

| DESIGN & ACCESS STATEMENT |

Plot 5, Dunsbury Park, Portsmouth Reserved Matters Application

Document Prepared for:



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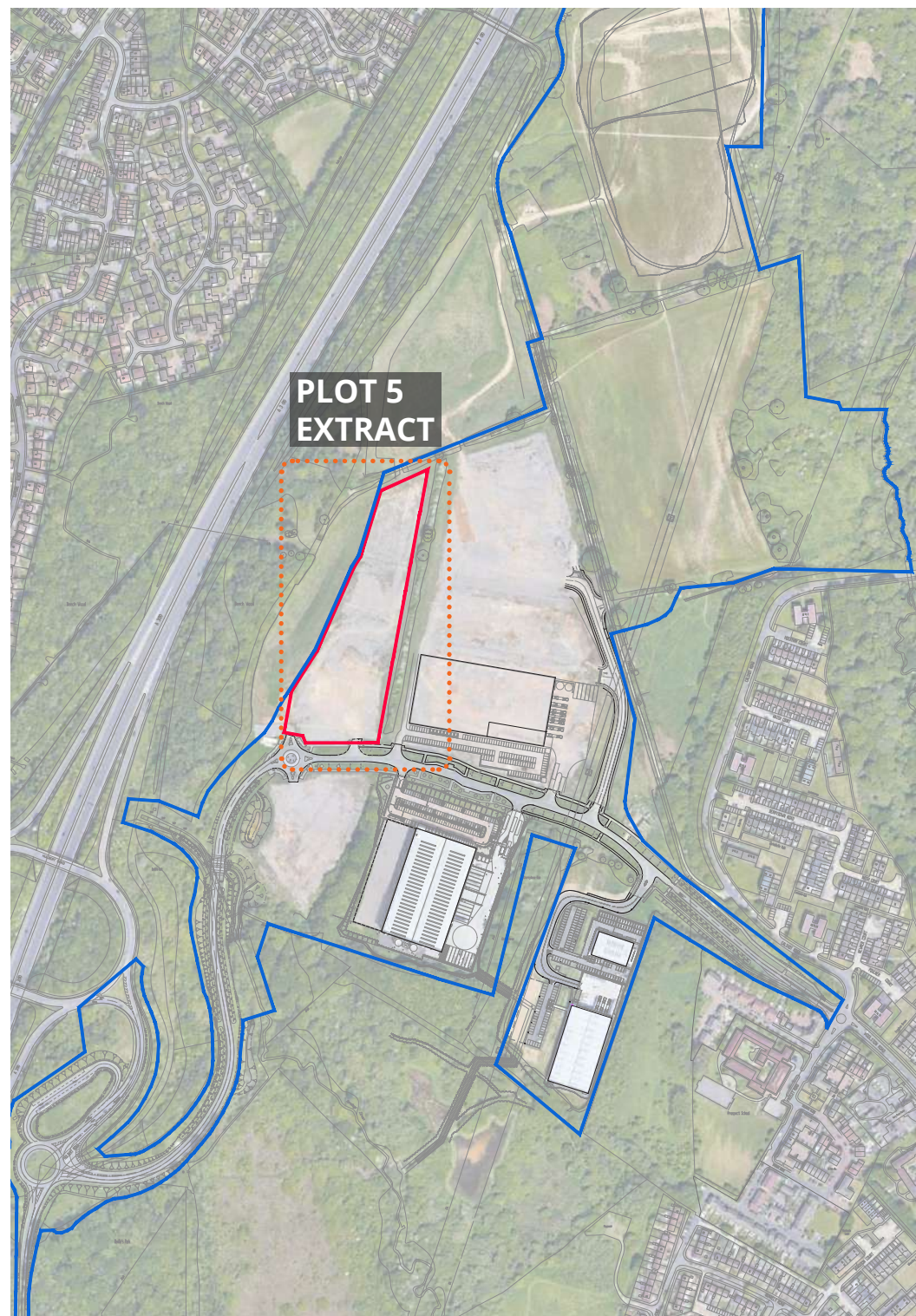
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01 INTRODUCTION



01 INTRODUCTION



Illustrative Master Plan

Key

Application Boundary Development Boundary



Site Plan - Plot 5

01.1 STATEMENT OVERVIEW

This Design and Access Statement has been prepared by UMC Architects to accompany a reserved matters planning application relating to the development of the proposed Plot 5 at the Dunsbury Park Development.

The application relates to an extant outline consent [Ref: APP/12/00338] which provided full permission for the access link road (now constructed – Fitzwygram Way) and outline permission for the development plots totalling **61,779** square meters of B1/B2/B8 floorspace.

A subsequent Section 73 application (APP/15/00732) was permitted in October 2015, to increase the % of B8 on site from 20% to 30% which was followed by the first Reserved Matters Application (App/15/01156) for the development of a 120,000sqft B8 distribution centre for Fat Face now in occupation.

A second Section 73 application (APP/17/01324) was submitted to Havant Borough Council in December 2017 which sought to remove the restriction on the amount of B8 floorspace that can be delivered at Dunsbury Park. This consent was granted in December 2018. The development applied for herein therefore makes reference to APP/17/01324 rather than the original consent (APP/15/00732).

The existing Dunsbury Park development is a 100 acre business park strategically located immediately adjacent to Junction 3 of the A3(M)

Further to the extant outline consent, this Design and Access Statement has been compiled by UMC Architects on behalf of the Applicant & landowner/developer Portsmouth City Council (PCC). The application comprises a 4.85 acre site to accommodate 3 new units of B2/B8 use class referred to as Unit 500, 501 and 502.

The purpose of this document is to highlight the evolution of the physical design and identify design answers in respect of access, appearance, landscaping, layout and scale. The document should be read in conjunction with the other technical reports and supporting documents submitted as part of the application.

01 INTRODUCTION

The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the relevant design frameworks. The statement explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the design.

This is in accordance with the requirements of the planning application processes, which were introduced by the Government in May 2006. These are set out in the National Planning Practice Guidance, published in 2014, and are explained further in the publication "Design and Access Statements – How to write, read and use them" (CABE 2006).

01.2 REPORT CONTENT AND STRUCTURE

The statement is structured as follows:

Section 1.0

An introduction to the site and outline of the project brief.

Section 2.0

An explanation of the relevant local planning policy context.

Section 3.0

A site context evaluation, containing a description of the existing site and surroundings.

Section 4.0

An evaluation of the key principles considered in the design stage, including site constraints and design strategies.

Section 5.0

Discusses the development proposals of the proposed design, covering proposed: usage, amount, layout, scale and massing, appearance and landscaping.

Section 6.0

Outlines the vehicular and pedestrian access to and around the site.

Section 7.0

Highlights the Landscaping design strategy.

Section 8.0

Covers the project's sustainability principles

Section 9.0

Discusses the envisaged crime prevention measures.

Section 10.0

Offers a summarising statement for the proposal.

01 INTRODUCTION



Site Plan - Plot 5 and Immediate Context

Key

Application Boundary

01.3 THE BRIEF

The proposed development comprises a total of **6876m²** Gross Internal Floor Area distributed across the 3 units including **6017m²** of B2/B8 flexible floor space. The units are designed to meet normal institutional standards with service yards to the northern and western elevations, sized to provide sufficient lorry circulation. The service yards feature level entry loading door access, as operationally required by potential occupiers. In addition, the units are served by an integral mezzanine office as well as grade level car parking and Cycle storage.

The documents contained within the Planning Application provide details of the Proposed Development, whilst this statement describes the design principles including building design, layout, access, scale and landscaping.

02 PLANNING POLICY CONTEXT



02 PLANNING POLICY CONTEXT

02.1 LOCAL PLANNING POLICY

Dunsbury Park is allocated in policy CS18 of the Havant Core Strategy (adopted March 2011) as a strategic employment allocation, capable of delivering over a third of all new employment space (approximately 60,000 square metres) in the Borough in the plan period to 2026.

Thus far, detailed planning consent has been granted for C.40,000 sqm of industrial floorspace across Dunsbury Park. A Reserved Matters Application for an additional 6,877 sqm of industrial floorspace was submitted to Havant Borough Council in December 2021 (APP/21/01267) leaving a balance of 20,525 sqm against the outline consent.

In the previous iteration of the emerging Local Plan (Pre-Submission Version with changes) Dunsbury Park was proposed to be retained as an allocation under Policy KP7, with an expansion of 15,000 sqm over and above that originally envisaged by Policy CS18 (i.e. 75,000 sqm). The Policy was proposed to be split into two constituent Phases, with Phase 1 delivering the bulk of the outline consent and Phase 2 (east of the Park Lane Bridleway) delivering the additional 15,000 sqm.

Recent discussions between Havant Borough Council (HBC) and PCC over the emerging Havant Local Plan to 2036 have seen Dunsbury Park retain this strategic importance. Encouraging and promoting development at Dunsbury Park is therefore essential to help HBC continue to retain and attract businesses and jobs in and to the area.

