

UNIT A, CONSORT WAY BURGESS HILL

DESIGN & ACCESS STATEMENT

Document Revision

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P1	19.11.2024	DD	RN
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Contributors to this document:

KTA Architects
Winslade House
Winslade Park Manor Drive
Clyst St. Mary
Exeter EX5 1FY
01392 360338

Site Address:
Capital Hair and Beauty,
Unit A, Consort Way,
Burgess Hill, RH15 9TJ

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1.1 INTRODUCTION

The following document has been prepared by KTA Architects on behalf of our client to outline the design proposal for a new industrial unit located in Burgess Hill. The design process has been well informed from professional consultants to ensure it works in its environment, as well as for the client.

This report includes an analysis of the site and its context, identifying key constraints that were addressed by the proposed design.

This document is to be read in conjunction with all other documents and drawings submitted with this application.

Project Title - Unit A, Consort Way

Proposed Use - Industrial

Site Location - Set within an industrial estate alongside Consort Way, Burgess Hill

1.2 CLIENT BRIEF

The design brief set out by our client is as follows:

1. To design a new warehouse on the site of their previous one destroyed in a fire.
2. To future proof the design to allow for it to be split into 3 units.
3. For the rest of the site to be used as parking.



Pre fire - Front elevation

2.1 SITE LOCATION

The proposed development site is situated alongside Consort Way in Burgess Hill, a well-established industrial and commercial area within the town. Burgess Hill is located in West Sussex, approximately 10 miles north of Brighton and 45 miles south of London, providing excellent regional connectivity for logistics and business operations. The site benefits from close proximity to major transport routes, including the A273 and A23, allowing efficient access to both the M23 motorway and the South Coast. Public transport services are also available nearby, offering bus and rail links, further enhancing the accessibility of the location.

Nearest Bus Stops:

Numerous stops along Albert Drive - Roughly a 4 minute walk away

Nearest Train Station:

Burgess Hill Station - Roughly a 20 minute walk away

Commercial and Industrial Presence:

The immediate surroundings consist primarily of industrial and commercial units, such as DPD, Roche, and Edwards Vacuum, which aligns with the intended use of the proposed development. The area is known for supporting a variety of industrial and logistics businesses, making it an ideal location for the new industrial unit. Local infrastructure, including utilities and road networks, is well-established, ensuring that the site is appropriately serviced and positioned to meet the demands of modern industrial operations.

Amenities: The site is conveniently located near local amenities, including retail, dining outlets, and other services that cater to the needs of businesses and their employees.



