



Key

Ownership Boundary	291.25 ac	117.86 ha
Plot 6 Area	2.37 ac	0.96 ha

Schedule of Accommodation Unit 100

Warehouse	29,000 ft²	2,694 m²
2-Storey Office	6,000 ft²	557 m²
Total	35,000 ft²	3,251m²

Level Access Doors	4
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Parking	
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Standard Car Parking Spaces	36
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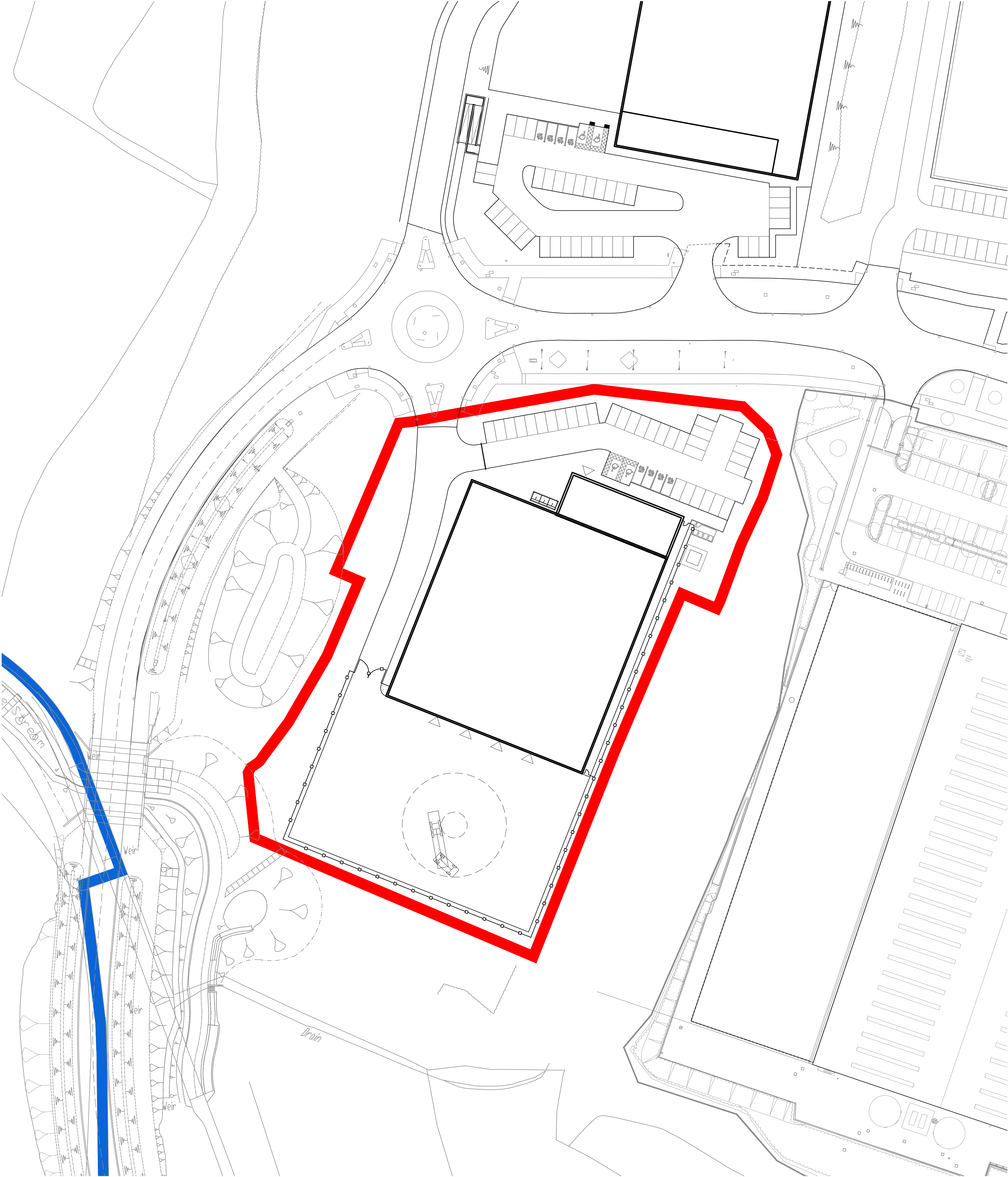
Accessible Spaces Included In Total	2
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EVC Spaces Included In Total	4
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Total Parking Provision	40
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Cycle Spaces	10
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Clear Internal Height	12.5 m
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Site Plan_SCALE 1:500