On 15th March 2022, Dunsbury Park was approved as a Freeport Tax Site as part of the Portsmouth Gateway Cluster within the wider Solent Freeport. The site will, therefore, play a key role in the regional Free Port aspirations given it is one of the few in the southeast region that can provide bespoke design and build facilities ranging from 20,000 to 200,000 sqft.

02.2 NATIONAL PLANNING POLICY

The National Planning Policy Framework (NPPF)

02.2.1 The NPPF is a material planning consideration. It states that a presumption in favour of sustainable development lies at the heart of the Framework and that achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are interdependent and need to be pursued in mutually supportive ways:

- an economic objective – to help build a strong, responsive and competitive economy
- a social objective – to support strong, vibrant and healthy communities; and
- an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment.

02.2.2 Paragraph 108 - Transport Impacts Any significant impacts from development on the transport network (capacity and congestion) or on highway safety should be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highway safety grounds if there would be an unacceptable impact on highway safety or the residual cumulative impact on the road network would be severe.

02.2.3 Paragraph 131 - Innovative Design Great weight should be given to outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings.

02.2.4 Paragraph 175 - Biodiversity Enhancement Development whose primary objective is to conserve or enhance biodiversity should be supported. Opportunities to incorporate biodiversity in and around developments should be encouraged.

02.2.5 Paragraph 180 - Pollution New development should be appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development and avoid noise giving rise to significant adverse impacts on health and quality of life, identify and protect tranquil areas which have remained relatively undisturbed by noise and limit the impact of light pollution from artificial lighting on local amenity, intrinsically dark landscapes and nature conservation.

03 SITE APPRAISAL



03 SITE APPRAISAL



Site Location - Wider Context



Site Location - Immediate Context



Site Breakdown - Plot 5

03.1 SITE LOCATION

The proposed site location is illustrated on UMC Architects Planning drawing 20179_P0101.

The application site forms part of the wider Dunsbury Park development that has been granted prior Outline Planning Consent permitting unrestricted B2/B8 across the site. Dunsbury Park is located approximately 13km to the North-East of Portsmouth City Centre and is adjacent to Junction 3 of the A3(M). The proposed means of access to and from the application site will be directly from the junction onto Hulbert Rd later joining onto Fitzwygram Way at the entrance to the main business park.

The proposed application site is an 4.85 acre portion of land directly to the North West of the existing DPD Depot. On the wider development site, construction of infrastructure roads & proposed development plots are largely complete. In the future the proposed development will form an integral part of the larger Dunsbury Park development.

Plot 5 is largely flat and clear. There are no existing trees or hedgerows on the site, but is situated next to existing trees and a dormouse corridor.



National Site Location

03 SITE APPRAISAL



Existing Surroundings Plan

Key

— Application Boundary

03.2 EXISTING SITE DESCRIPTION

Plot 5 is situated to the north of off Fitzwygram Way. To the South-East is the Fat Face distribution centre.

The northern boundary is surrounded by a small strip of trees and to the east is a noted dormouse corridor as a protected ecology strip. South of the proposed development beyond Fitzwygram Way, is the existing Fat Face distribution centre that has acted at the main design inspiration for the proposal, to create a unified consistent aesthetic across the entirety of Dunsbury Park.

West of Plot 5 consists of a green boundary that separates the business park from the A3(M) that runs down towards the centre of Portsmouth, as well as serving as a visual barrier between the park and the adjacent residential area.

03 SITE APPRAISAL

03.3 EXISTING SITE PHOTOGRAPHIC STUDY

Images 1-8 offer views onto the proposed site as it exists. A general understanding of the current boundary conditions can be taken from these photographs



Key Plan of Existing Views

Key

Application Boundary

View Direction

Proposed Unit Boundary



1 View from Dunsbury Park Entrance Route



2 Southern View from Fitzwygram Way into Plot 5



3 View into Plot 5 from Fat Face car park



4 View showing the eastern dormouse corridor



5 View from Plot 5 Northern Boundary



6 View South-East across plot 5



7 Close up view of existing Fat Face build

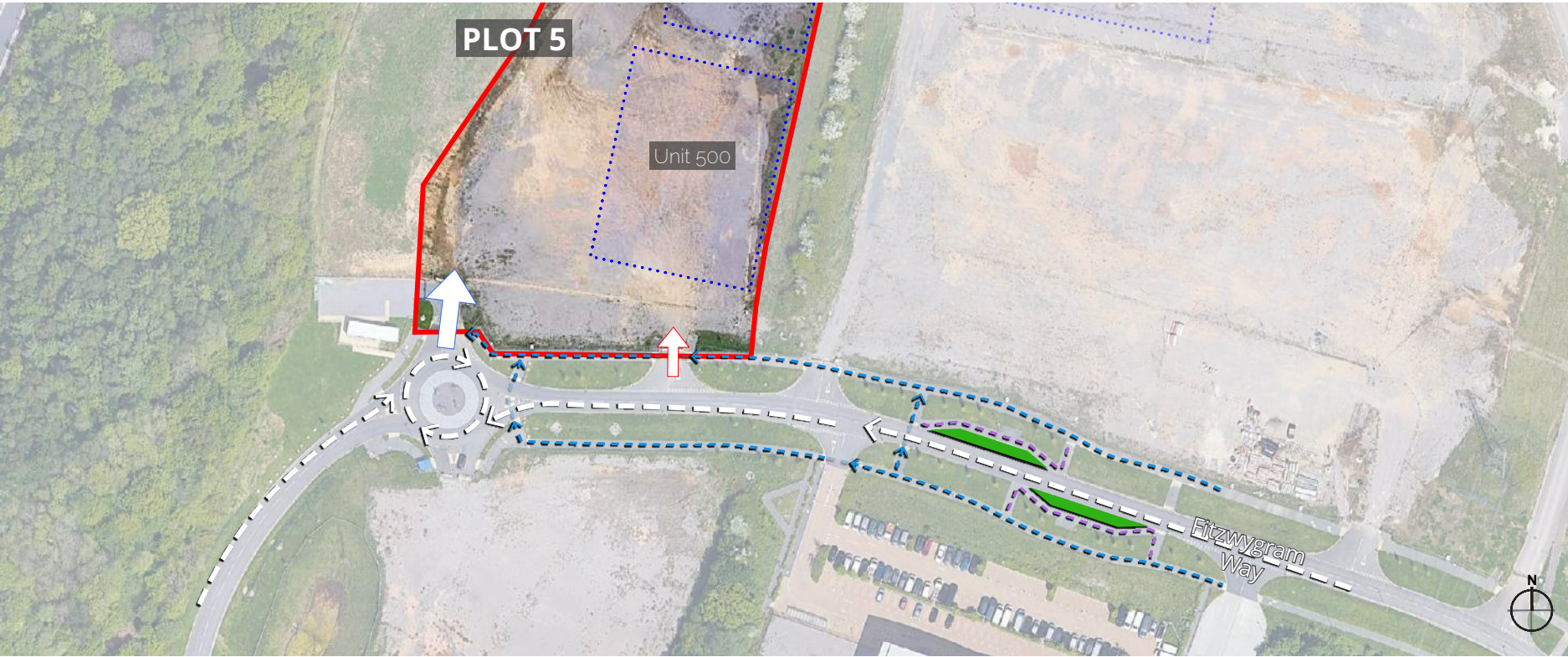


8 View North-East showing plot 5

03 SITE APPRAISAL



Wider Site Access Plan - Road Network



Existing Site Access Plan

Key

Application Boundary

Road Access

Vehicular Only Access

Vehicular Site Access

Pedestrian Only Access

Pedestrian & Cycle Access

Bus Stop

Existing Site Access

03.4 EXISTING VEHICULAR AND PEDRESTIAN ACCESS

Adjacent Roads and Vehicular Access Points

The site is situated along Fitzwygram Way which has been purposefully constructed for access routes to and from Dunsbury Park. This also acts as a means of connecting the north-eastern residential area of Leigh Park onto the Motorway (A3), further linking into the wider National Road Network.

