

| DESIGN & ACCESS STATEMENT |

Plot 5, Dunsbury Park, Portsmouth Reserved Matters Application

Document Prepared for:



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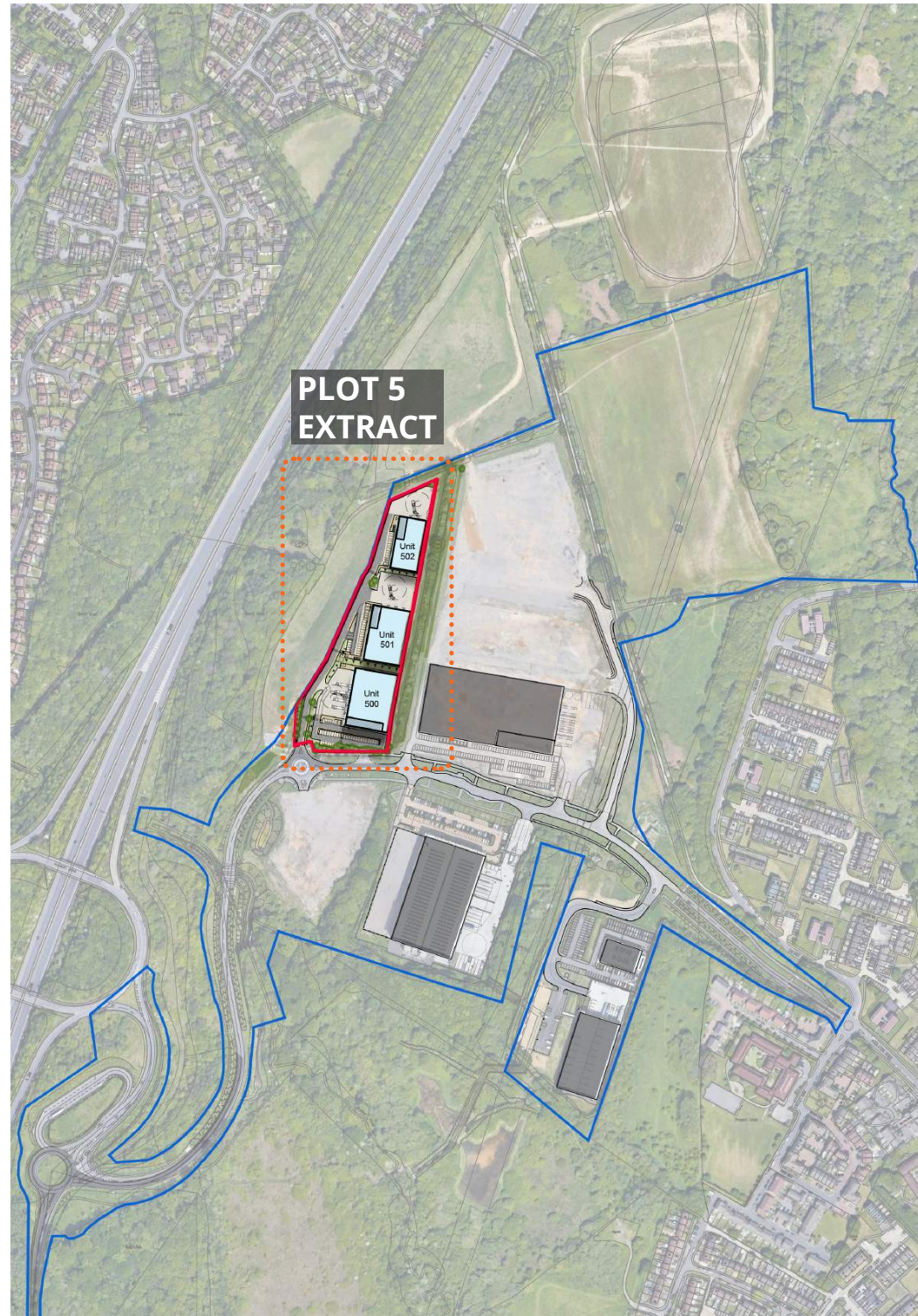
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01 INTRODUCTION



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.

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 storage and distribution units 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 B8 Warehouse and Storage 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

Havant Borough Local Plan 2021 to 2037

The following extracts from the proposed planning documentation outlines Havant Borough Council's immediate actions for the developing future. The first is a brief statement that addresses the vision the council outlines as general input.

Havant Borough Council - Future Development Vision

In 2037 Havant Borough will have delivered regeneration and investment in high quality new businesses, homes, facilities and town centres. Success in Havant will be achieved through six overlapping strategic priorities which together make up our vision for the future:

2.1.1 People have a varied selection of housing that meets their needs

2.1.2 People have access to high quality new employment, education and training opportunities to boost economic growth and address the skills gap

a) New and refurbished business development will consolidate and reinforce the Borough's reputation as a centre for high technology and advanced manufacturing and as an excellent place to start a new business.

b) The transformed Havant and South Downs College campuses will provide young people with access to education and training opportunities to address education and skills gaps in the Borough.

c) Langstone Technology Park and Dunsbury Park are successful and will continue with further commercial development, reinforcing their position as key employment hubs.

2.1.3 Communities are supported through new infrastructure and improvements to the network

a) All new developments will be supported with the right infrastructure, so the Borough continues to be an attractive place to live, work and invest.

b) Transport infrastructure will be secured alongside new development to improve the attractiveness and sustainability of the Borough and better link it into the wider Portsmouth city region.

c) Investment in the Borough's bus network will create an integrated public transport system linking key sites together and enabling quicker links to Portsmouth in particular.



2.1.4 A focus on the regeneration of the Borough's town centres and Hayling Island Seafront

2.1.5 Celebrating Havant's natural and historic environment, sunny climate and South Downs-Solent location whilst addressing climate change

2.1.6 A Fourth Industrial Revolution location, focused on digital, green, biological and physical technology

Later in the document, Dunsbury Park is specifically mentioned within the scope of plans to include development opportunities that are in-line with their industrial development and increase to their employment strategies.

Key Project 7 - Dunsbury Park

Dunsbury Park is identified as a business gateway of local and sub-regional importance located between Havant and Waterlooville, accessible from the A3(M). This strategic employment site will deliver a large number of high quality jobs in close proximity to Leigh Park. The high-quality business and industrial park will be delivered in two phases. The site has the potential to provide a total of 77,000 sqm of high quality employment floorspace.

Outline consent was granted in February 2014 for 61,779 sqm of employment floorspace, plus a hotel with conference facilities comprising 5,574 sqm on Phases 1 and 2 of the site 17. It is now anticipated the floorspace permitted by the outline consent can now entirely be provided in Phase 1 (see table 4). Land to the east of Park Lane, otherwise known as Phase 2 has an identified capacity of 15,000 sqm, which would be over and above the floorspace permitted by the outline consent. This is shown below.

PHASE 1	Floorspace (sqm)
The amount of floorspace permitted by the outline consent (originally phases 1&2)	61,779
PHASE 2	
Additional capacity floorspace to be delivered over and above the outline consent	15,000
TOTAL	
Table 4: employment floorspace by phase within Dunsbury Park. (All figures are net.)	76,779

The 2014 outline consent limited the proportion of B8 Storage and Distribution uses to no more than 20% of the total employment floorspace. A subsequent application was approved that removed the limit on the amount of B8 floorspace that can be accommodated on the site. The reason for the original limitation was a concern over employment density. However, the 2015 edition of the HCA Employment Densities Guide²² confirms the increasing range of occupations in the B8 sector mean that actual employment densities have raised in recent years. In addition, the Employment Land Review²³ indicates that planning policy for the site needs to be flexible and as market orientated as possible to appeal to a wider range of businesses and reflects modern working practices.

