

06 ACCESS



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06.1 EXTERNAL ACCESS

Access to the new Units will be from Fitzwygram Way. The entrances to the site will be designed and managed to eliminate vehicle queuing on the public highway, particularly at the controlled entrance barriers which are proposed to allow the end user to manage and control the flow of traffic both into the site and back out onto the highway during peak periods.

Seperate HGV and staff car park entrances will eliminate a conflict between delivery vehicles and car traffic. The car park areas will be constructed in dense bitumen tarmacadam 2 block paving (See UMC Architects Proposed External Finishes Plan **20179_DP-UMC-500-XX-DR-A-1303**, **20179_DP-UMC-501-XX-DR-A-1304** & **20179_DP-UMC-502-XX-DR-A-1305**) which will form part of a coordinated hard landscaping strategy.

Car parking standards are based on those referred to in the outline approval and are appropriate for the use class in question. Provision has been made for covered cycle spaces located adjacent the main office block.



Indicative Road & Pavement Image

Site Access Plan - Immediate Context

Key

Application Boundary

Vehicular Access

Unit 500 Parking Access

Proposed Site Access

Pedestrian and Cyclist Access

Bus Stop

06 ACCESS



Site Access Plan

Key

- Application Boundary
- - - Pedestrian & Cycle Access
- HGV Access
- - - Vehicular Access
- → Proposed Site Access

06.2 INTERNAL SITE ACCESS

All existing infrastructure roads within Dunsbury Park have footpaths. Lighting by street lamps during hours of darkness will help to provide a safe and secure environment for the Pedestrian.

Pedestrians entering the site will do so via the dedicated pedestrian footpath. On-site footpaths, as previously discussed lead from the car park to the ancillary office main entrance. Tactile paving and dropped kerbs will be provided at all road junctions, with further paving areas extended around offices and to the warehouse perimeter.

The development will be laid out to achieve accessibility for disabled occupants. All disabled car-parking bays will be located as close to the main entrance as possible, with cycle shelters providing security and protection for bicycles. Safe pedestrian routes from these shelters will meet up with the route between car park and warehouse. All levels within the car park will have a gradient of less than 1:25, enabling wheelchair access and ambulant disabled to access the site without difficulty.

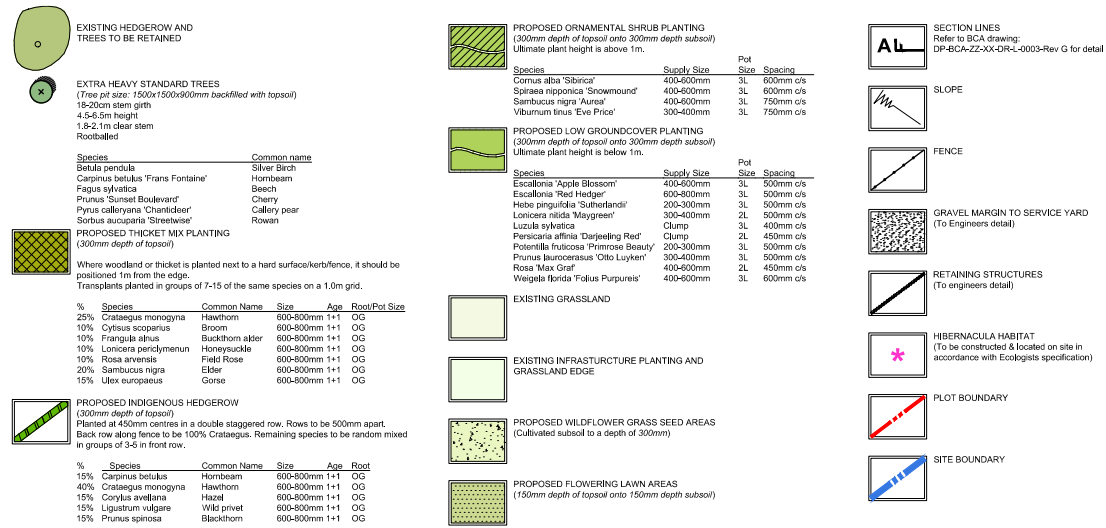
All main entrances into the unit will be 'wheelchair friendly' level entry, with automatic or manual opening doors. The doors will meet all current Building Regulations Part M requirements, with full height tubular steel handles for ease of opening. The force required to operate the doors will be below the maximum force recommended in the Building Regulations, and the effective opening width of each leaf will be designed to be more than 800mm.

Additional entrances to the warehouse and operational areas will be provided from the yard areas and, it is assumed, that drivers using the facility will be able-bodied. As such, where required there will be a stepped access to the building, to accommodate the change in levels between warehouse and yard slab. This will, however, be designed in accordance with Approved Document M.