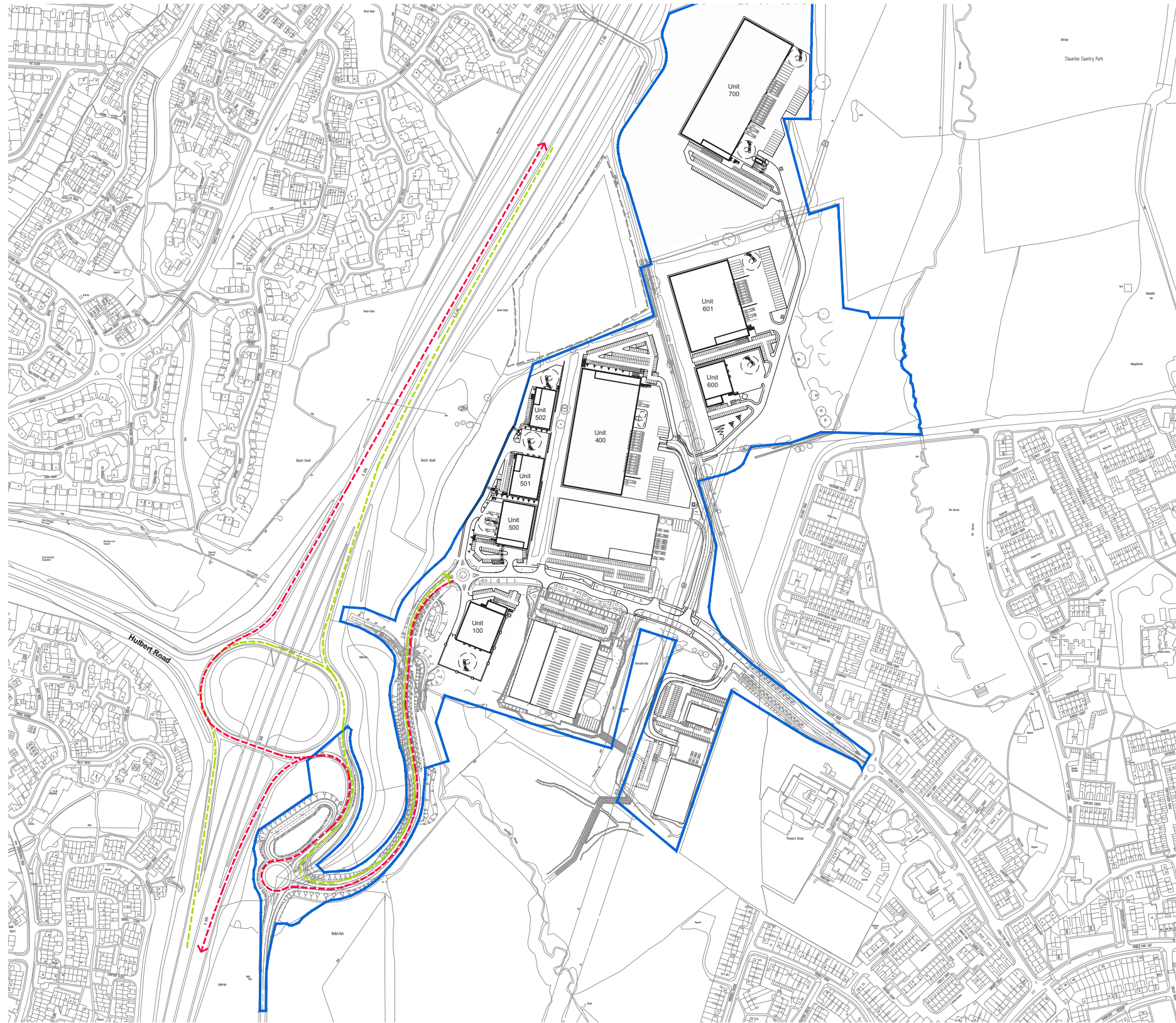
Public Rights of Way and Cycle Access

On foot, Dunsbury Park is connected to the local residential area of Leigh Park to the eastern access route along Fitzwygram Way. This acts as a dedicated shared pedestrian and cycle route along the road.
This is not currently connected to the main SUSTrans cycle network, but is located directly between routes 22 and 222, and will likely be added as a connecting route in the near future.
The infrastructure put in place is a traffic-free pathway into the site that promotes a more sustainable approach to commuting to and from the park. To act alongside this, each of the proposed units house secure cycle storage to further promote the use of cycles.
There are no public rights of way across Plot 5.

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03 SITE APPRAISAL



Traffic Routing Plan

Key

Site Boundary Vehicle Ingress Route Vehicle Egress Route

03.4 TRAFFIC ROUTING PLAN

Main Access Vehicular Access Points

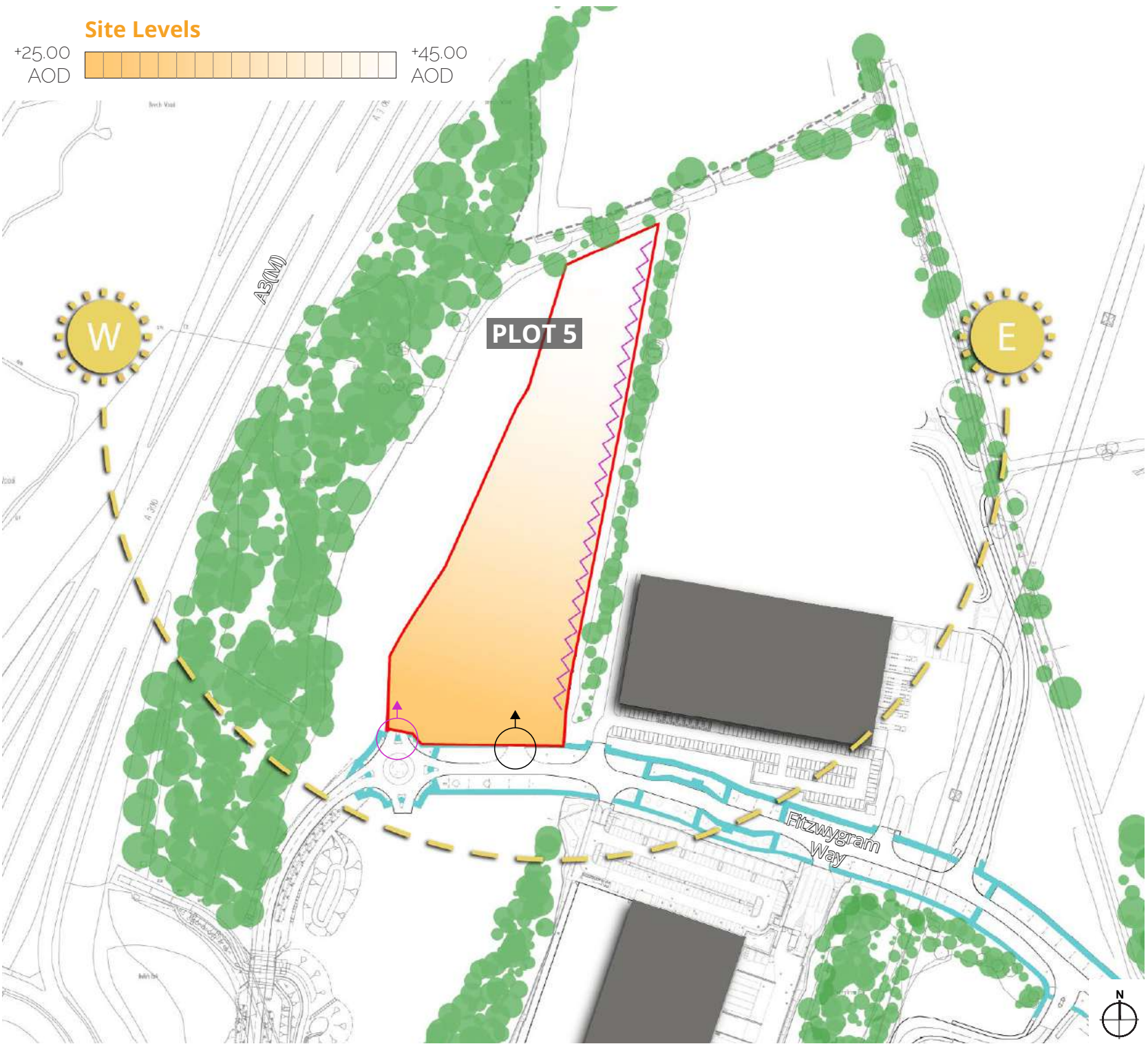
Leading into Dunsbury Park, Fitzwygram Way has a direct connection to the A3(m).

As the main traffic into the site would be approaching from the A3(m), The traffic strategy is concentrated onto the western entrance and exit routes. This will create a much smaller impact onto the surrounding residential areas especially during peak hours.

HGV Access points

Following on from the previous strategies, the HGV access route is designated along from the A3(M) into Hulbert Road and connecting onto Fitzwygram Way. The eastern route from the residential area of Leigh Park has been noted to be unsuitable for HGV access and as such HGV travel via this route will not be permitted.

03 SITE APPRAISAL



Existing Site Constraints Plan

- Key
- Application Boundary

Sunpath

Pedestrian Access

Sensitive Edge

Existing Trees

Disused Site Access

Existing Site Access

Proposed Buildings

Existing Buildings

03.5 EXISTING SITE CONSTRAINTS

The adjacent site constraints drawing identifies the main constraining features inherent with the site.

Topography / Environmental Levels

The plot is generally flat with a graduating rise to the northern boundary. The ground is contiguous with easement levels to the north, east and west of the site. To the southern boundary abouts Fitzwygram Way, with the roadway level bring reduced from the historic levels, facilitates standard highways gradients as this road has been build with the hindsight of future developments to the surrounding plots of the Dunsbury Park estate.

Existing Built Form Adjacent to the Application Boundary

The plot is sited within the Dunsbury Park development. As such the immediate built form in the vicinity of the proposed development is industrial in nature. The existing forms around the plot range in scale from the existing Fat Face distribution hub to the smaller DPD Depot. The proposed development of units 500, 501 & 502 sit between these two existing developments.