The woodland setting and the natural landscaping within and around the site is fundamental to the success of the built environment and the public realm within the site and has informed the Design Code for the development.

2.1.7 Site Constraints and Opportunities

- a)** This is a greenfield site.
- b)** The Hermitage Stream runs south-west of the site; the adjoining area is within Flood Zone 3.
- c)** There are a number of mature trees within and adjacent to the site.
- d)** The A3(M) bridge crossing will provide an important pedestrian and cycle route.
- e)** High voltage power lines and a mains gas pipeline run through part of the site.
- f)** Part of the site overlies a former landfill site containing inert construction waste from the A3(M).
- g)** Bechstein's bats and dormice present on and adjacent to the site.
- h)** A SuDS Masterplan approach has previously been agreed with the Council.
- i)** Topography of the site requires an extensive cut and fill exercise to facilitate level development plots within the landscape.
- j)** Development proposals as part of Phase 2 are likely to be deemed to constitute 'EIA development'. As such applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development. In such cases, an Environmental Statement will be required in support of any planning application.
- k)** With the provision of 15,000 sq. m additional employment floorspace on Phase 2, opportunities to:
 - Enhance walking and cycling routes across the A3(M) junction 3.
 - Upgrade further lengths of Park Lane cycleway to a porous bound surface.
 - Provision of walking and cycling links to and from Waterlooville to the west.

02 PLANNING POLICY CONTEXT

2.1.8 Phase 1

Notwithstanding the approved parameters of the outline consent¹⁹, employment development of about 42,700 sqm and a hotel and conference centre of 5,574 sqm on the remaining part of the Phase 1 will be permitted where:

- a) The access, layout and scale of the development plots are in accordance with the approved Dunsbury Park Design Code, parameters plans and reserved matters for Phase 1; and
- b) The hotel and conference facility provide suitable business accommodation near the entrance to the site and the A3(M).

2.1.9 Phase 2

Employment development of about 15,000 sqm on Phase 2 of the site will be permitted where:

- a) Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Environmental Statement if required;
 - ii. Landscape and Visual Impact Assessment;
 - iii. Heritage Impact Assessment;
 - iv. Ecological Assessment;
 - v. Contamination Risk Assessment;
 - vi. Air Quality Assessment;
 - vii. Geo-Technical Assessment;
 - viii. Flood Risk Assessment;
 - ix. Drainage Strategy;
 - x. Transport Assessment;
 - xi. Travel Plan.
- b) The site is phased in a comprehensive and appropriate manner having regard to the occupier demand and take up of Phase 1;
- c) A Landscape and Visual Impact Assessment is prepared which demonstrates that proposed building heights will not adversely impact the character of the woodland location or diminish the character of the woodland or diminish the quality of wider landscape views; and
- d) Proposals protect and enhance the public footpath/bridleway network in and around Phase 2.

Development that includes B8 storage and distribution operations will be permitted where either:

- e) The operations or use(s) will support a minimum employment density of 70 sqm per person; or

- f) The development proposals will provide a range of employment opportunities for both lower skilled and higher skilled employees.

In addition to the above, employment development will be permitted where:

- i. The design of new buildings, particularly their bulk and orientation, respects and enhances the character of their woodland location;
- ii. An appropriate landscaping and ecological buffer is retained between the development and Beech Wood;
- iii. The layout of the site will provide an accessible, safe and permeable environment which is fully integrated with its surroundings;
- iv. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15;
- v. It retains and enhances the wetland habitat area along the Hermitage Stream Corridor
- vi. It supports the delivery of the South East Hampshire Bus Rapid Transit connecting Waterloo and Leigh Park;
- vii. It retains and enhances pedestrian and cycle access to Park Lane and other leisure routes;
- viii. It enhances green infrastructure links between Havant Thicket Reservoir and Dunsbury Park;
- ix. A Travel Plan for each plot and/or phase is submitted to the satisfaction of the Local Planning Authority in line with the Framework Travel Plan.

02 PLANNING POLICY CONTEXT

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 B8 use class. 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 form 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

