



UMC ARCHITECTS®

Design & Access Statement

Plot 400, Dunsbury Park



Control

Prepared For
Portsmouth City Council

Prepared By
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Project Name
25101 - Dunsbury Park

Checked By
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Document Revision
P03

Revision Notes:

Revised to address comments received from
Client and Planning Consultant.

Document Reference
Design and Access Statement
Full Planning Application

Issue Date
29.04.2026

Glossary

Active Fronts: Elevations that, through generous fenestration, create a relationship between life inside the buildings and the public realm. They provide passive surveillance and contribute to safety on the street.

Biodiversity: The variety of plant and animal life in the world or in a particular habitat.

Biodiversity Net Gain (BNG): Contribution to the recovery of nature while developing land.

Blue Infrastructure: A network of multi-functional urban water infrastructure, including ponds, lakes, streams, rivers, storm water provision and urban drainage systems.

BREEAM: Building Research Establishment Environmental Assessment Method is a sustainability assessment method used in the built environment.

Building line: The outer elevation of a building onto the public realm.

Character Area: Part of the masterplan with similar uses and architectural and public realm design to establish a cohesive and recognisable look and feel.

Development Edge: Plot edge that defines the edge of the development nearest to the red line boundary.

Desire Line: Path that represents the shortest or the most easily navigated route.

Development Plots: Areas within Dunsbury Park’s Development Zones that are operated by a single user.

Development Zone: Areas of Dunsbury Park identified for development.

Green Infrastructure: A network of multi-functional green spaces and other green features, which can deliver quality of life and environmental benefits for communities.

Habitat Mosaic: Patchwork of different types of fauna and flora suporting high biodiversity.

Inactive Fronts: Elevations that don’t allow interaction (through window/ door openings or transparencies) between building interior and the public realm, usually due to functional constraints. These elevations can face the public realm but must contribute to creating visual interest through materiality.

Inclusive Design: Approach that ensures that buildings and the public realm can be used and enjoyed confidently and independently by everyone.

Industrial Vehicular Traffic / Movement: All LGV and HGV movement associated with uses E(g)ii/iii, B2, B8, and Sui Generis.

Street Furniture: Collective term for objects and pieces of equipment installed along streets and roads for various purposes such as lighting posts, bins, and benches.

Sustainable Drainage Systems (SuDS): Stormwater management mimicking natural drainage.

Swale: Shallow or sunken channel with gently sloping side to direct rainwater and water run-off to planted areas.

Tree Canopy Cover: The layer of leaves, branches, and tree stems that cover the ground.

Tree Preservation Order (TPO): Designation by local authorities to protect trees from deliberate destruction.

PV: Photovoltaics.

SMEs: Small medium enterprises.

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1.0 Introduction

The Introduction chapter contextualises the Design and Access Statement, outlining the purpose of the document and the scope of the proposed development. It provides an overview of the application type, and the nature and extent of the proposals. This chapter also explains the structure of the statement, establishing the framework for the design narrative presented in the following chapters.