Nearby Noise Receptors

The nearest residential receptors are the sub-urban district of Leigh Park in the south eastern vicinity and Waterlooville to the west. A supporting acoustic report will be submitted alongside the planning proposal for review by the local authority.

Existing Trees / Hedgerows

The site is currently surrounded by existing trees along the north, east and western portions of the site. The eastern side belongs to an ecology strip that acts as a dormouse corridor. This has been evaluated and incorporated into the design intentions of the plot to reduce any impact onto the local habitat. As well as this, there are existing Tree Preservation Order's along the perimeter of the boundary. Again, these elements have been a point of consideration within the design proposal to minimise the impact of the development onto the surrounding wildlife and vegetation.

Services

As it can be seen with the site constraints plan, it has been noted that there are multiple services within the vicinity of the plot. These are reflected on the constraints plan produced by UMC architects. (20179_DP-UMC-00-XX-DR-A-1002)

Flood Risk Zones

The site is located within Flood Zone 1 as detailed in the Environment Agency's Flood Map. This confirms that the site is at very low risk of flooding (<0.1%), although due to the size of the application (over the 1 hectare threshold) the submitted planning application will be supported by a Flood Risk Assessment. It is also intended that a section of the submitted Environmental Statement ('ES') will include an assessment of drainage and flood risk.

Heritage & Archaeological Interest

Historic England's online records indicate that there are no listed buildings within the wider Dunsbury Park Development. As part of the site wide development, previous Archaeological investigations have been undertaken on the Plot with the findings being catalogued and submitted to the Local Authority.

03 SITE APPRAISAL



- Approximate Boundary
- Approximate 500-502 Boundary
- Habitats**
- A1.1.2 - Broadleaved woodland - plantation
- C3.1 - Other tall herb and fern - ruderal
- J1.2 - Cultivated/disturbed land - amenity grassland
- J2.1.1 - Intact hedge - native species-rich
- J4 - Bare ground
- J3.6.1 - Hardstanding

The adjacent site drawing provided by Greengage signified the main habitation areas and arbiroccultural findings

Habitat & Local Species

As mentioned previously with the existing TPO's, the surrounding areas to the site have been signified to inhabit certain species. According to the Ecology report, provided by Greengage (See doc. Dunsbury Park, Plots 500-502 Preliminary Ecological Appraisal, Sep. 2021) there were recorded sightings of dormouse along the 'hedgerow on the eastern boundary' which has ben specified as the 'dormouse corridor'. As well as this there have been additional sightings of several bird species (skylark, dunnoek, common whitethroat & yellowhammer), Following from these previous findings the report concludes that the site has a 'high potential' to support dormouse occupation and a further 'high potential' to support foraging bats, but is noted that roosting bats are negligible and recommends that further activity surveys be undertaken.

Evaluation and Action

Resulting comments from the report, the following recommendations were put forward on behalf of Greengage for further development onto the site:

In order to ensure there are no detrimental impacts upon the adjacent Beechwood East SNCI (Site of Nature Conservation Interest), suitable protection measures should be put in place. Heras fencing should be installed to provide a construction exclusion zone around either the SNCI itself of the buffer plantation woodland to prevent accidental vehicle collisions. Any potentially hazardous chemicals stored on site should be situated away from the SNCI boundary and no pouring or mixing should be undertaken near the western (or eastern, see below) boundary. Additionally, dust control measures should be implemented to prevent dust deposition upon the adjacent SNCI or buffer zone.

Birds

Walking survey to be undertaken during 'bat season' and static bat detectors to be implemented 5 nights per month to provide an indication of activity levels. As roosting was not noticed within the site, there should be no foreseeable impact onto roosting bats

Bats

Nesting birds and their nests are to be protected from being killed/injured/destroyed, however again there were no indications of nesting birds and no foreseeable impact. If any tree clearances are to be required, it is recommended this is done outside of nesting season.

04 CONCEPT DESIGN



04 CONCEPT DESIGN

04.1 KEY DESIGN PRINCIPLES

Taking into account the requirements of the brief, combined with an understanding of the site constraints and opportunities, this allows a number of key principles to be established, as follows:

Design & Character

To create an attractive, self-contained and functional development with clear identity, which relates well within its context. Buildings should be well-designed, with attention to detail and provide clear legibility in the choice of façade material specifications.

An added aspect into our design is to also facilitate an element of continuity throughout the business park by utilising the aesthetic of the existing construction.

Functionality

To provide a development that will meet the long-term needs of occupiers for running an efficient and successful business. Clear thought must be given to optimise functionality and avoid unnecessary routes of travel.

Protect Key Viewpoints

To design the building form and elevation treatment taking into account key viewpoints and context of the development. Views may be mitigated with appropriate use of screen bunding and landscaping, and where this cannot be achieved the architecture of the buildings should address best practice to reduce visual impact.

Orientation & Movement

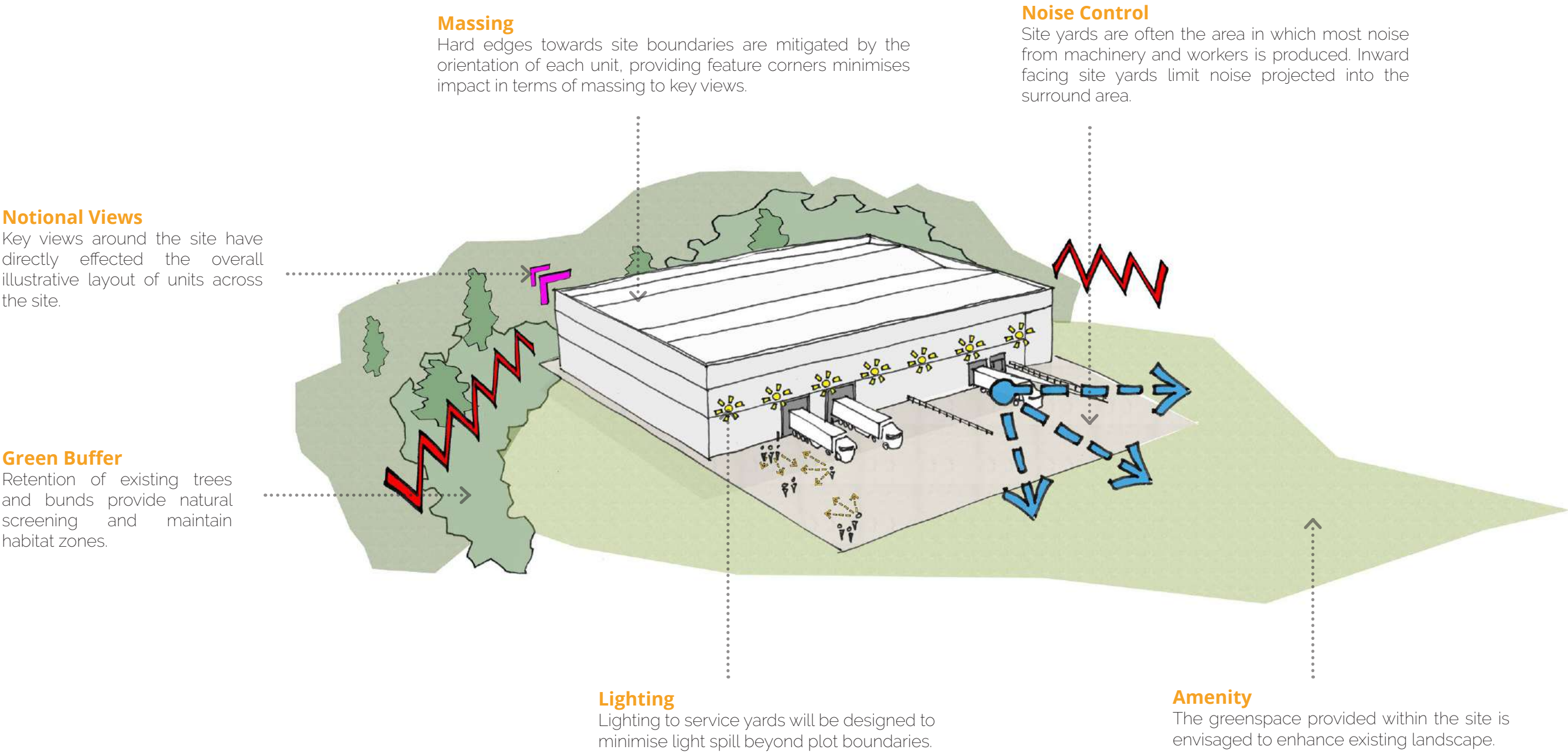
To ensure that the development provides a sense of arrival for visitors arriving by vehicle or on foot. Routes for HGVs, cars, cyclists and pedestrians should be clearly segregated to avoid potential conflicts. Clarity of design and layout should be at the forefront, with signage being a fallback.

Quality of Public Realm

To create a development which enhances the quality of public realm. Amenity should be provided for the use of all users to create a positive work environment for the area and within public areas of the development. New footpaths should link into the wider existing network, increasing amenity and connectivity.