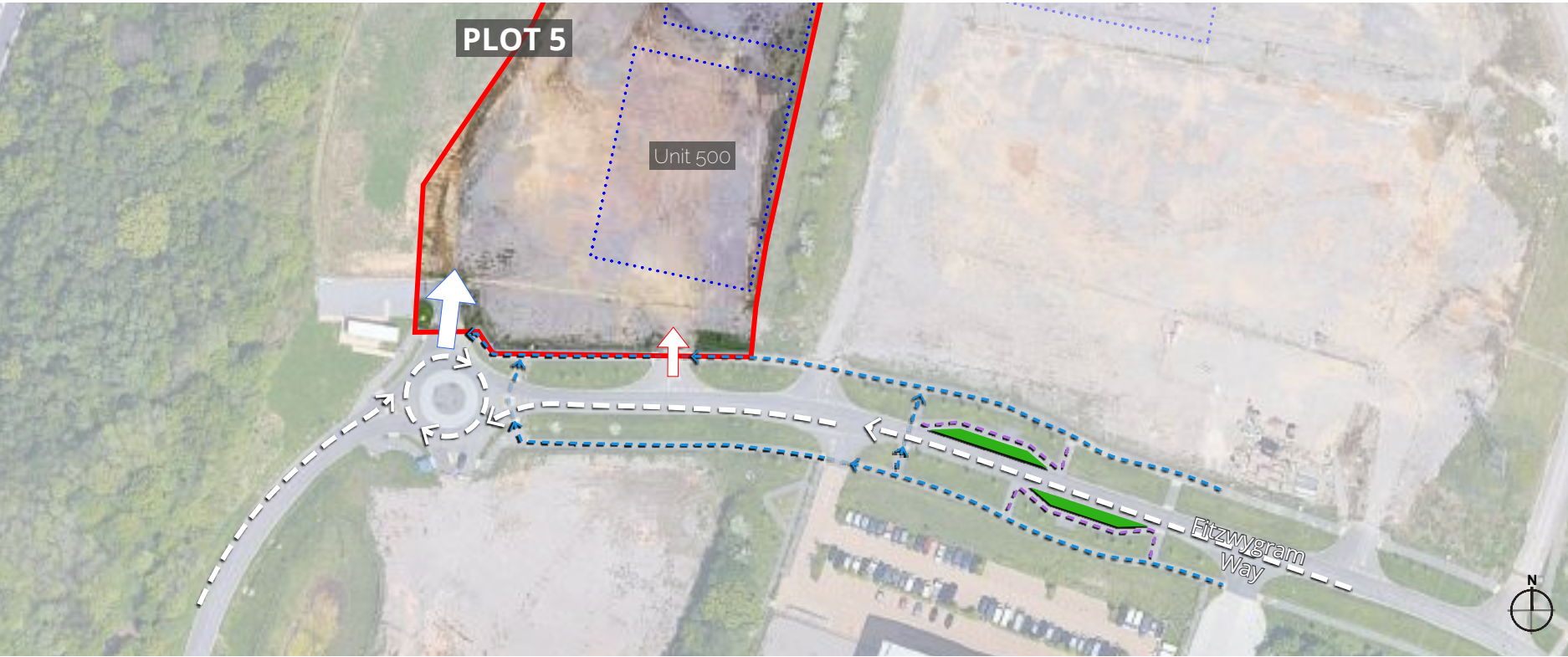


8 View North-East showing plot 5

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

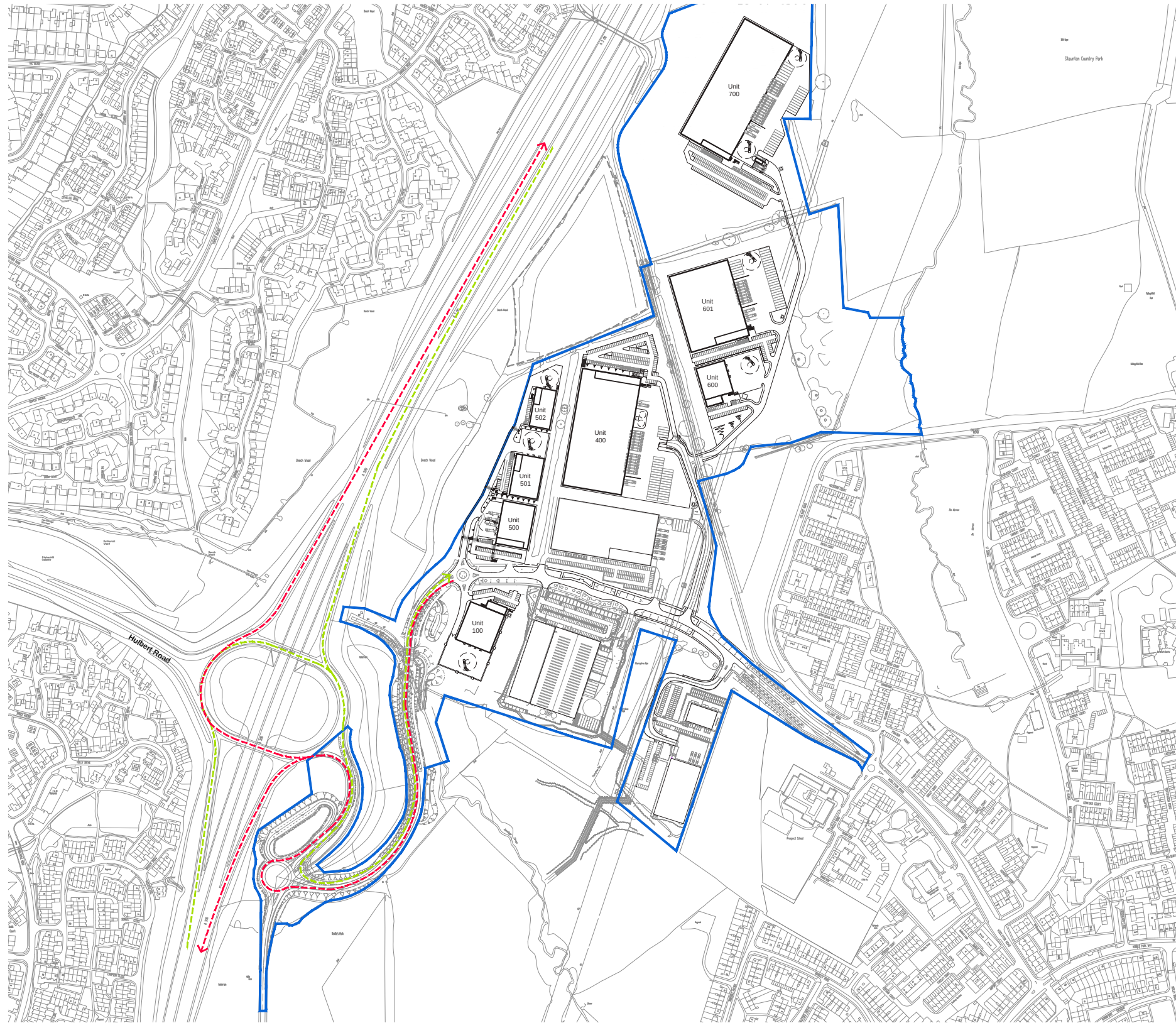
Adjacent Roads and Vehicular Access Points

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.

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

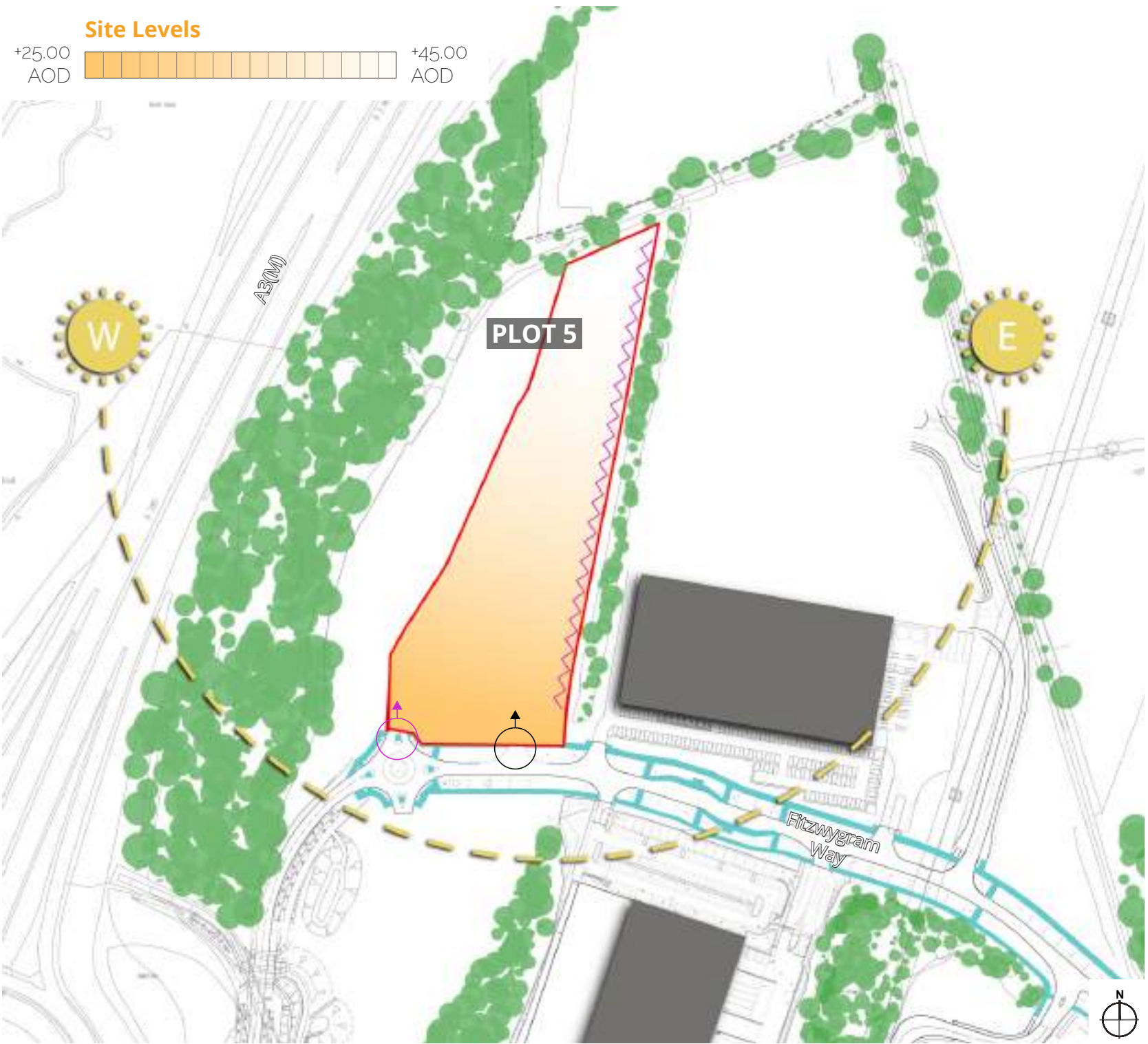
Leading into Dunsbury Park, Fitzwygram Way has a direct connection to the A3(m).

