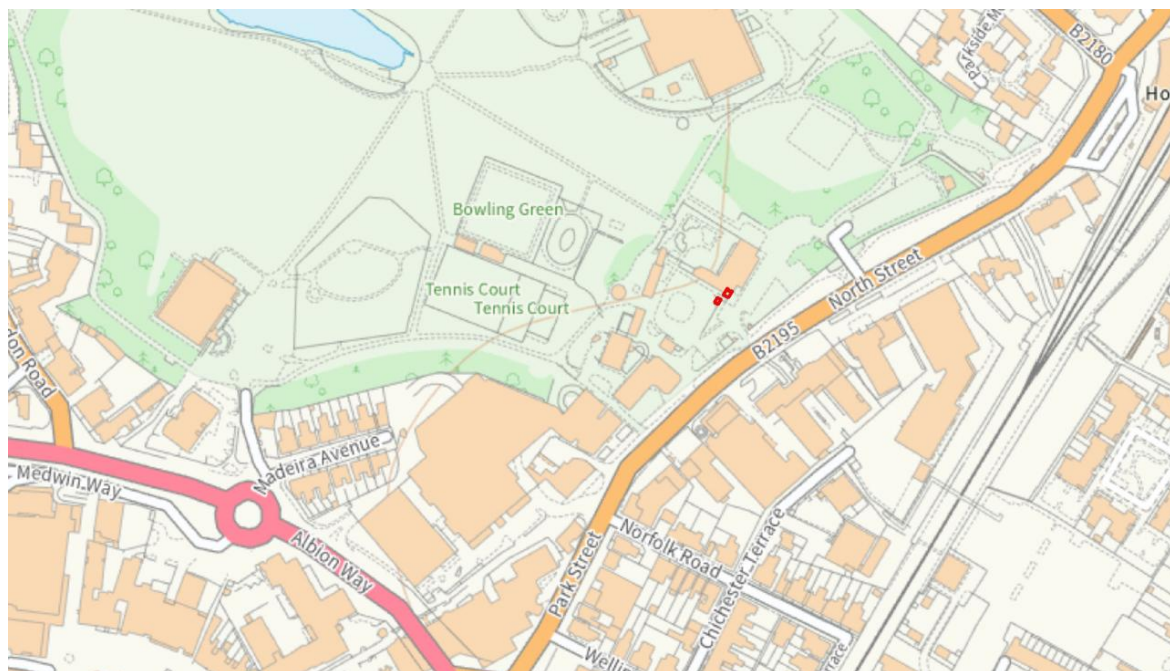
1.1 This Planning Statement accompanies the planning application for the relocation and replacement of the existing bin store and cycle shelter at Park House, Horsham. The proposal entails swapping the locations of the current bin store and bike shed to improve site safety, fire risk management, accessibility, and operational efficiency.

1.2 The following plans and documents are submitted together with this planning application for consideration:

- (Ref: 0464/100A) illustrate the existing and proposed layouts, elevations, block plan and material specifications.
- Location Plan

2.0 Site Description

2.1 The location of the bin store and cycle shelter is located next to Park House North Street, Horsham RH12 1RN, which is a grade II* listed building currently being used a multi-use tenanted office, within a mixed-use setting containing an events venue, café premises, hairdressers and nearby landscaped areas.



2.2 Bin store and cycle shelters structures:

2.2.1 The existing bin storage area is situated within a recessed section on the left-hand side of Park House. The space is not a purpose-built enclosure for the current bin store.

Its construction consists of:

- The main brick elevation of the building.

- A low brick wall that separates the area from the adjacent fire escape.
- A low brick wall dividing the space from the external walkway steps.
- A metal railing boundary along the outer edge.
- A timber gate.

Access to the storage area is through a simple timber gate, which is the only dedicated element for the bin store. The remainder of the bin store is formed by the existing walls and railings, which collectively contain the space. The area accommodates multiple wheeled refuse and recycling bins positioned on a hard surface. There is no roof, screening, or purpose-built housing for the bins.