04 CONCEPT DESIGN

04.2 SCHEMATIC PLOT PRINCIPLES DIAGRAM

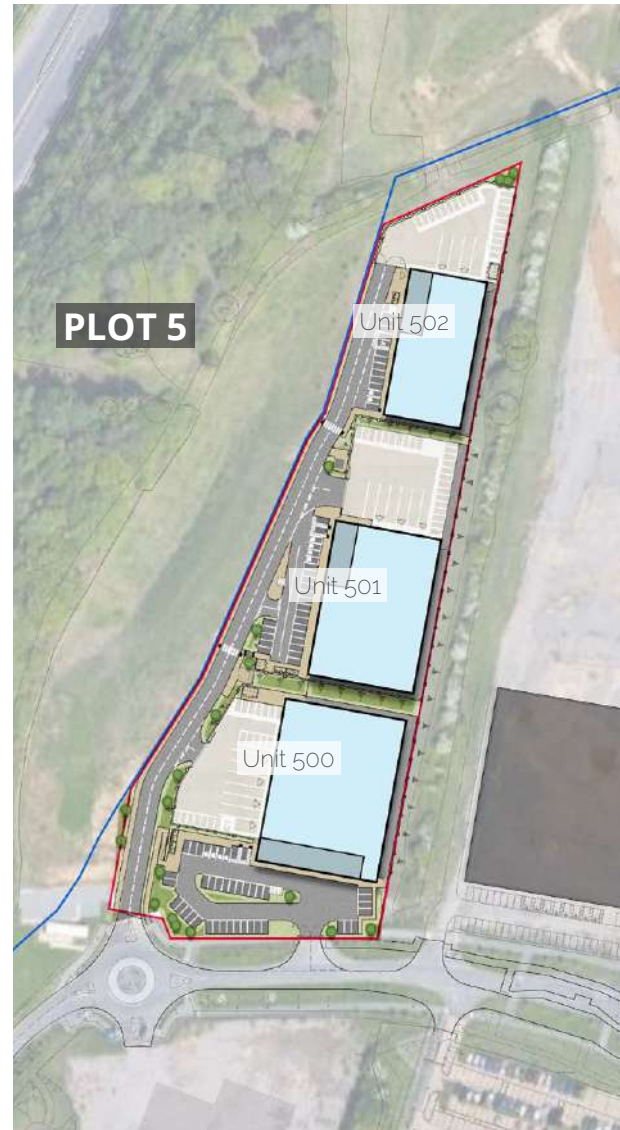


Key Principles Diagram

05 DEVELOPMENT PROPOSAL



05 DEVELOPMENT PROPOSAL

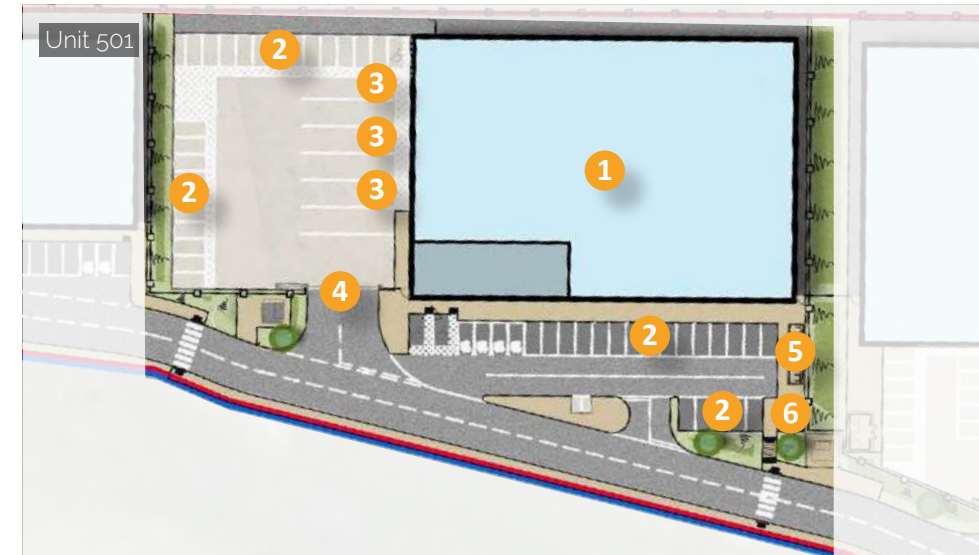
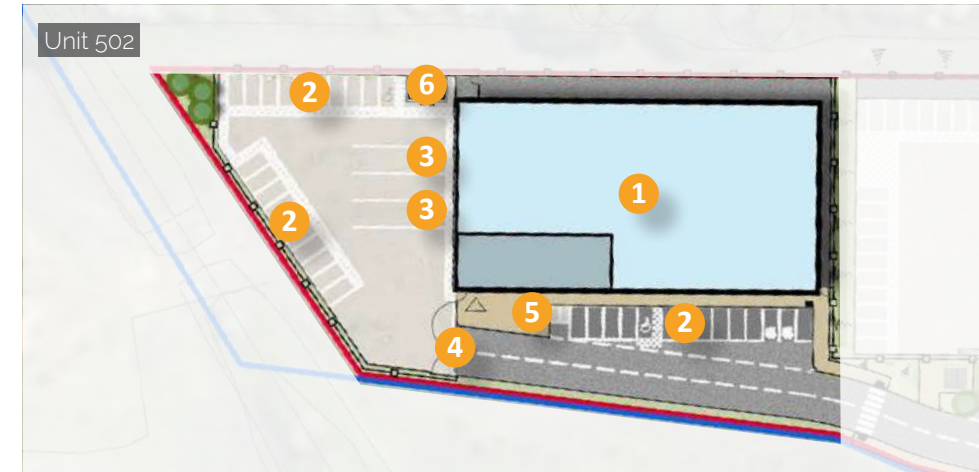


Site Plan Layout

Key

— Plot 5 Boundary

Unit Plan Layouts: 500-502



05.1 USE

This section describes the process of design and how it has been informed by section 4, in order to define those constraints that restrict the site's redevelopment and identify the opportunities and options for development.

The use applied for within the application is B2 (General Industrial) and B8 (Storage and Distribution). In proposing this, the facility will require a 24-hour/7days a week/365days a year operation, to provide flexibility and efficiency, whilst also giving opportunity for traffic associated with the development to be spread out of peak hours.

The following ancillary functions will be provided:

- First Floor integral administration offices and Welfare Blocks
- Vehicle access/egress barrier
- Service yard and lorry parking
- Grade level Car Parking
- Cycle storage