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 | Sensitive Edge | Disused Site Access | Proposed Buildings |
| Sunpath | Existing Trees | Existing Site Access | Existing Buildings |
| Pedestrian Access | | | |

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. (2017g_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, dunno, 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

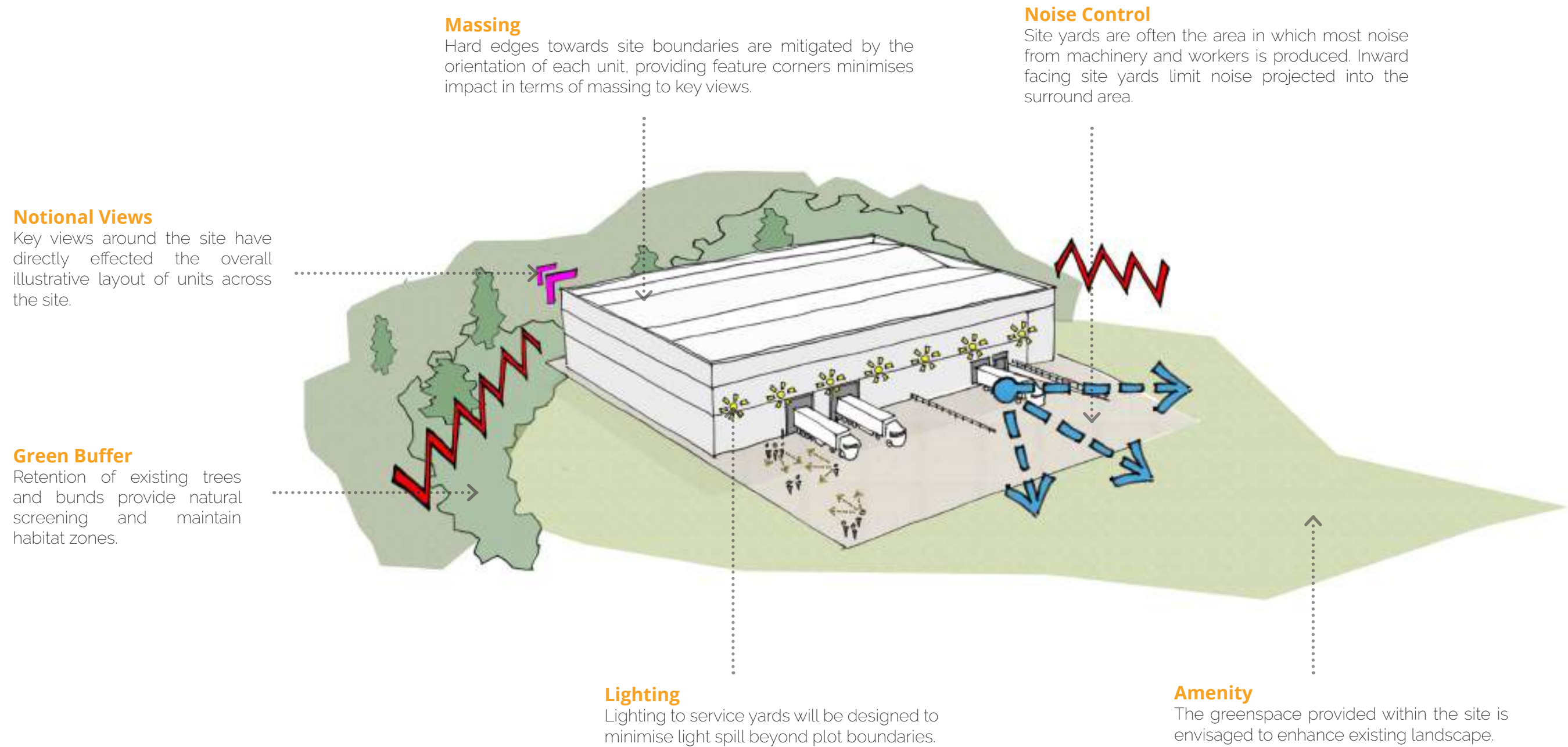
To ensure that the development provides a sense of arrival for visitors arriving by vehicle or on foot. Routes for HGVs, cars, cyclists and pedestrians should be clearly segregated to avoid potential conflicts. Clarity of design and layout should be at the forefront, with signage being a fallback.

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

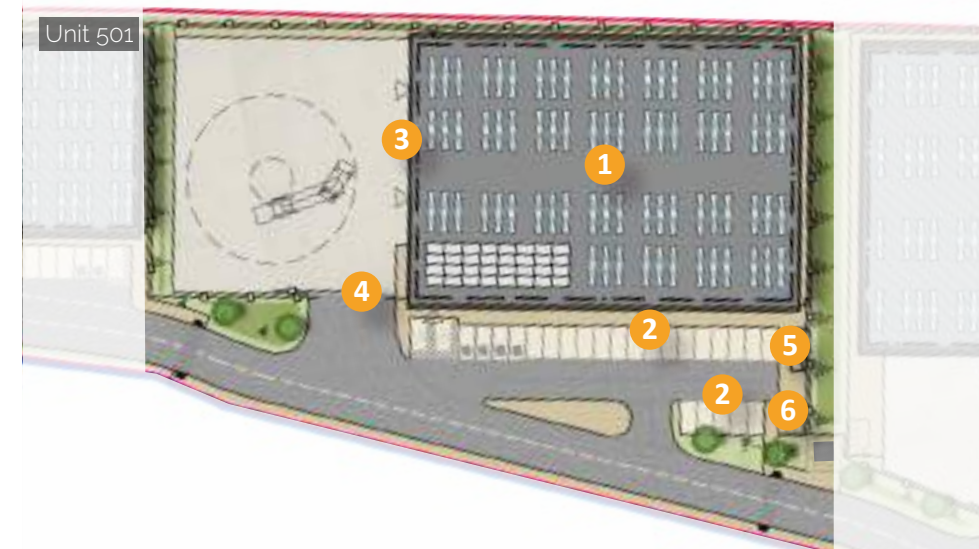
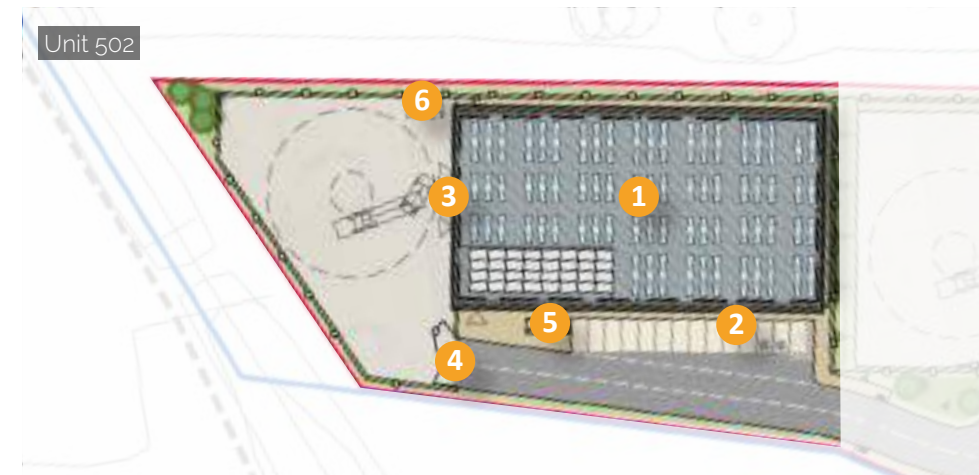