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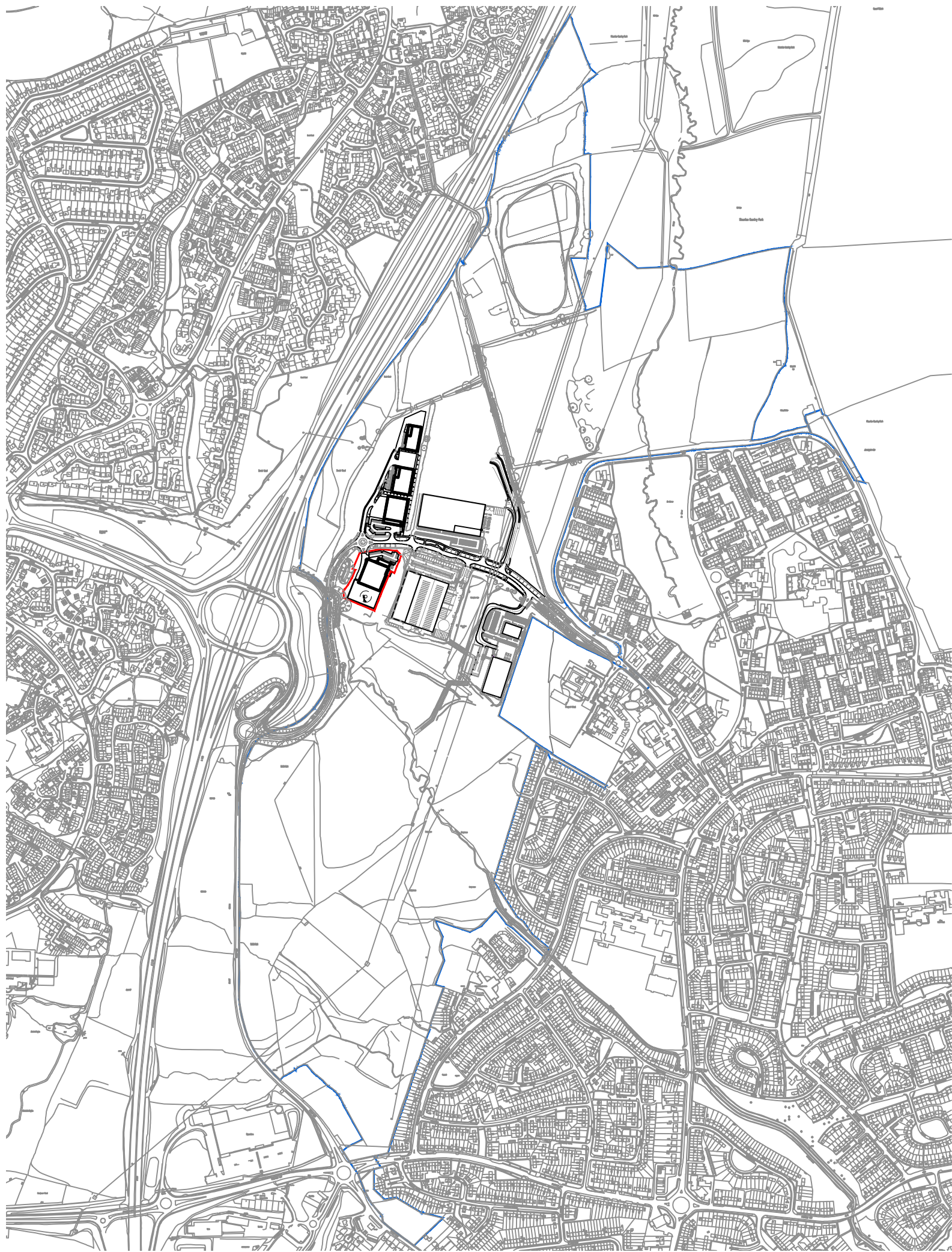
General Notes

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- All relevant drawings and specifications should be read in conjunction with this document.
- Scaling is for planning purposes.

North



Document Scale(s)



Key Plan_SCALE 1:10,000

Project Name

Plot 1, Dunsbury Park, Portsmouth

EmployerProject Address

Portsmouth City Council**Dunsbury Park, Havant, Portsmouth**

RIBA WorkstageSuitability

2 - Concept Design**S3 - Review & Comment**

Drawn	Checked	Created	Size
KS	DS	29.09.2025	A1

UMC Project Reference	Scale	LOD	LOI
25266	As Indicated	1	1

Document Title

Site Layout Plan

Document Reference

DP - UMC - 0100 - SI - DR - A - 0601

Revision Note

Title Block information amended

Issue Date	Status	Current Revision
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13.10.2025	PLANNING	
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P1.1

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	Motorised vehicle speed	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	1		1	
2	Volume of motorised traffic	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	2		2	
3	Mix of vehicles	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	1		1	
4	Cycle safety at junctions	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (JATN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	3		3	
5	Ease of crossing side roads	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	3		3	
6	Ease of crossing between junctions	See table for scoring crossings, facilities between junctions	See table for scoring crossings, facilities between junctions	See table for scoring crossings, facilities between junctions	See table for scoring crossings, facilities between junctions	info	3		3	
7	Priority of crossing at junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	3		3	
8	Navigation of crossings for people with visual impairments	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	2		2	
9	Quality of the footway surface	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	3		3	
10	Space for walking	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2.2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2.2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	3		3	
11	Quality of the carriageway surface	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	3		3	
12	Space for cycling	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate, at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate, at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate, at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate, at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	2		2	
13	Public seating	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	0		0	
14	Cycle parking	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	3		3	
15	Trees	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	1		1	
16	Green infrastructure	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, one green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	3		3	
17	Lighting	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, street lighting provides no street lighting over the footways on this street	info	3		3	
18	Reducing convenience of driving short journeys	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	3		3	
Are there any bus services running on this street? Yes/No										
19	Bus stops	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the waiting space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the waiting space, the bus stop has seating, rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info	3		3	