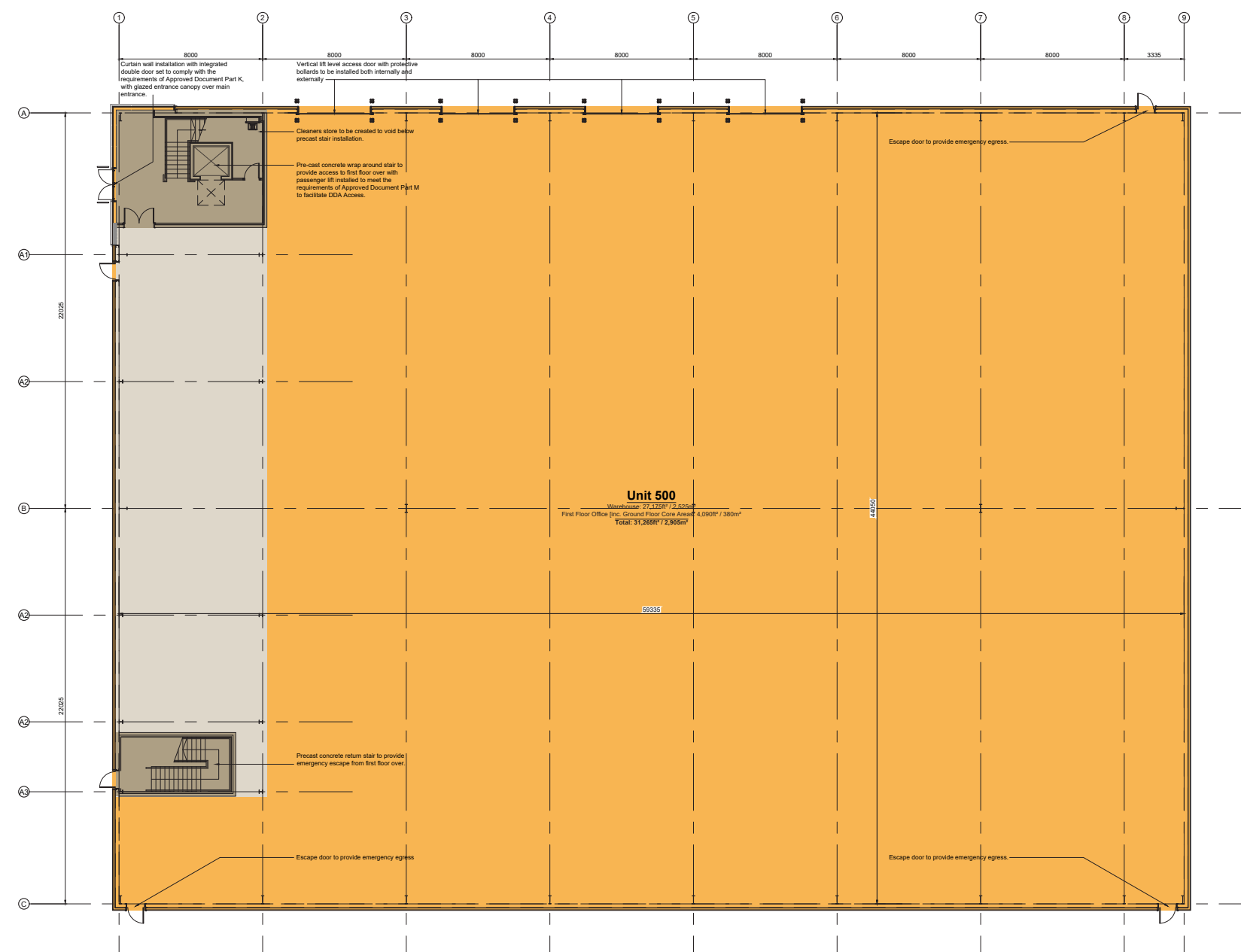
Key

- 1 Unit
- 2 Car Parking
- 3 Level Access Doors
- 4 Entry/Security Gates
- 5 Cycle Shelter
- 6 Refuse Store

05 DEVELOPMENT PROPOSAL

Schedule of Accommodation

Warehouse	27,175 m ²	2,525 m ²
Mezzanine office (inc. Of Core)	4,090 m ²	380 m ²
Total	31,265 m ²	2,905 m ²



Building Layout Plan - Unit 500

Key

Ground Floor Warehouse

Circulation & Welfare Space

First Floor Mezzanine/Office Space

05.2 AMOUNT

The proposed units comprise of steel-framed, single storey warehouses which are sized to suit the operational requirements of the occupier.

The application seeks to provide a total **6035m²** of warehousing internal floor area, in addition to **859m²** of associated 2-storey office and welfare accommodation at first floor (including ground floor core areas and access routes).

With a plot density of **30.13%**, significant space is provided around the building for necessary vehicle loading manoeuvres, parking and soft landscaping schemes to be implemented. The sizes of these areas are derived from the needs of the end user. The HGV yard is dimensioned to accommodate modern articulated vehicles and their turning circles.

The landscaping scheme has been designed to enhance the general neighbourhood within and around the site.

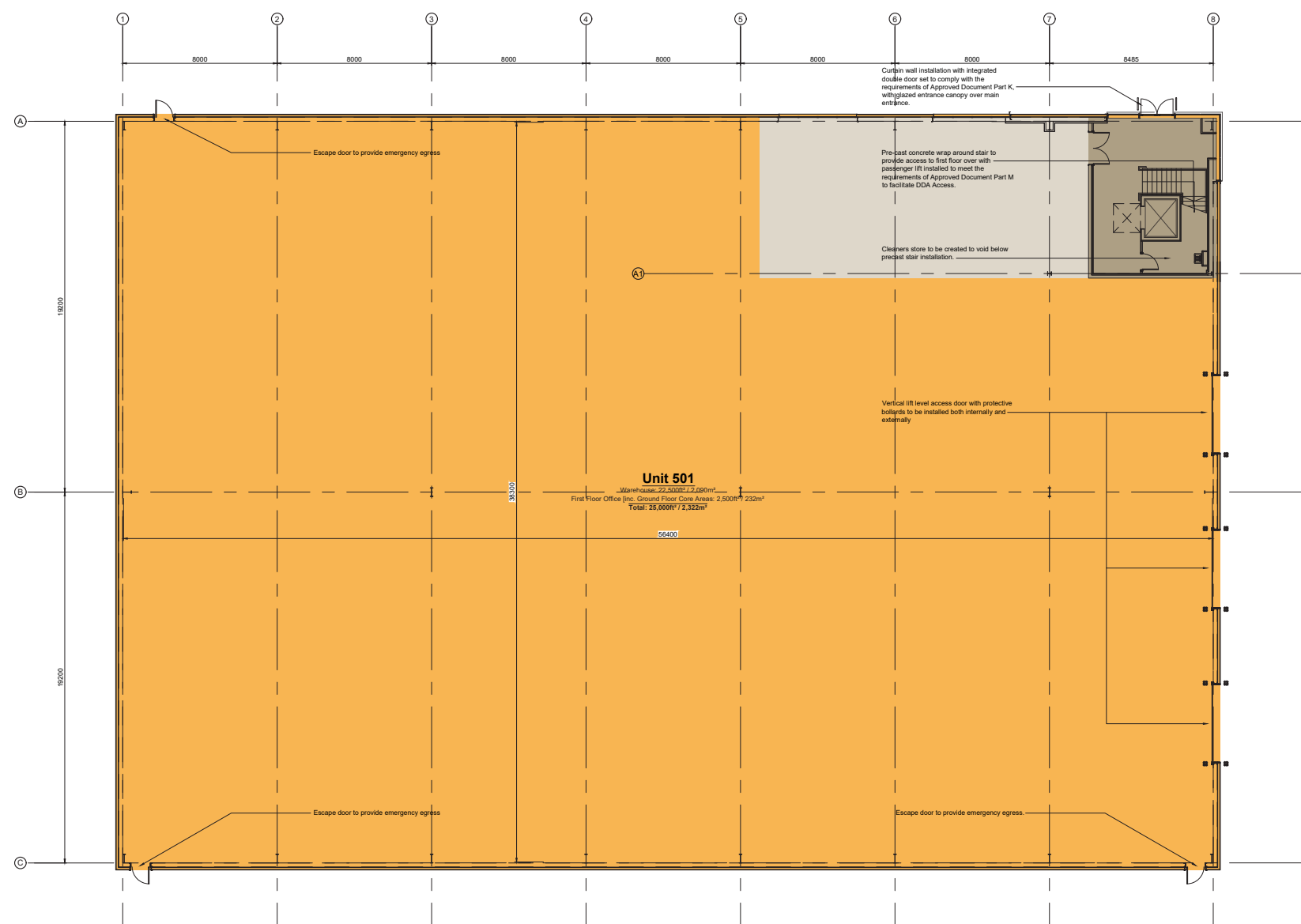
Articulated lorries are the most common form of transport for the distribution sector and back into buildings using level entry loading docks to allow the easy transfer of goods.

The proposed site layout submitted as part of this application confirms the proposed floor areas as listed in the schedule of accommodation.

05 DEVELOPMENT PROPOSAL

Schedule of Accommodation

Warehouse	22,500 m ²	2,090 m ²
Mezzanine office (inc. lift core)	2,500 m ²	232 m ²
Total	25,000 m ²	2,322 m ²