Site Plan Layout

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 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

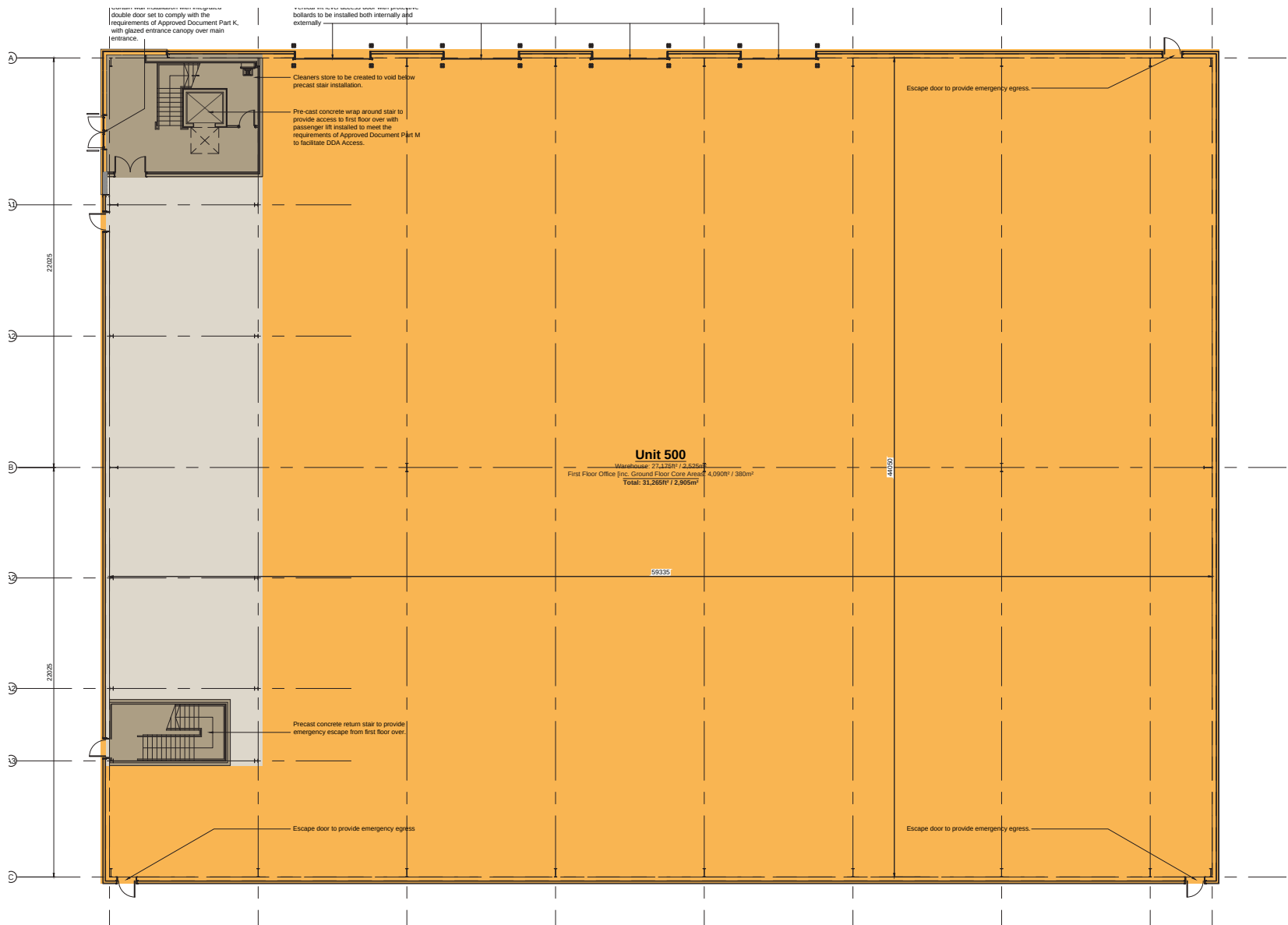
Key

- 1 Unit
- 2 Car Parking
- 3 Level Access Doors
- 4 Entry/Security Gates
- 5 Cycle Shelter
- 6 Waste Storage / Platforms

05 DEVELOPMENT PROPOSAL

Schedule of Accommodation

Unit 500	sq m	sq ft
Warehouse	2,525	27,175
First Floor Office [[Inc. GF Core Areas]]	380	4,090
Total	2,905	31,265



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.