07 LANDSCAPING



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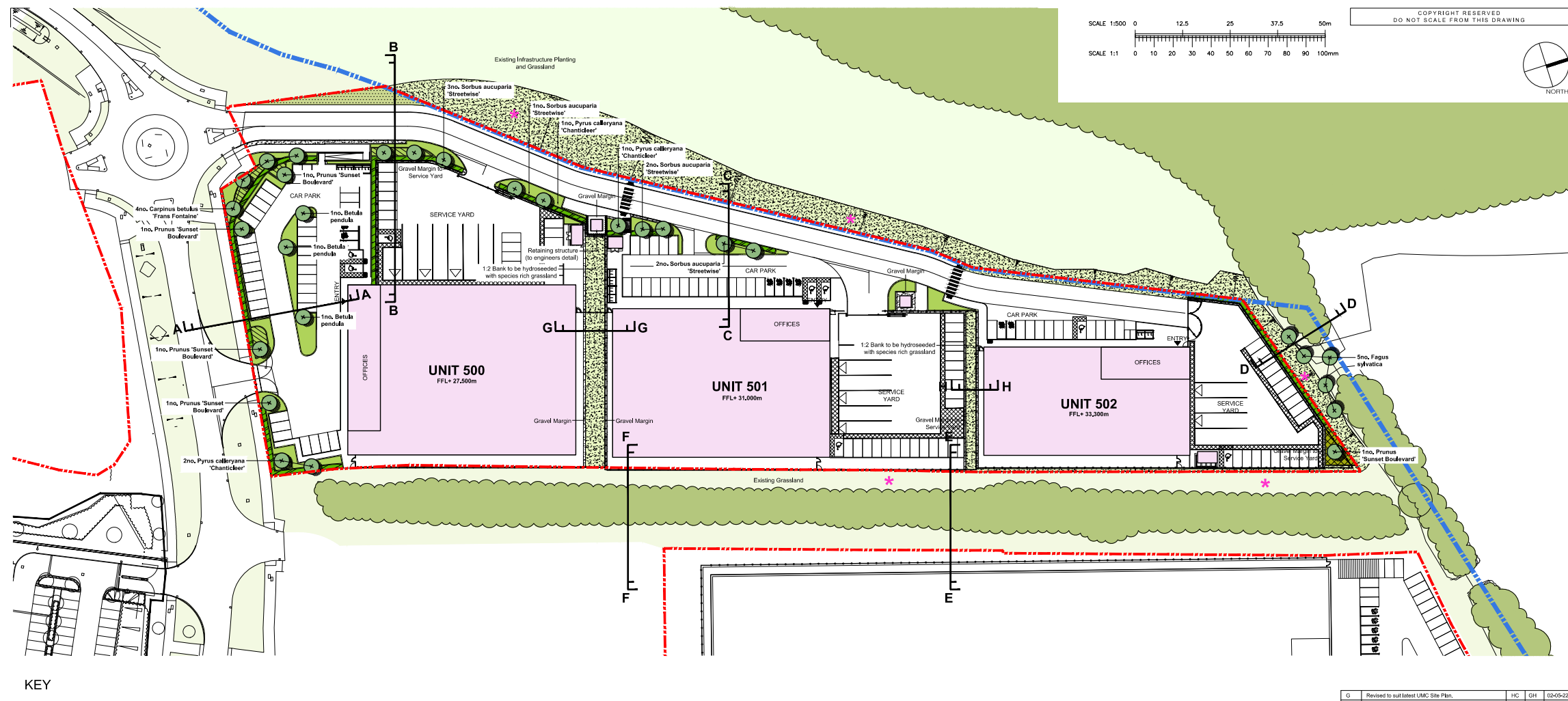


07.1 PROPOSED LANDSCAPING DESIGN STATEMENT

The proposed landscape scheme for Plot 5 at Dunsbury Park is designed to with due regard to the surrounding infrastructure landscape.

Landscape types and species have mostly been selected from the pallet of existing and local ecology to be incorporated with a continual and consistent ecology to that of the existing habitats and protected conservation areas.

It is anticipated that as the proposed landscape scheme grows to maturity it will help to assimilate the building and associated hard surfaced areas into its immediate surroundings and provide a valuable habitat resource in the wider landscape.