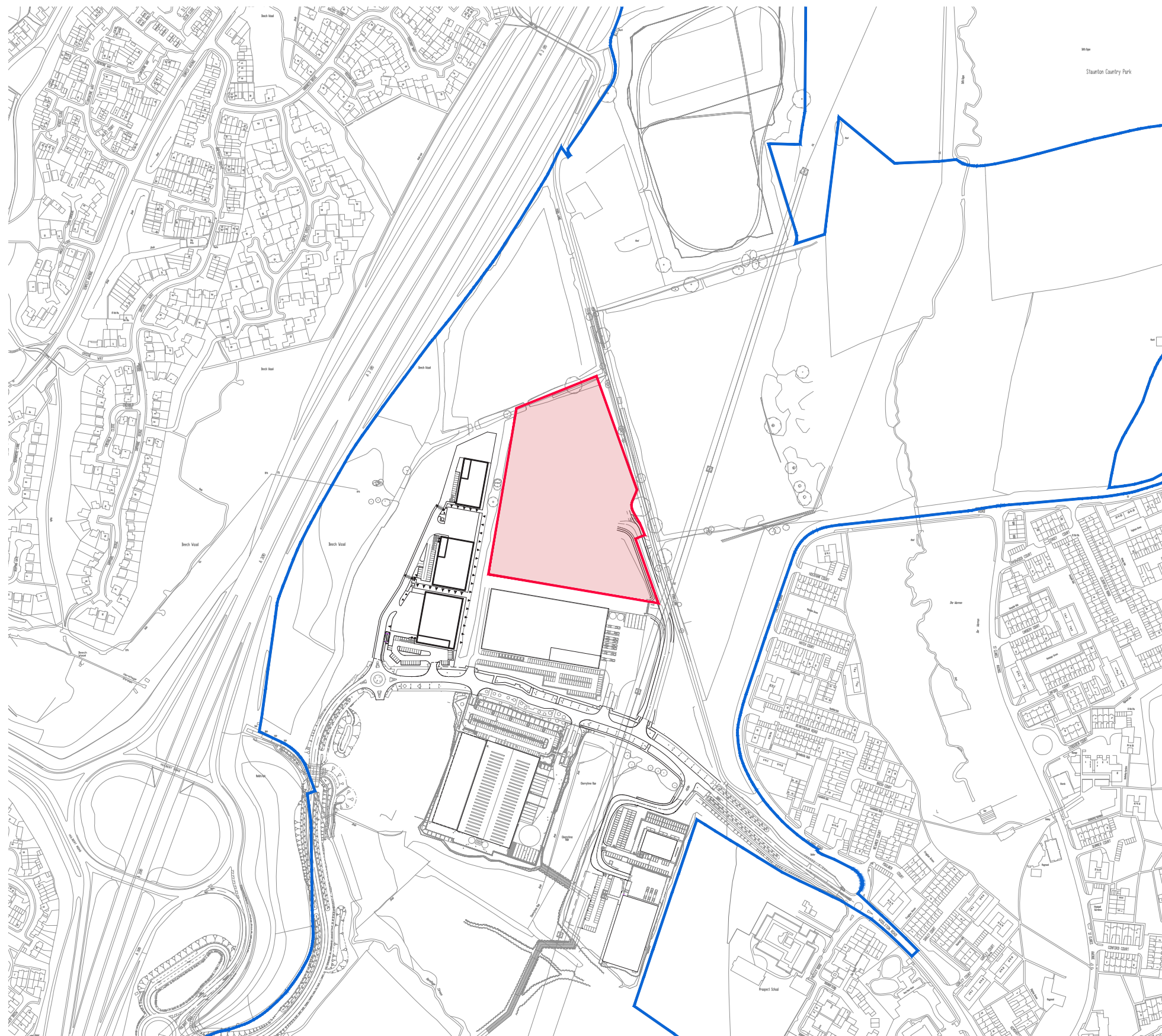
1.1 Project Overview

This Design and Access Statement has been prepared by UMC Architects to accompany a Full Planning Application relating to the development of the land designated as Plot 400 at the Dunsbury Park Development, Havant.

The existing Dunsbury Park development is strategically located immediately adjacent to Junction 3 of the A3(M) with good connectivity to national infrastructure and transport links.

This Design and Access Statement has been compiled by UMC Architects on behalf of the applicant & landowner/developer, Portsmouth City Council (PCC).