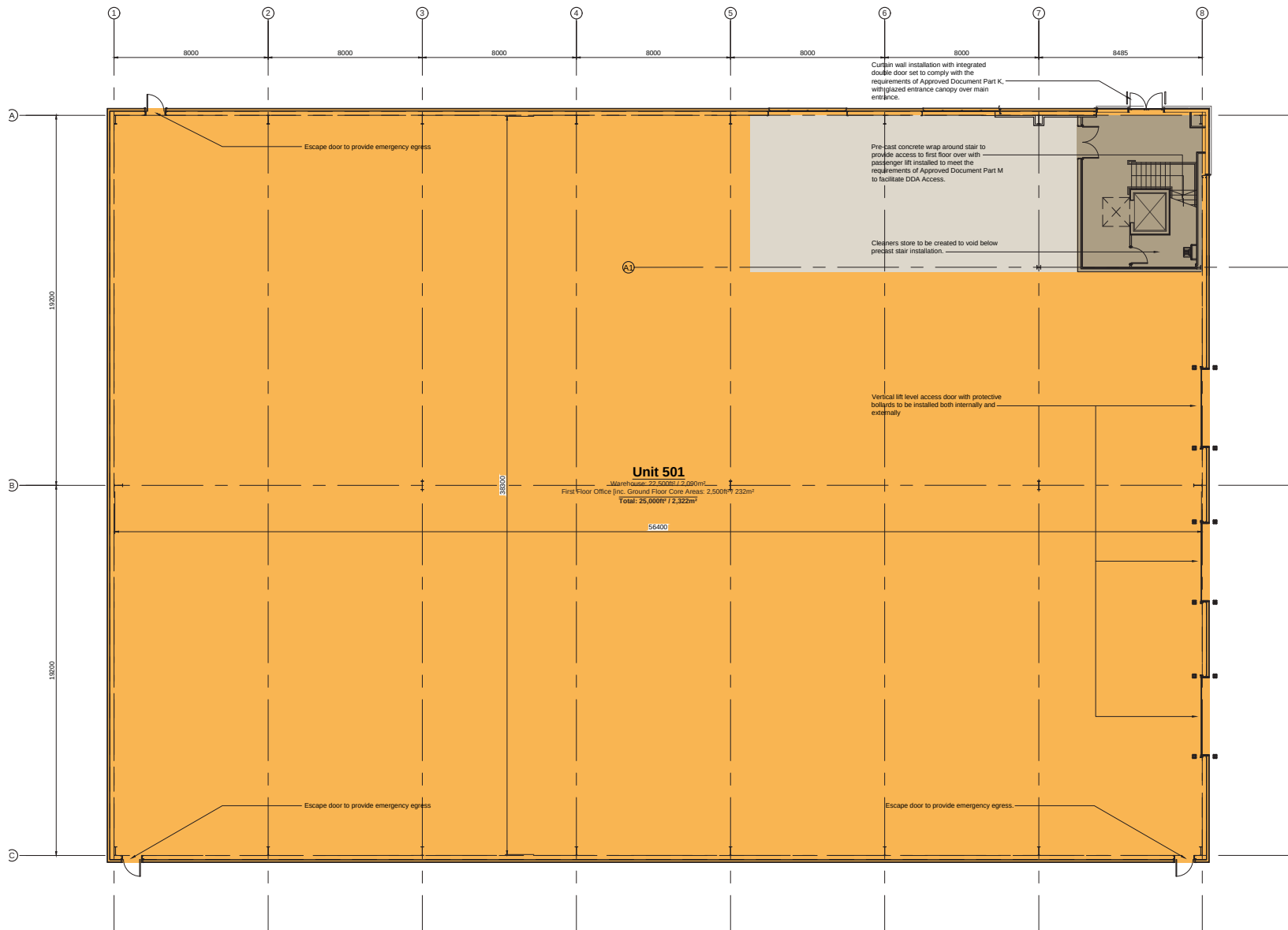
Articulated lorries are the most common form of transport for the distribution sector and back into buildings using level entry loading docks to allow the easy transfer of goods.

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

Unit 501	sq m	sq ft
Warehouse	2,090	22,500
First Floor Office [[inc. GF Core Areas]]	232	2,500
Total	2,322	25,000



Building Layout Plan - Unit 501

Key

Ground Floor Warehouse

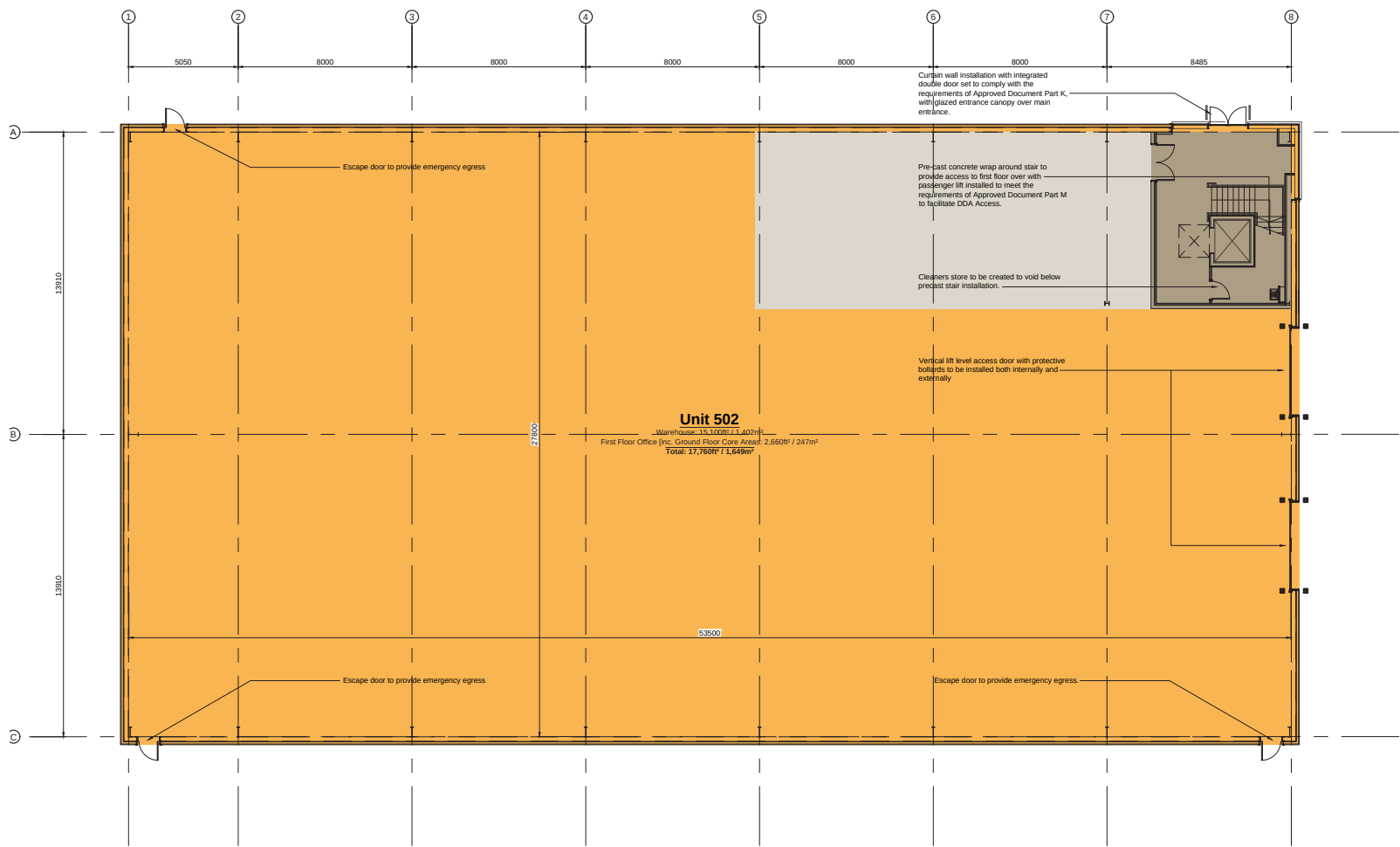
Circulation & Welfare Space

First Floor Mezzanine/Office Space

05 DEVELOPMENT PROPOSAL

Schedule of Accommodation

Unit 502	sq m	sq ft
Warehouse	1,402	15,100
First Floor Office [[inc. GF Core Areas]]	247	2,660
Total	1,649	17,760



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.

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.