2.2.2 The existing cycle shelter is located within the lower car park area of Park House.

Its construction consists of:

- A metal frame supported by metal posts.
- A mono-pitch timber and metal cladded roof.
- Timber cladding to one side.
- Existing brick boundary walls forming the rear and the opposite side.

Asbestos testing has been undertaken on the roof covering, and no asbestos containing materials were identified.

The shelter is open on the front elevation, providing direct and unrestricted access from the car park. Internally, five fixed Sheffield style metal stands are installed to accommodate multiple bicycles. The floor surface is paved, and the structure provides basic weather protection, although it is not fully enclosed.



3.0 Proposal

3.1 Relocating the existing cycle shelter to the current bin store position

A black powder-coated Kimmeridge Cycle Shelter, sized at 2.0m depth, accommodating six cycles via three racks, is to be reinstalled where the current bin store stands.

3.2 Installing a new bin store where the current cycle shelter is located

The new bin store will be constructed to the following specification:

Dimensions: 5,000 mm (W) × 3,000 mm (D) × 2,200 mm (H)

Frame: Mild steel box section

Cladding: Pressure-treated timber, stained green

Doors: Two 2m-wide double doors in box-section steel, timber-clad to match walls

Roof: Marine ply base finished with green trapezoidal cladding and matching fascia trims

These materials and proportions are chosen to match the aesthetic of the current cycle shed for visual continuity.

3.3 The proposal requires removal of an existing gate of the bin store and posts and structure of the current cycle shelter.

4.0 Rationale for The Development

4.1 The proposal includes relocating the existing bin store and cycle shelter to improve safety, functionality, and compliance with current waste-management requirements. There are several operational and safety-based reasons that support repositioning the two facilities.

4.1.1 The current bin store is positioned immediately adjacent to Park House. Storing combustible waste containers directly against the building elevates the risk of fire spread, particularly as the existing area is unenclosed and unsupervised. Relocating the bin store away from the building's elevations would significantly reduce this hazard and provide a safer arrangement for long-term waste storage.

4.1.2 The existing bin store has no roof or proper enclosure, making it vulnerable to unauthorised waste being deposited. As the space is open and easily accessible, fly-tipping has been an ongoing problem. In addition, the current arrangement does not provide sufficient space for the number of bins required: two large containers are currently being stored in a parking bay, where they are also susceptible to misuse. With the introduction of separate food-waste collections, additional bins will be required, further exceeding the capacity of the current location.

4.2 The cycle shelter structure is beginning to deteriorate, and the existing bin store gate has failed. This presents an appropriate and practical point at which to review the layout. Rather than investing in

repairs to two inefficient and poorly located structures, repositioning them allows for a more effective long-term solution.

4.3 Swapping the locations of the cycle shelter and the bin store will enable the bins to be accommodated within a larger and more manageable area, with the potential for improved containment and screening. At the same time, the cycle shelter can be reinstated in a more appropriate location that continues to provide accessible cycle parking without conflicting with waste-management needs.

4.4 The proposed scheme results in a nominal reduction in on-site car parking spaces from 65 to 64 to accommodate the footprint of the new bin store. In practice, this change will not affect the operational parking capacity, as the space in question has not been used for vehicle parking for an extended period. Due to capacity issues within the existing bin store, refuse bins have routinely been placed in this location, effectively removing it from active parking use. The proposed bin store therefore formalises the current arrangement while ensuring essential facilities are provided without materially impacting parking provision.

4.5 A review of the existing cycle parking provision identified that the current allocation of ten bike rack spaces significantly exceeds actual demand. Continuous site surveys carried out over several months recorded no more than three bicycles being parked at any one time. This consistent pattern demonstrates that the current provision is under-utilised and that a more proportionate level of cycle storage can

be provided without adversely affecting users. Reducing the number of bike rack spaces from ten to six therefore represents an efficient use of space while still comfortably accommodating peak demand and supporting sustainable travel options.