Building Layout Plan - Unit 501

Key

Ground Floor Warehouse

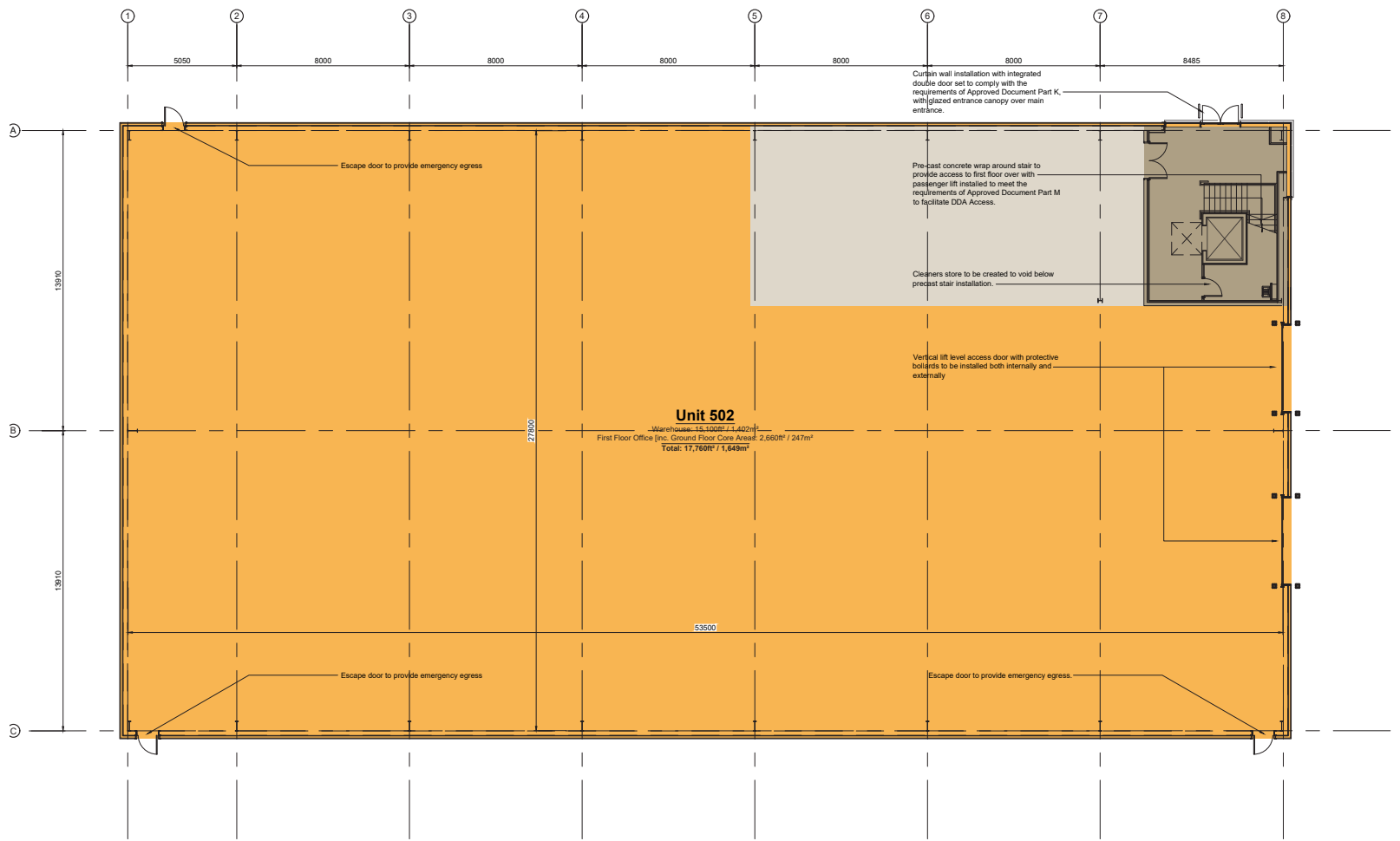
Circulation & Welfare Space

First Floor Mezzanine/Office Space

05 DEVELOPMENT PROPOSAL

Schedule of Accommodation

Warehouse	15,100 m ²	1,402 m ²
Mezzanine office (inc. lift core)	2,860 m ²	247 m ²
Total	17,760 m ²	1,649 m ²



Building Layout Plan - Unit 502

Key

Ground Floor Warehouse

Circulation & Welfare Space

First Floor Mezzanine/Office Space

05 DEVELOPMENT PROPOSAL

05.3 LAYOUT

The proposed Site Layout is illustrated on UMC Architects Planning Drawing 20179_DP-UMC-500-XX-DR-A-1015.

The following points have been considered in the configuration of the layout;

- Access to the Site
- Vehicle Manoeuvrability
- Site Parking
- Existing developments on site
- Local Ecology
- Fire Access and Strategy

The layout has been designed to make effective use if the given area with irregular areas given over to landscaping to ensure efficient use of the site area whilst being sensitive to the requirements of the local ecology.

The application seeks approval for the creation of 6,876m² / 74,025ft² of B2 / B8 area across three units with a total of 79 Car Parking Spaces including five accessible parking spaces. Of the standard parking spaces to be provided ten will be fitted with vv Vehicle Charging Points whilst 100% of the parking spaces proposed will be fitted with the required infrastructure to allow for the installation of electric vehicle charging to all parking spaces.

The application proposes 10 No. Cycle Parking Spaces to each unit with a total of 30 No. Spaces across the full development.

Inclusive access throughout the site is achieved, where applicable, with minimum 2m wide footpaths leading pedestrians from the car park to the ancillary office. Access into the site is sufficient for both disabled and able-bodied pedestrians.

HGV's and Vans will arrive via the primary access road and, for Units 501 and 502, pass through a set of dedicated security gates into the units service yard. For unit 500 a shared access arrangement has been incorporated. The tracking for vehicles accessing each unit are presented on UMC Architects Drawings;

- 20179_DP-UMC-500-XX-DR-A-1082
- 20179_DP-UMC-501-XX-DR-A-1083
- 20179_DP-UMC-502-XX-DR-A-1084



The HGV service yard area is created t the West of Unit 500 and to the North of Units 501 and 502. These areas allow sufficient circulation for HGV parking and provide loading doors on the scale of 4 No. for Unit 500, 3 No. for Unit 501 and 2 No. for Unit 502. The service yard is set out with a depth sufficient to accommodate the standard HGV turning requirements within the parking and circulation zones. The loading yard and dock provisions have been sized to accommodate the clients anticipated peak HGV numbers.

To ensure the provision of suitable access for the fire service across the proposal fire tender manoeuvres have been tracked to each unit using a combination of High Reach and Pump Appliances located on hard standing to ensure the provision of a suitable stable firefighting platform to the accessible perimeter fo the site. To ensure that the local fire service is afforded unobstructed access to the site all height restrictors are to be installed as swing arm types so to allow their opening in the event of fire tender access being required.

Cars enter the site along the shared HGV and car access road. For Unit 500 the car park access is shared with the service yard entrance whilst the car parking areas for Units 501 and 502 are access prior to the service yard gated access point in order to minimise the potential for passenger car and HGV interactions on site. Height restrictor barriers are incorporated across the site to manage vehicle access and enforce the segregation of HGV's LGV's and passenger vehicles where possible.

	Level Access Doors	Total Car Parking Spaces	Accessible Parking Spaces	Electric Charging Bays	PTW Spaces	Cycle Spaces
UNIT 500	4	62	3	4	3	20
UNIT 501	3	49	3	4	2	20
UNIT 502	2	32	2	2	2	10
PLOT 5	9	143	8	10	7	50

Unit 500 is entered at the South West corner whilst Units 501 and 502 are both accessed at the North West corner in close proximity to the main car parking area, whilst the use of glazing at the entrance helps to break down the mass of the building, providing a more human scale and creating an area of architectural interest that draw employees and visitors towards the main entrance.

At first floor an ancillary office space, including welfare provisions, is incorporated to the South elevation of Unit 500 and the West elevations of unts 501 and 502, whilst the warehouse area directly below this ancillary office is identified as a future office expansion zone should a future occupier require additional office accommodation. The office spaces have been designed to provide the extents of office accommodation expected of units of this scale, with WC and kitchen provisions appropriate to the anticipated office occupancy. The need for both horizontal and vertical movement within this space has been addressed through the incorporation of both stepped and lift access to the first floor office whilst the use of wide corridors and stair flights ensure that these locations do not become crowded at times of increased personnel traffic – such as at lunch times.

05 DEVELOPMENT PROPOSAL



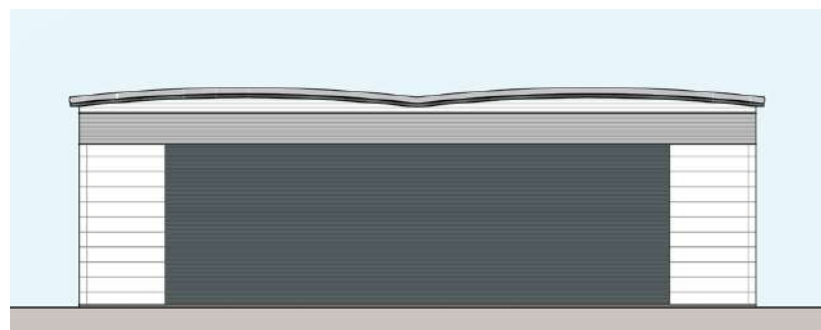
West Elevation - Unit 500



East Elevation - Unit 500



South Elevation - Unit 500



North Elevation - Unit 500



South Elevation Extract - Unit 500

05.5 PROPOSED BUILDING ELEVATIONS

The proposed elevations are illustrated on UMC Architects Planning drawing 20179_DP-UMC-500-ZZ-DR-A-1203.

The underlying principle of the proposed design is to provide a building that offers architectural character, while adding quality and aesthetic enhancement to the immediate vicinity. The proposed unit represents a high quality industrial building that integrates well with the surrounding context.

The use of contemporary industrial detailing is consistent with the existing developments at Dunsbury Park. To ensure that the proposals harmonise with the wider development of the site, the palate of materials employed on the external envelope has been chosen to mirror the existing approved units, and therefore ensure the development delivers a coherent identity and consistent character.

The building is designed to provide a positive aspect with the design of the office element used to punctuate the main entrance to the building and provide an attractive and varied elevation to that of the main building. The use of varying cladding profiles and colours along with full height glazing raise the aesthetic quality and serve to break down the overall uniformity of the warehouse design whilst offering excellent longevity and durability.

The main building is a portal steel frame construction with pitched roof and profiled metal external cladding. The elevational treatment has been designed to minimise the visual impact of the buildings, while enhancing the design. Cladding panels, in shades of midgrey and white, have been used to emphasize elements of the structure, with horizontal and vertical forms creating juxtaposition between the different components of the scheme.

The office block helps to add human scale to the built form. This is achieved by using horizontal strips of glazing, with a full-height glazed feature to the main pedestrian entrance.

05 DEVELOPMENT PROPOSAL

05.5 PROPOSED BUILDING ELEVATIONS

The proposed elevations are illustrated on UMC Architects Planning drawing 20179_DP-UMC-501-ZZ-DR-A-1204.