	Level Access Doors	Total Car Parking Spaces	Accessible Parking Spaces	Electric Charging Bays	Cycle Spaces
UNIT 500	4	39	2	4	10
UNIT 501	3	26	2	4	10
UNIT 502	2	14	2	2	10
PLOT 5	9	79	6	10	30

05 DEVELOPMENT PROPOSAL



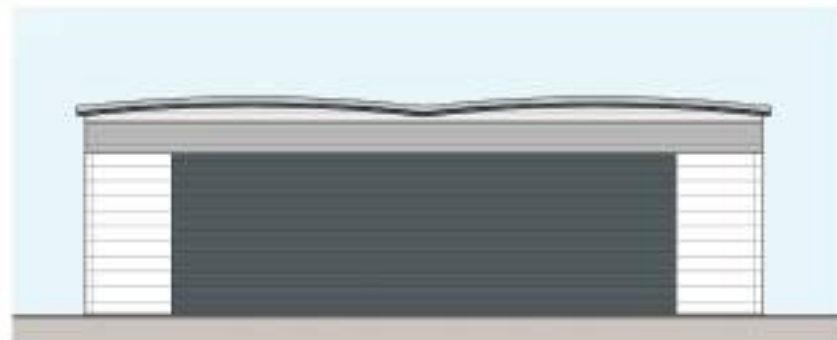
West Elevation - Unit 500



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 500

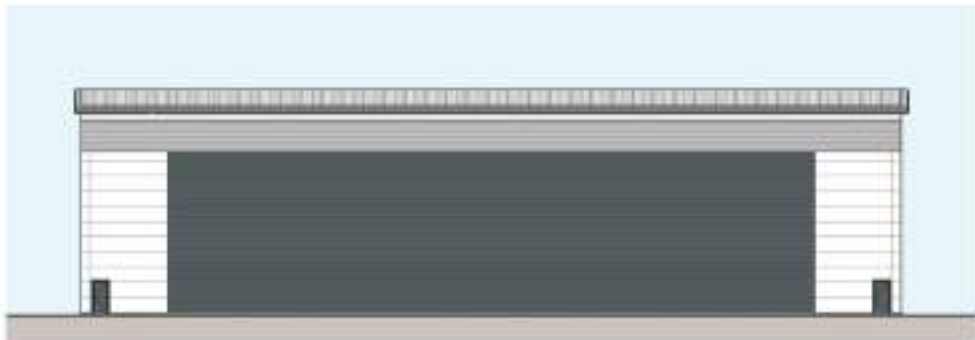
05 DEVELOPMENT PROPOSAL

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



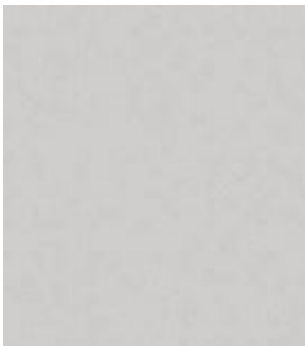
West Elevation - Unit 500



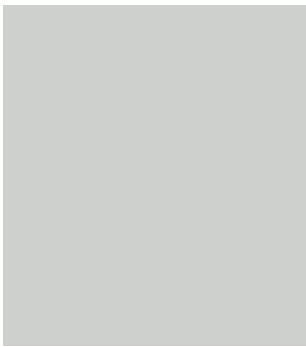
South Elevation - Unit 500



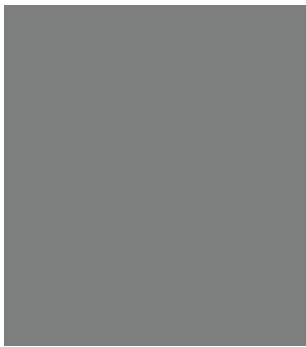
White
(RAL 9003)



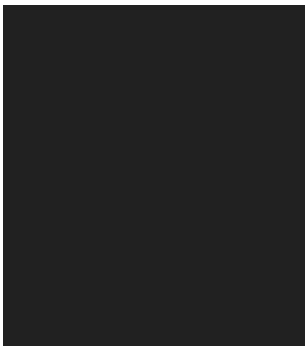
Oyster Grey
(RAL 7035)



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

06 ACCESS



06 ACCESS



Site Access Plan - Immediate Context

- Key**
- Application Boundary
 - Proposed Site Access
 - Vehicular Access
 - Pedestrian and Cyclist Access
 - Bus Stop

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.

Separate 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

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



07 LANDSCAPING

KEY



EXISTING HEDGEROW AND TREES TO BE RETAINED



EXTRA HEAVY STANDARD TREES
(Tree pit size: 1500x1500x900mm backfilled with topsoil)
18-20cm stem girth
4.5-6.5m height
1.8-2.2m clear stem
Rootballed



PROPOSED THICKET MIX PLANTING
(300mm depth of topsoil onto 600mm depth subsoil)
Where woodland or thicket is planted next to a hard surface/kerbside, it should be positioned 1m from the edge.

Transplants planted in groups of 7-15 of the same species on a 1.0m grid.

%	Species	Common Name	Size	Age	Root/Pot Size
10%	Acer campestre	Field Maple	600-800mm 1+1	OG	
15%	Cotoneaster monogyna	Hawthorn	600-800mm 1+1	OG	
10%	Cytisus scoparius	Broom	600-800mm 1+1	OG	
10%	Fagus sylvatica	Beech	600-800mm 1+1	OG	
15%	Fraxinus alnus	Buckthorn alder	600-800mm 1+1	OG	
5%	Rosa arvensis	Field Rose	600-800mm 1+1	OG	
15%	Sorbus aucuparia	Rosaleaf	600-800mm 1+1	OG	
10%	Sambucus nigra	Elder	600-800mm 1+1	OG	
10%	Ulex europaeus	Gorse	600-800mm 1+1	OG	



PROPOSED INDIGENOUS HEDGEROW
(300mm depth of topsoil onto 600mm depth subsoil)
Planted at 450mm centres in a double staggered row. Rows to be 500mm apart.

%	Species	Common Name	Size	Age	Root
10%	Acer campestre	Field Maple	600-800mm 1+1	OG	
10%	Corylus avellana	Hazel	600-800mm 1+1	OG	
40%	Cotoneaster monogyna	Hawthorn	600-800mm 1+1	OG	
10%	Fagus sylvatica	Beech	600-800mm 1+1	OG	
10%	Prunus spinosa	Blackthorn	600-800mm 1+1	OG	
10%	Rosa canina	Dog Rose	600-800mm 1+1	OG	
10%	Sambucus nigra	Elder	600-800mm 1+1	OG	



PROPOSED ORNAMENTAL SHRUB PLANTING
(300mm depth of topsoil onto 300mm depth subsoil)
Ultimate plant height is above 1m.

Species	Supply Size	Pot Size	Spacing
Berberis thunbergii	300-400mm	3L	600mm c/s
Buddleia davidii 'Empire Blue'	400-600mm	3L	750mm c/s
Cornus alba 'Flagantesima'	600-800mm	3L	600mm c/s
Cornus alba 'Sibirica'	400-600mm	3L	600mm c/s
Corylus maxima 'Purpurea'	400-600mm	3L	750mm c/s
Cotoneaster franchetii	400-600mm	3L	600mm c/s
Ilex aquifolium	400-600mm	2L	750mm c/s
Photinia fraseri 'Red Robin'	400-600mm	3L	750mm c/s
Pyracantha 'Saghy Orange'	400-600mm	3L	600mm c/s
Spiraea nipponica 'Snowmound'	400-600mm	3L	600mm c/s
Spiraea x arguta	300-400mm	3L	600mm c/s
Sambucus nigra 'Aurea'	600-800mm	3L	750mm c/s
Viburnum tinus 'Eve Prior'	200-300mm	3L	750mm c/s
Viburnum x buckleyi	300-400mm	3L	600mm c/s



PROPOSED LOW GROUNDCOVER PLANTING
(300mm depth of topsoil onto 300mm depth subsoil)
Ultimate plant height is below 1m.