08 SUSTAINABILITY



08 SUSTAINABILITY

08.1 SUSTAINABILITY

With the current emphasis placed on energy conservation and the use of LZC technologies, the applicant is keen to enhance the developments sustainable credentials both from an estate and public perspective. In order to deliver an environmentally responsible building, an approach based on low energy design principles is proposed. This approach involves energy demand minimisation through effective building form and orientation, good envelope design and proficient use of services. Long term energy benefits are best realised by reducing the inherent energy demand of the building in the first instance. Therefore, the building envelope will be designed to ensure that the fabric and form of the office and warehouse spaces encompass low energy sustainability principles as follows:

Air Tightness

In accordance with the requirements of a low energy building, the air tightness characteristics will be addressed. Through robust design and detailing the building will achieve high airtight standards to mitigate air leakage, far in excess of current Building Regulation minimum requirements.

Natural Daylight/Rooflights

High levels of natural daylight will be provided, wherever possible, through effective window design.

Lighting Strategy

It is imperative that the lighting design philosophy provides the correct quality of lighting with minimum energy input and hence reduce internal heat gains. Throughout the office, lighting will be appropriately zoned to allow control of luminaries via switches/absence detection and daylight sensors.

EPC

The applicant will also implement the requirements of the Energy Performance of Buildings Directive and assess the operational energy performance of the building, targeting an 'A' rated Energy Performance Certificate (EPC).

Solar Generation

Localised roof mounted photovoltaic energy generation is proposed for the unit to minimise the energy requirements of the building. A solar water heating system is proposed (subject to final building services design) which uses heat from the sun to work alongside conventional water heaters. Solar Panels or collectors are fitted to the roof. They collect heat from the sun's radiation and a heat transfer system uses the collected heat to heat water to the amenity areas.

Water Saving Taps

These taps are designed to hold 80% less water than a standard fitting requiring flush through during each use, and a reduced volume of water to enable bacteria to grow. These taps are also fitted as standard with 5LPM Eco Flow regulators to further reduce the volume of water is used for each washing event.

Cycle Store and Showers

To encourage staff to cycle to work, cycle stores and showers will be proposed.

Waste Strategy

Dedicated areas for refuse will be provided to allow for adequate bin storage / compactors to suit the occupier's operations. The refuse area will not exceed 10m from the main footpath and sufficient turning areas will be provided for refuse vehicles.

Waste Management

The proposed development can provide for the careful and sustainable disposal of waste during and post construction. Modern methods of design and construction using pre-fabricated units will help to keep waste arising's to a minimum. Post construction, the buildings will be provided with a dedicated area within the building for the provision of refuse and recycling facilities, tailored to operational requirements. Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the site can move freely without risk of injury