4.6 Park House is a Grade II* listed building, valued for its architectural form, historic brick elevations, decorative detailing, and traditional materials, as well as its strong contribution to the townscape character of Horsham town centre. The existing bin store and cycle shelter are positioned within rear service areas that are functional in nature and make only a limited contribution to the building's overall significance. The proposed works relate solely to these ancillary spaces and do not involve any alterations to the listed fabric. No historic materials will be removed, obscured, or affected, and the proposals will preserve the special interest of the listed building and its setting.

5.0 Design Considerations

5.1 The proposal retains all structures within the existing hard-surfaced service zone, ensuring minimal change to the overall site footprint. The architecture remains low-profile and unobtrusive, preserving the character of Park House.

5.2 Both structures maintain a coherent visual relationship [0464_100A Bin Store Cycles]:

5.2.1 The bin store's timber cladding and green finish complement the wider site and match the existing shelter style.

5.2.2 The cycle shelter uses a black powder-coated frame with clear polycarbonate roof and sides; this is to match the black coating of the surrounding area of the building door and external staircase.

5.3 All materials are durable, weather-resistant, and chosen for minimal maintenance, these choices enhance longevity while improving cohesion with existing site structures.

5.3.1 Mild steel structural elements (painted/ powder-coated)

Pressure-treated, stained green timber

Marine ply roof with trapezoidal metal cladding

Polycarbonate panels for the cycle shelter

6.0 Access Considerations

6.1 Cycle Access

The Kimmeridge shelter provides secure, cycle parking for up to six bikes. Its new position encourages sustainable transport and remains conveniently located for Park House users as well as still being able to be utilised by the public.

6.2 Waste Collection Access

Relocating the bin store improves straight line access for collection crews, separation from doorways and pedestrian routes, fire safety due to greater distance from the main building elevation.

7.0 Impact on Neighbours and Visual Amenity

7.1The proposal does not increase the bulk or height of structures in the area. The changes are modest and largely contained within an existing service space.

There is:

- No impact on overlooking or privacy
- No change to noise levels beyond current lawful use
- Improved safety through revised bin placement
- Better visual consistency between the two structures due to matching materials and finishes

8.0 Policy Alignment

8.1 The proposal supports core planning objectives and policies in the National Planning Policy (NPPF) and in the Horsham District Planning Framework (HDPF):

8.1.1 The following NPPF objectives are supported:

- Promoting Healthy and Safe Communities
Relocating the bin store away from the building reduces fire risk and improves safety.
- Promoting Sustainable Transport
Upgrading and relocating the cycle shelter directly supports this objective.
- Making Effective Use of Land
Removing bins from parking areas and positioning facilities more logically improves land efficiency.
- Achieving Well-Designed Places
Replacing failing structures with robust, better-sited facilities supports this requirement.

8.1.2 The following HDPF objectives are supported:

- Policy 24 – Environmental Protection
Improving bin storage reduces odour issues, fly-tipping and fire risk.
- Policy 32 – The Quality of New Development
Rebuilding the cycle shelter and bin store with robust materials accords with this policy.
- Policy 33 – Development Principles

Relocating the bin store away from Park House and creating a safer, more orderly layout supports this principle.

- Policy 40 – Sustainable Transport

Upgrading the cycle shelter directly contributes to sustainable transport aims.

- Policy 41 – Parking

Removing bins from car parking bays aligns with this policy, improving safe operational efficiency.

9.0 Conclusion

9.1 The proposed relocation and replacement of the bin store and cycle shelter at Park House delivers a clear and well evidenced enhancement to the functioning, safety, and appearance of the site. The scheme provides a more appropriate and compliant arrangement for waste storage, reducing fire risk and improving environmental quality, while also securing upgraded, accessible cycle parking that supports sustainable travel. The introduction of durable, visually coherent materials ensures the works integrate effectively with the character of the service area and contribute positively to the site's long-term management.

Overall, the proposal represents a modest but meaningful improvement that optimises site layout, addresses existing deficiencies, and aligns with both national and local planning objectives for safety, sustainability, and good design. It is therefore considered a well-founded and proportionate enhancement to Park House, and planning permission is respectfully sought.