Species	Supply Size	Pot Size	Spacing
Choysia 'Aztec Pearl'	300-400mm	3L	300mm c/s
Cornus stolonifera 'Kelsey'	200-300mm	3L	450mm c/s
Cotoneaster dammeri 'Coral Beauty'	400-600mm	3L	500mm c/s
Escallonia 'Apple Blossom'	400-600mm	3L	500mm c/s
Euonymus fortunei 'Emerald Gaiety'	200-300mm	3L	450mm c/s
Hebe pinguifolia 'Sutherland'	200-300mm	3L	500mm c/s
Hypericum x moserianum	300-400mm	3L	500mm c/s
Lonicera nitida 'Maygreen'	200-300mm	2L	600mm c/s
Pachysandra terminalis	300-400mm	2L	400mm c/s
Pieris japonica 'Chirping Red'	300-400mm	3L	450mm c/s
Potentilla dahurica 'Abbotswood'	200-300mm	3L	500mm c/s
Prunus laurocerasus 'Otto Luyker'	300-400mm	2L	450mm c/s
Rosa 'Max Graf'	400-600mm	3L	450mm c/s
Rubus 'Betty Ashburner'	300-400mm	2L	500mm c/s
Spiraea japonica 'Candlelight'	200-300mm	3L	600mm c/s
Stephanandra incisa 'Crispa'	200-300mm	2L	500mm c/s
Symphoricarpos x c. 'Hancock'	400-600mm	3L	500mm c/s
Viburnum davidii	200-300mm	3L	450mm c/s
Weigela florida 'Folies Purpurea'	400-600mm	3L	600mm c/s



EXISTING GRASSLAND



EXISTING INFRASTRUCTURE PLANTING AND GRASSLAND EDGE



PROPOSED WILDFLOWER GRASS SEED AREAS
(Cultivated subsoil to a depth of 300mm)



PROPOSED FLOWERING LAWN AREAS
(150mm depth of topsoil onto 150mm depth subsoil)



SECTION LINES
Refer to BCA drawing 2195-21X-03 for detail



SLOPE



FENCE



GRAVEL MARGIN TO SERVICE YARD
(To Engineers detail)



PLOT BOUNDARY



SITE BOUNDARY

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.

The site plan shows four units: UNIT 500, UNIT 501, UNIT 502, and UNIT 500. Each unit has an associated car park and service yard. The plan includes landscaping details such as existing hedgerow and trees to be retained, extra heavy standard trees, proposed thicket mix planting, proposed indigenous hedgerow, proposed ornamental shrub planting, proposed low groundcover planting, existing grassland, existing infrastructure planting and grassland edge, proposed wildflower grass seed areas, proposed flowering lawn areas, section lines, slope, fence, gravel margin to service yard, plot boundary, and site boundary. A scale bar indicates 1:500 and 1:1 scales. A north arrow is present. Notes include 'COPYRIGHT RESERVED DO NOT SCALE FROM THIS DRAWING' and 'REV NITE DATE AITH'.

Proposed Landscaping Site Plan

umc architects

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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

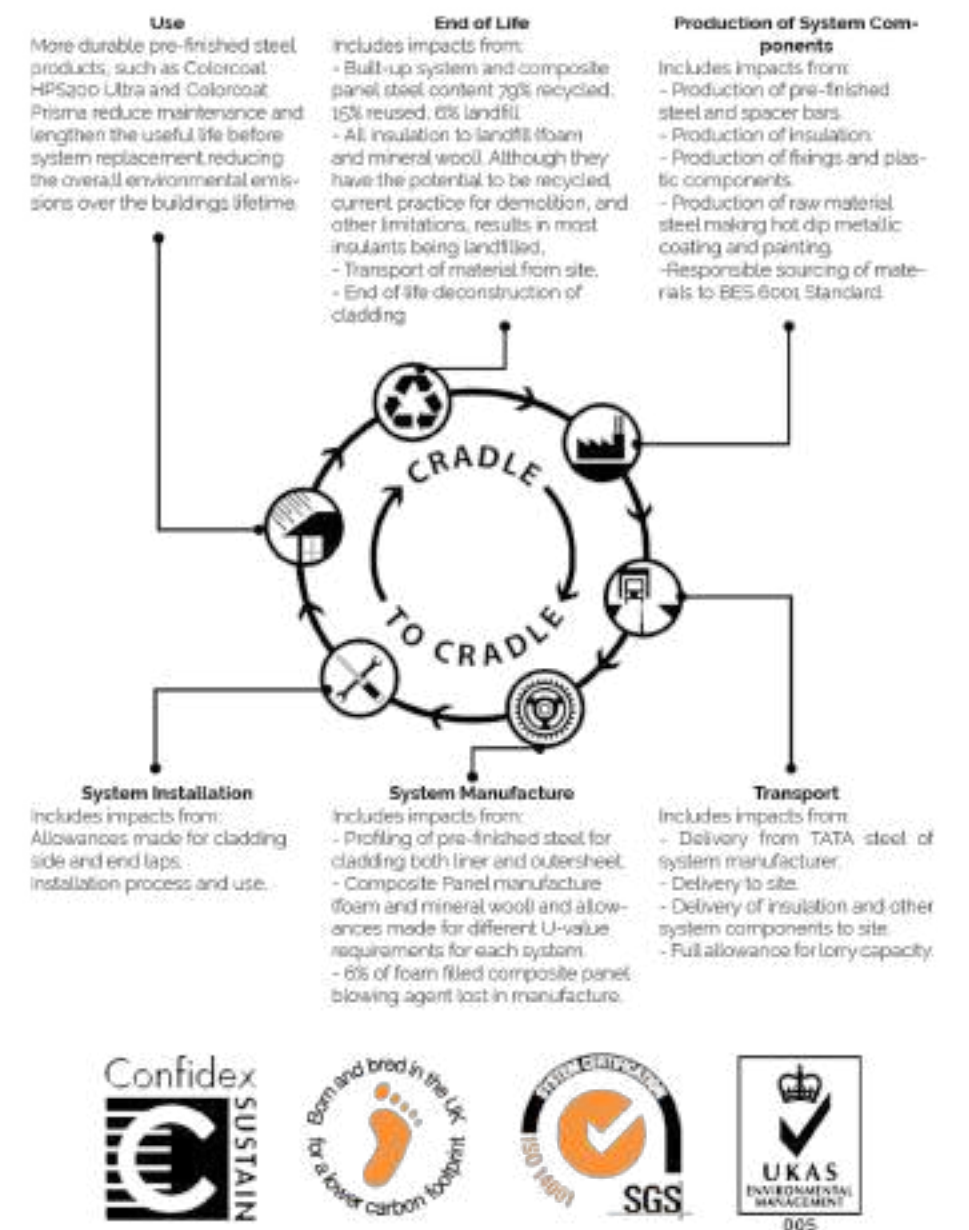
BREEAM

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



09 CRIME PREVENTION



Indicative Plot Frontages



Indicative Security Fencing

09.1 CRIME PREVENTION

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.

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



10 SUMMARY



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.

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