West Elevation - Unit 501



East Elevation - Unit 501



South Elevation - Unit 501



North Elevation - Unit 501



South Elevation Extract - Unit 501

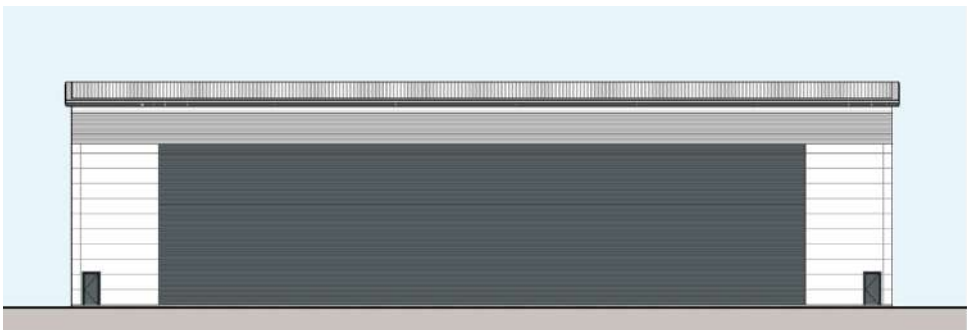
05 DEVELOPMENT PROPOSAL

05.5 PROPOSED BUILDING ELEVATIONS

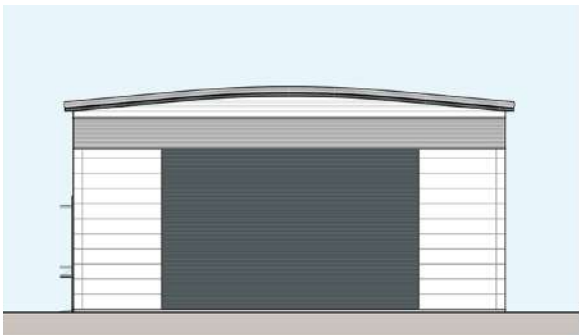
The proposed elevations are illustrated on UMC Architects Planning drawing 20179_DP-UMC-502-ZZ-DR-A-1205



West Elevation - Unit 502



East Elevation - Unit 502



South Elevation - Unit 502



North Elevation - Unit 502



South Elevation Extract - Unit 502

05 DEVELOPMENT PROPOSAL



West Elevation - Unit 500



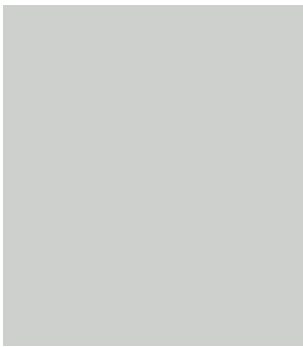
South Elevation - Unit 500



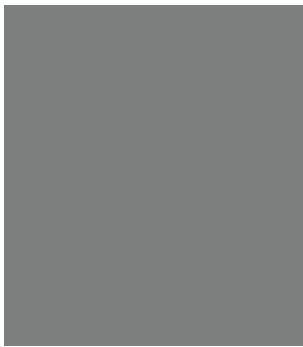
White
(RAL 9003)



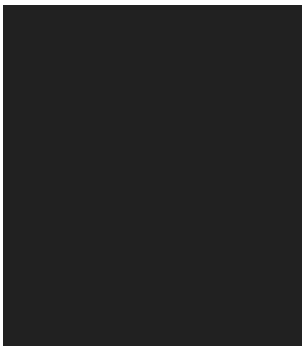
Oyster Grey
(RAL 7035)



Goosewing Grey
(RAL 7038)



Slate Grey
(RAL 7012)



Anthracite
(RAL 7016)

05.6 UNIT APPEARANCE

- ① Different cladding materials to add visual interest and break up the visual building massing.
- ② Use of horizontal cladding to accentuate the linear form of the warehouse to lower the perceived height of the building.
- ③ Level Access Doors for distribution.
- ④ The use of glazing to add transparency to the facade and offer some form of natural surveillance.

05 DEVELOPMENT PROPOSAL

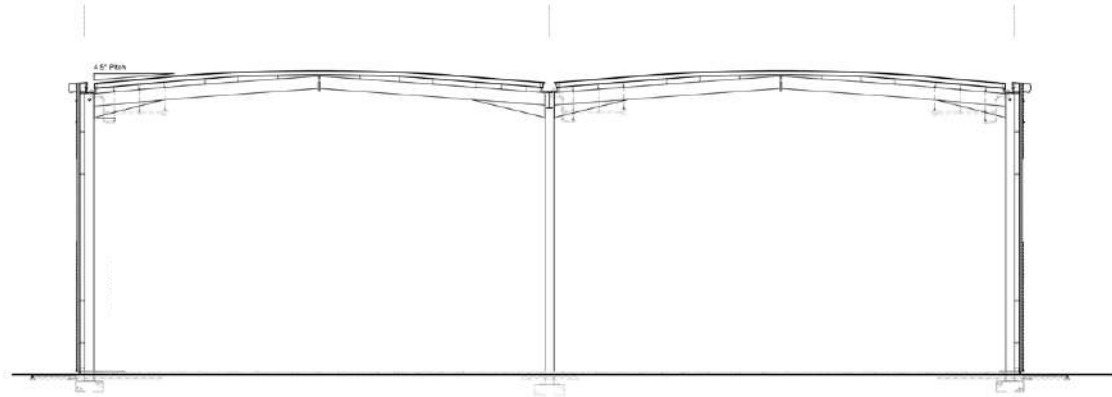
05.4 SCALE, HEIGHT & MASSING

The proposed warehouse building are based around the operational practicalities required by the Occupier.

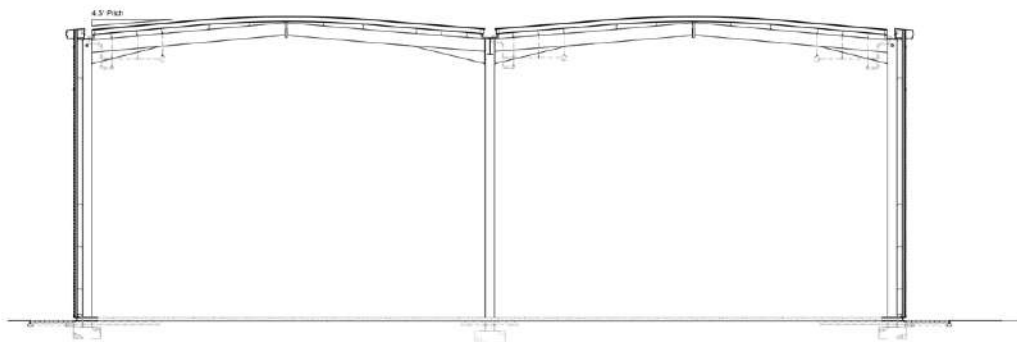
The building is designed as a propped portal to allow maximum flexibility in design for the end users operation. The effective height of buildings such as this is usually defined as the 'clear height to the underside of the haunch'. This is the height to steel haunch that is used between the column and rafter of the portal frame. The zone above this height cannot effectively be used for the end users processing operations or racking and is usually reserved for services. The proposed units incorporate a clear internal haunch of 12m above finish floor level (F.F.L) in order to provide sufficient flexibility for future prospective occupiers internal racking or internal fit out.

It is also a question of careful attention to detail as to how to deal with these types of buildings. The treatment of rooflines and the use of colour become of paramount importance together with the careful articulation of any ancillary office elements and the quality of the structural landscaping. Consideration has also been to the relative massing of the van storage deck, the deck is open sided to with mesh infill to railings to maximised porosity within the façade breaking the monolithic form into a series of linear elements referencing the horizontal banding of the high level feature cladding on the proposed unit.

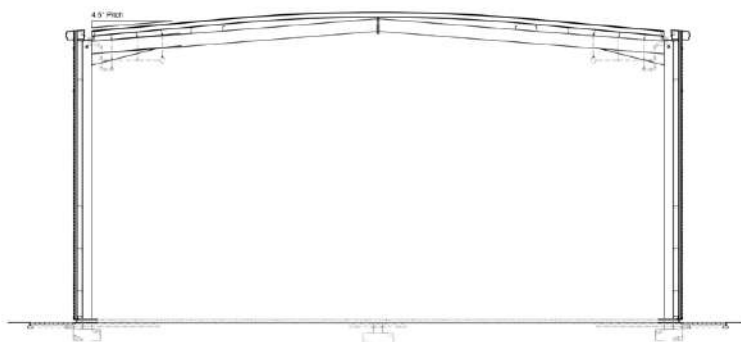
The overall impression of the development, when viewed from outside, belies its overall footprint, with the visual impact of the low density being spread across the site, minimising the sense of mass and scale, with the built form being in keeping with the existing units when viewed from Fitzwygram Way. The size of the units have been limited to allow sufficient space externally, for parking and landscaping, ensuring that it does not overpower the surrounding developments or environment.



Indicative Section - Unit 500



Indicative Section - Unit 501



Indicative Section - Unit 502