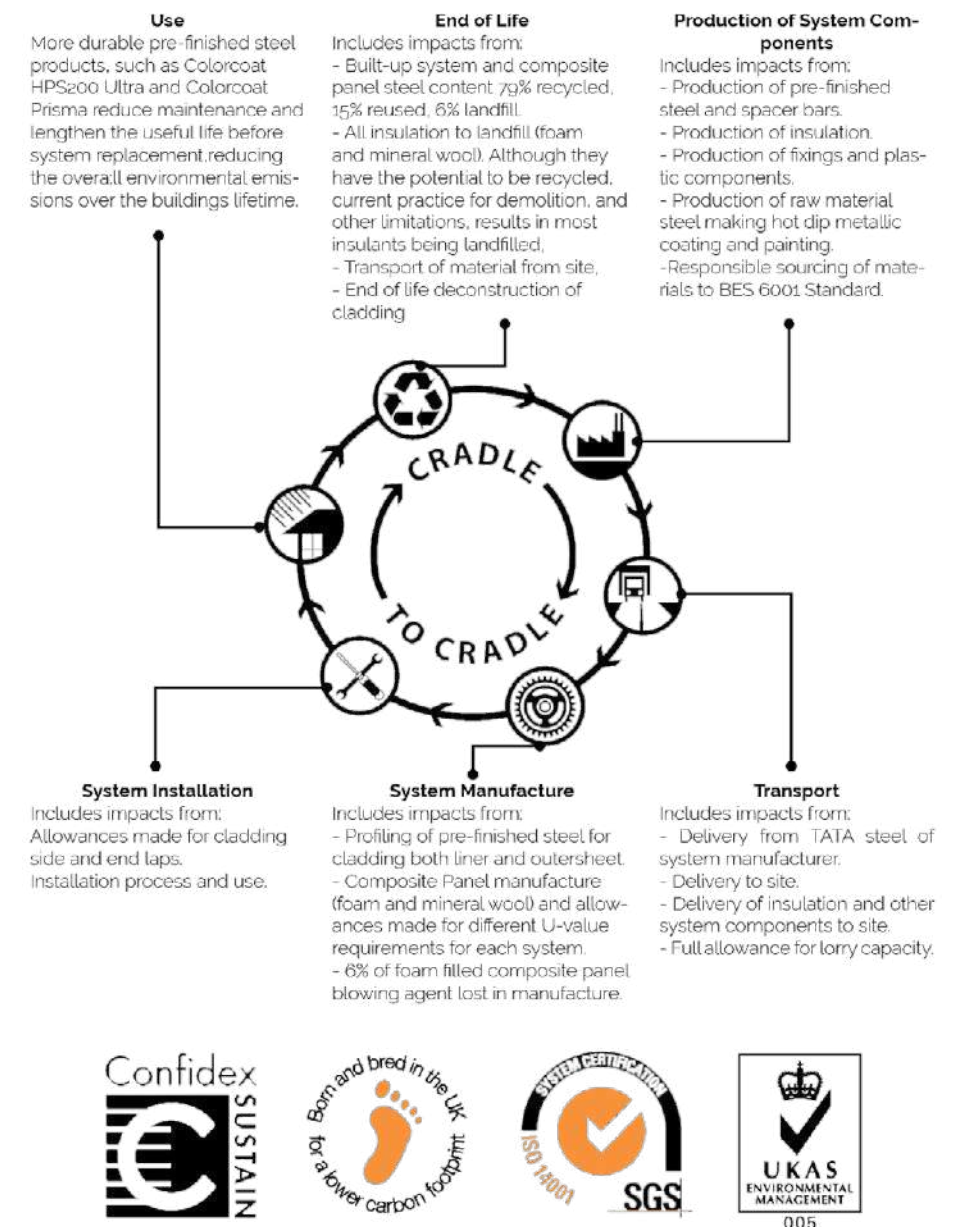
BREEAM

In order to benchmark the environmental performance of the building, the applicant will carry out an assessment against the Building Research Establishment (BRE) Environmental Assessment Method (BREEAM). This is a voluntary scheme that aims to quantify and reduce the environmental burdens of buildings by rewarding those designs that take positive steps to minimise their environmental impacts. Projects are assessed using a system of credits which results in a formal certification giving a rating on a sliding scale. The proposed building will target a BREEAM rating of **Excellent**.

Rainwater Harvesting

Rainwater harvesting is proposed to the office area. This process collects the rain which falls onto roofs via gutters and down-pipes and stores it in a tank until required for use. When required, the water is then filtered and pumped to the point of use i.e. toilets, external watering points, thereby reducing the amount of mains-water used.

Furthermore, a volume of water is kept out of the storm-water management system.



09 CRIME PREVENTION



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Indicative Plot Frontages



Indicative Security Fencing

09.1 CRIME PREVENTION

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09.2 ACCESS & MOVEMENT

Spaces and pedestrian routes are currently well defined with easy to recognise entrances; this provides convenient movement without compromising security. Proposed car parking is provided in the most prominent locations possible.

09.3 SURVEILLANCE

Natural surveillance will be a key factor in the overall design of the site and the positioning of the offices overlooking the proposed car parking offers a high degree of visual control. The buildings designs and layouts have been considered to minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.

Formal surveillance will be in the form of an extensive CCTV system provided in line with the occupier's requirements.

09.4 PHYSICAL PROTECTION

Boundary protection will be a 2.4m fence high to all service yard and parking areas. Boundaries have been considered to maximise natural surveillance.

The above measure are in accordance with the recommendations contained within Kabsec's security report. A copy of this report is submitted alongside this document for the local authorities information and review.

10 SUMMARY



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Dunsbury Park Illustrative Masterplan

10.1 SUMMARY

The design proposals have been developed with due regard to the existing site, its context and surroundings, to create a carefully sited, appropriately sized building which meets the client's brief. The proposals also allow for the best possible access by all modes of transport and encourage travel to the site by means other than car.

The design seeks to minimise the impact on its surroundings; providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use.

The scheme represents a high-quality development, which reflects the principles agreed as part of the Dunsbury Park stage 1 & 2 planning policy set by Havant Borough Council.

The proposals are appropriate to the scheme as a whole and represent a substantial investment to the area and in particular, the development will help to promote and support employment growth and stimulate economic regeneration to the area, cohesive with regional and local aspirations. It is anticipated that the development will act as a catalyst for further regeneration to create a number of new jobs and inject much needed investment into the local community.

UMC Architects, Newark Beacon Innovation Centre,
Cafferata Way, Newark, Nottinghamshire NG24 2TN

o. +44 (0)1636 653027
f. +44 (0)1636 653010
e. info@umcarchitects.com

www.umcarchitects.com