2.2 SITE PHOTOS



Post fire - Diagonally across the site



Post fire - View from grass verge



Post fire - View including adjacent building



Post fire - View across site

2.3 SITE ANALYSIS

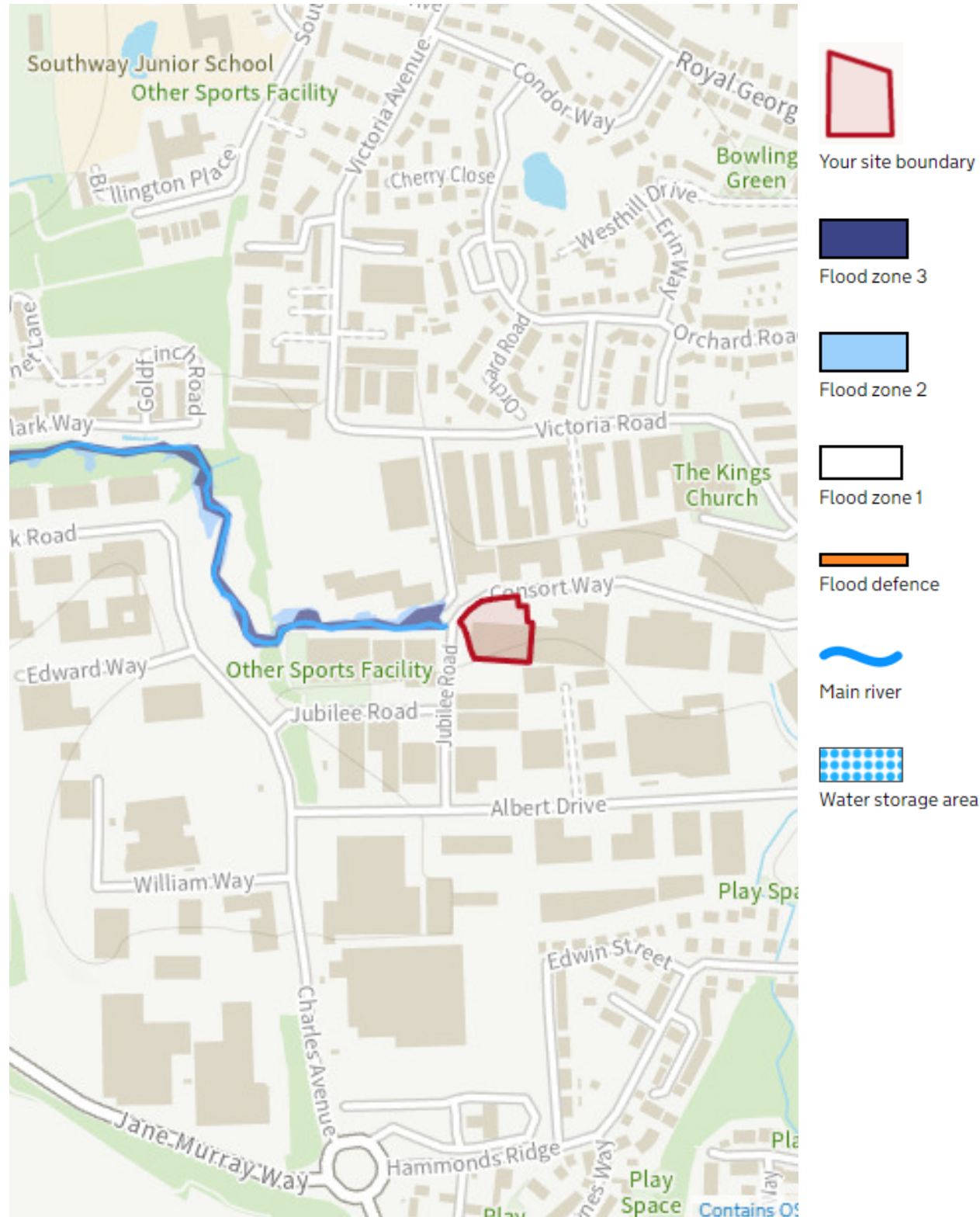
-  The boundary has been marked out in red
 -  Consort Way is a 2-way traffic road running alongside the site.
 -  Landscaped areas and planting have been depicted in green to set out the level of green space throughout the site.
 -  There is an existing sub-station just outside the boundary and is unaffected by the proposal.
 -  Vehicle access to the site comes directly off Consort Way. This access is positioned on the North East side of the site and allows for access to standard and disabled parking bays to the front of the units.
- The footprint of the previous unit can be made out in the site photo below.