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

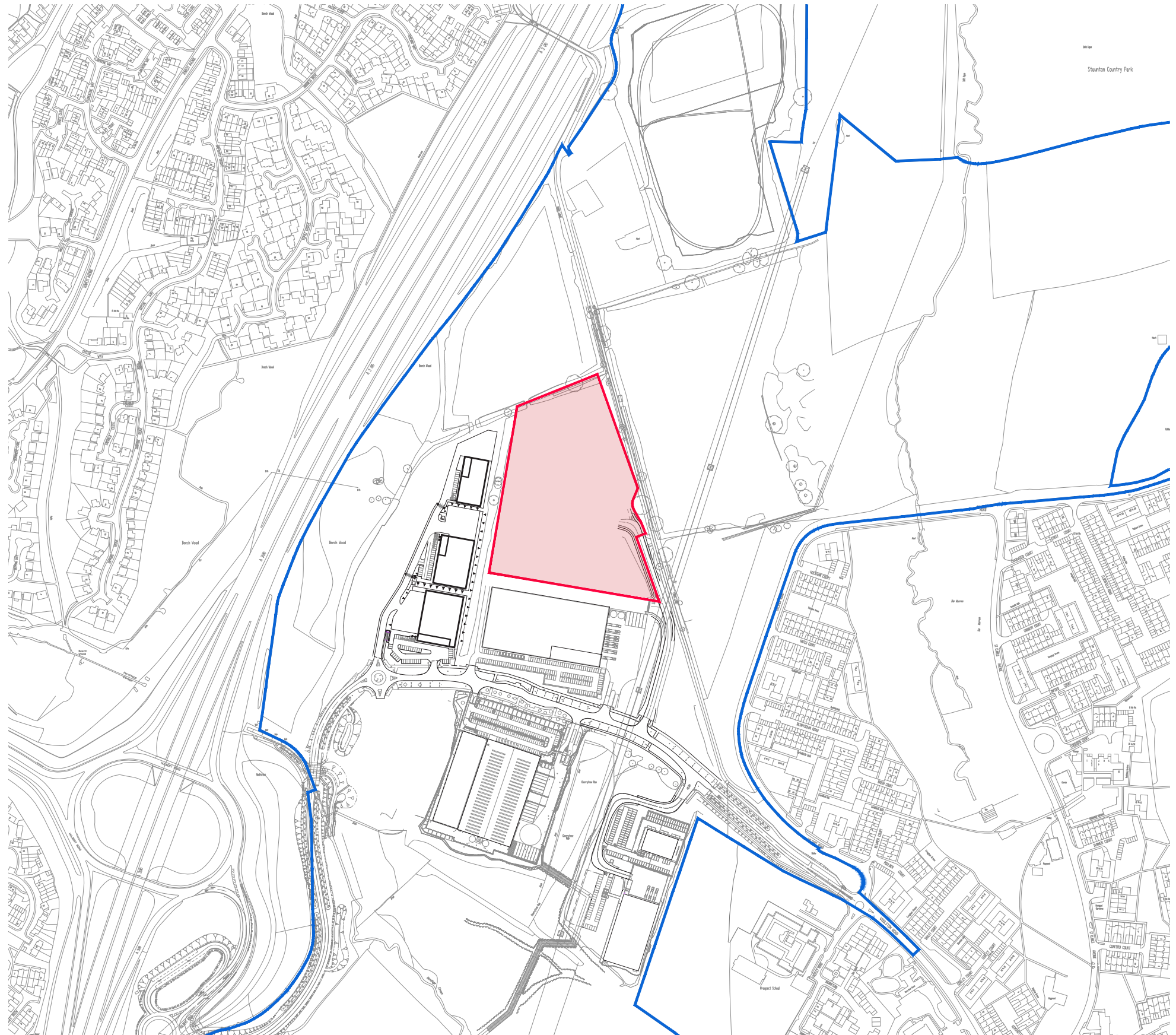


1.2 Description of Development

The proposed description of the development & application are as follows:

A Full Planning Application for the development of Plot 400, with associated works including internal access roads, drainage infrastructure, utilities infrastructure, landscaping, carparking, pedestrian and vehicular circulation and an ancillary service yard.

The use class associated with this planning application will be for a commercial industrial/ logistics development (Use Class B2 and B8) with ancillary office accommodation (Use Class E(g)ii & E(G)iii) with associated car, HGV and cycle parking as presented and indicated on the accompanying design drawings and supporting documentation.



1.3 Design Team

Client	Portsmouth City Council	Civic Offices, Guildhall Square, Portsmouth, Hampshire, PO1 2AR
Project Manager & Employers Agent	Avison Young	The Met, 24 Percy Street, London, W12 2BS
Lead Architect	UMC Architects	Sheppard Lockton House, Cafferata Way Newark,NG24 2TN
Civil & Structural Engineer	Perega	The Print Rooms, 164-180 Union Street, London, SE1 0LH
M&E Engineer	Ramboll	240 Blackfriars Road, London, SE1 8NW
Landscape Architect	Terra Firma	Suite B, Ideal House, Bedford Road, Petersfield, Hampshire, GU32 3QA
Ecology & Arboriculture	Eight Versa	9 Holyrood Street, London SE1 2EL
BREEAM	Eight Versa	Flat Iron House, Marshalsea Road, London, SE1 1HF
Planning Consultant	Vail Williams	2 Noel Street, London, W1F 8GB

2.0 Site Appraisal

Understanding the context of the site is fundamental to informing and shaping the development proposals. This chapter sets out the physical, environmental, and strategic characteristics of the site and its surrounding area. It considers the site's location, accessibility, topography, landscape character, and existing land uses, as well as its relationship to adjacent buildings and infrastructure. This contextual analysis ensures that the design response is well-integrated, and sensitive to its setting.

2.1 Regional Context



The site is located to the north of Portsmouth and is immediately adjacent to Junction 3 of the A3(M), affording a high degree of accessibility to the strategic highway network and wider transport infrastructure.

Site Address

Dunsbury Park,
Fitzwygram Way,
Havant
PO9 4EE

Key

- Main Road
- Port
- Town/ City
- 15min Drive
- 30min Drive
- Ownership Boundary



2.2 Local Context

The site lies at Dunsbury Park, North of Portsmouth adjacent to the A3(M) corridor, within an employment area characterised by industrial units and strategic infrastructure.

The application site is 8.30 Acres (3.36 Hectares). Surrounding land includes woodland buffers and residential neighbourhoods to the east and west. The context reflects a transition between logistics, light industry, and suburban communities, with transport connectivity.

- Ownership Boundary
- Plot 400
- 01

Percussion Play Limited
- 02

Biopure Technology
- 03

Fatface
- 04

Breez Van Centre
- 05

DPD
- 06

Prospect School
- 07

Warren Skatepark
- 08

Warren Park Primary School
- 09

Ramsdale Woods