2.4 FLOOD RISK

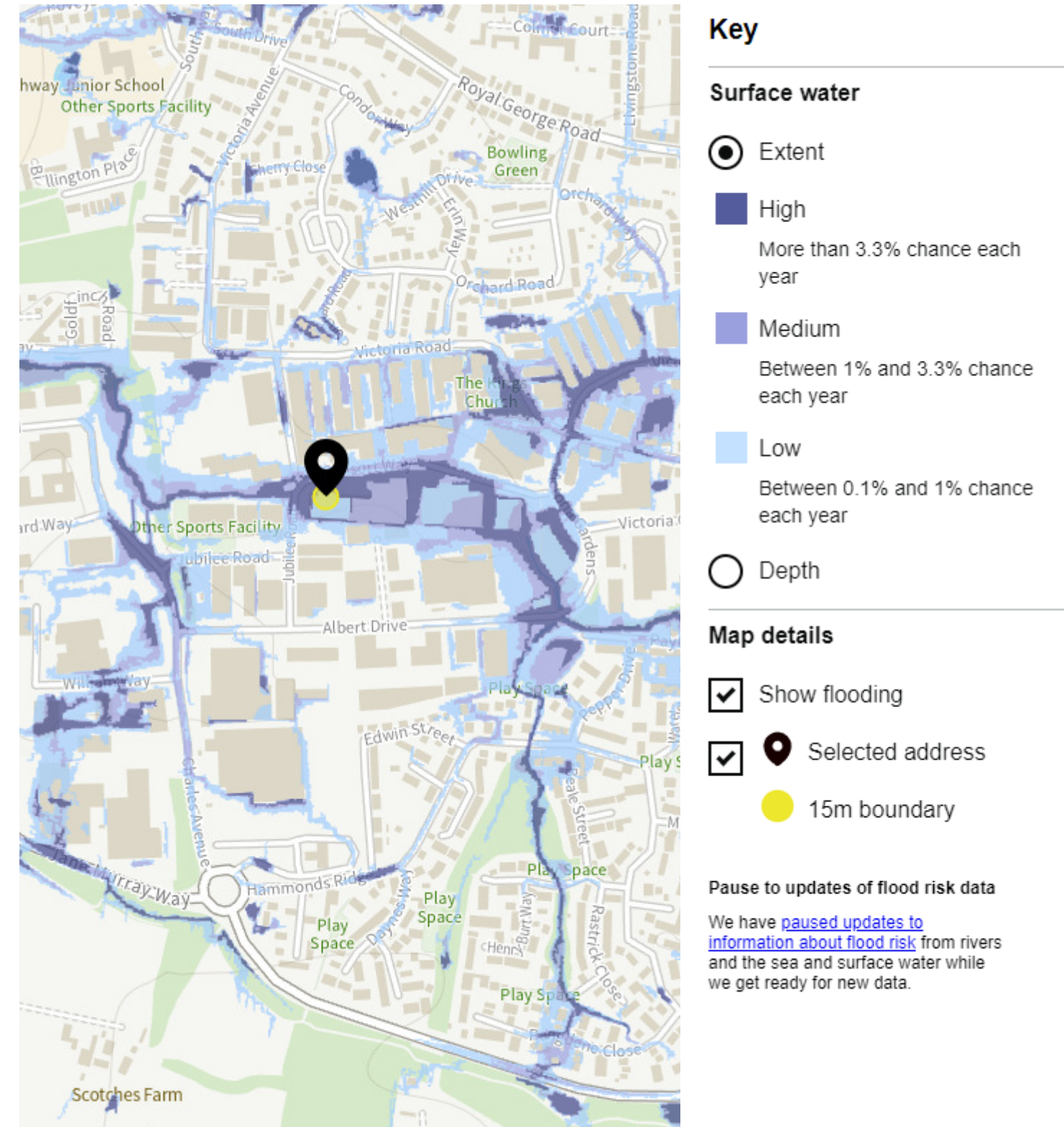
Flood Risk Assessment (Rivers and Seas)

This site has been categorised as being positioned in a Flood Zone 1 area which refers to a low probability of flooding from rivers and seas.



Flood Risk Assessment (Surface Water)

This site has been identified as a high risk of surface water flooding. Please refer to section 4.11 of the Flood Risk Assessment which proposes flood resistant and resilient construction methods to protect the building.

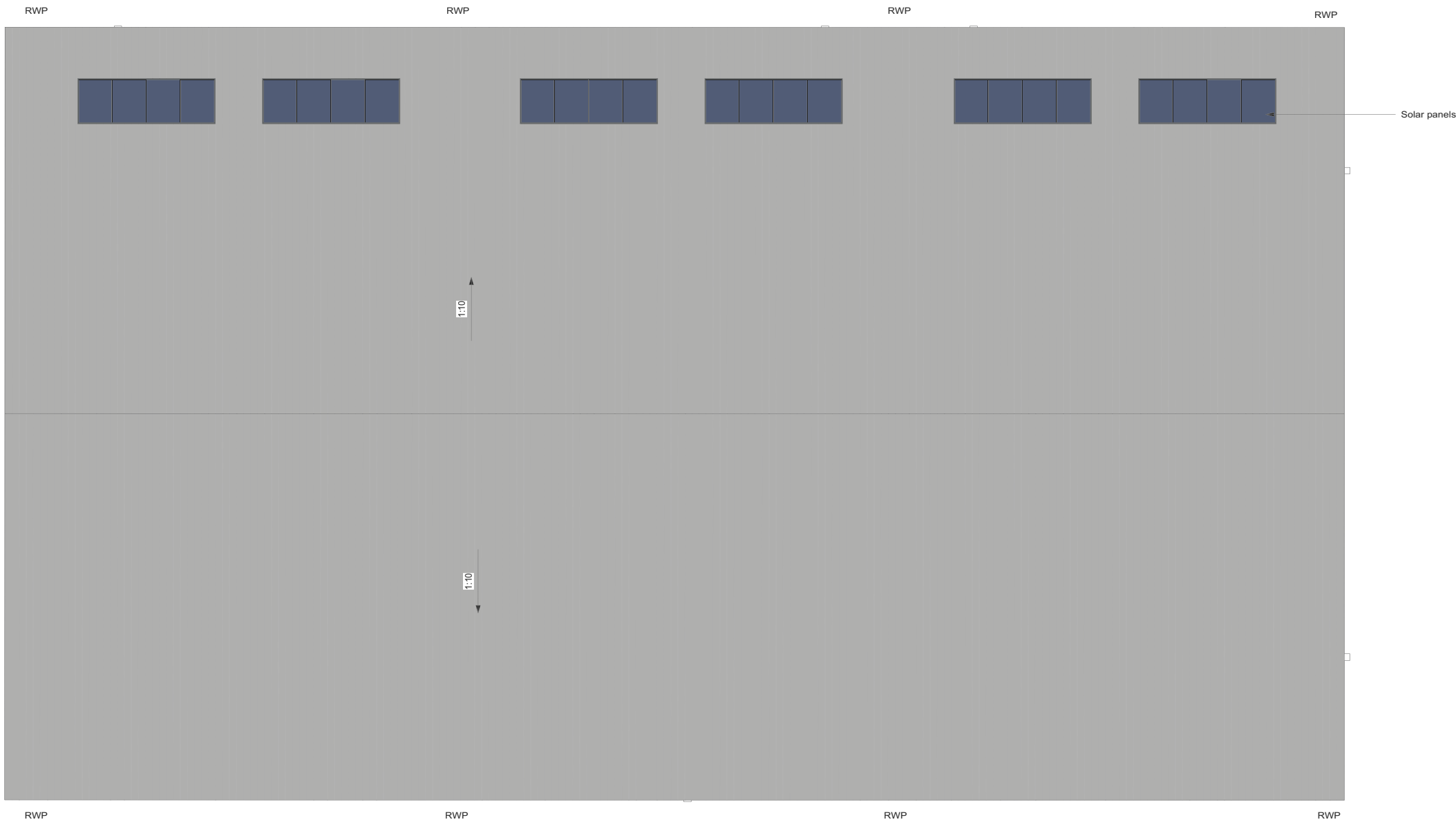


Not to scale



3.2 PROPOSED ROOF PLAN

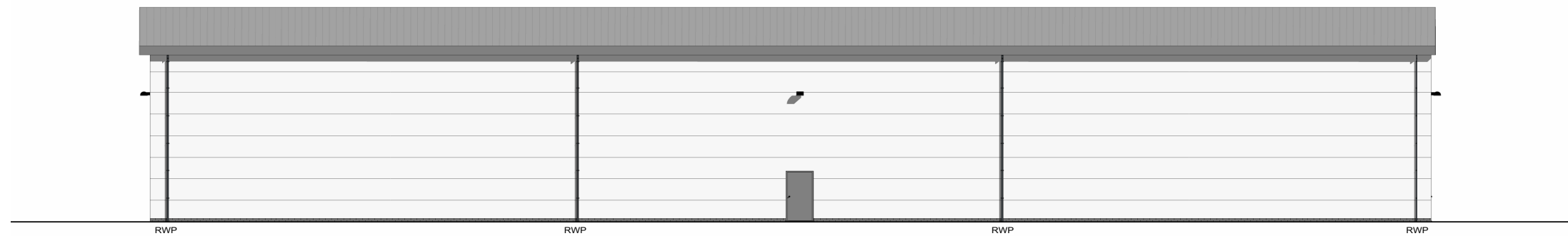
Not to scale.



3.3 PROPOSED ELEVATIONS



Not to scale.



4.0 DESIGN & ACCESS

4.1 Use

The proposed development involves the use of the unit as a warehouse facility to support general operations such as, logistics, manufacturing, retail distribution, etc. The unit will primarily function as a storage and distribution hub, accommodating the receipt, storage, and dispatch of goods. Ancillary office spaces may be included at a later date to oversee operations and manage administrative tasks. The use aligns with the existing character of the surrounding area, and the aims to meet the demand for modern, efficient warehousing solutions while supporting local economic growth. The development is designed as one large unit with provisions to be divided into 3 separate units in the future.

4.2 Size of Building

The areas associated with the site are as follows:

Footprint of existing building: 1434.6m²
Proposed building: 1525.9m²
Existing site: 2744.6m²

All areas are approximate.

4.3 Scale

The proposed industrial unit maintains a similar scale to the previous warehouse that occupied the site, ensuring continuity in the site's character. It is also finished in a light grey finish with a pitched roof, which is consistent amongst most units in the area. The building features a double-height space, providing a spacious internal environment and allowing for flexibility in use. While the unit currently comprises a single level, it has been designed with provisions for a future mezzanine level, which will enable additional floor space without altering the external scale or height of the structure. This future adaptability ensures the building can meet the evolving needs of its occupants, while preserving the overall footprint and height in keeping with neighbouring developments.

Context:

The proposed building is directly adjacent to Rapi Planet Group (RPG) and opposite to Consort Frozen Foods and Central Services (South) LTD. There is also a substation to the West of the site.

4.5 Site Layout

The site is currently accessed via Consort Way and brings you down a gradual slope into a car park where the footprint of the existing building can be made out after the fire. Once in the car park, the site and thresholds are level where a pedestrian walkway is positioned directly in front of the units. A bin store has been incorporated into the car park to allow easy access for waste disposal. All roller shutters are accessed from the car park.

Space has been left to the side and rear of the building to allow for emergency escape paths, in accordance with Part B of the UK Building Regulations.

Multiple options were designed to ensure the space was used effectively both in the unit and in the car park.

4.4 Appearance - Material Palette

Plinth Walls:

- Staffordshire Slate Blue with Light mortar.
- To be used around the building on the plinth up to 150mm AFFL.

Roof/Wall Cladding:

- Gull Grey Wall / Roof Cladding
- To be used on the walls of the building and on the roof.

Doors and Misc:

- Anthracite Grey
- Used on all fascias / rain water goods & window / door frames as well as roller shutter doors.

4.5 Site Approach and Connections

The site is accessible by car, public transport, bike, and on foot from via Consort Way. A bike rack has been accommodated to the West of the site to support sustainable transport methods.

4.6 Site Levels

The site is generally level but is set lower than Consort Way. The road ramps up to connect the two.

4.7 Parking

The car park includes a total of 25 bays, 3 of which are not within the clients' ownership. These 22 spaces have been split between units 1,2,3 and as visitor parking.

Bay Types:

- 2 disabled bays
- 7 Electric Vehicle (EV) charging bays
- 13 standard bays

Vehicle tracking has been undertaken for Heavy Goods Vehicles (HGVs), please refer to vehicle tracking drawings for details.

4.8 Lighting/Signage

External lighting will be positioned around the building to provide an adequate lumen level and a safe environment.

Each unit will feature signage for easy way finding during commercial/industrial operations.

4.9 Sustainability

Photovoltaic panels are fitted to the roof and the building has been designed to Part L buildings regulations to create an efficient space. The site also facilitates cycling to work, the use of electric vehicles and using public transport.



Staffordshire Slate Blue with Light Mortar



Gull Grey



Anthracite Grey



North Elevation

Ajay Sharma
Director

01392 360338

www.kta.uk.com

KTA Architects
Winslade House
Winslade Park,
Manor Drive,
Clyst St. Mary,
Exeter EX5 1FY