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Design & Access Statement

Plot 100, Dunsbury Park - Outline Planning Application

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Control

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Outline Planning Application

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Glossary

Active Fronts: Elevations that, through generous fenestration create a relationship between life inside the buildings and in 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 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 concrete batching plant and rail freight storage.

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

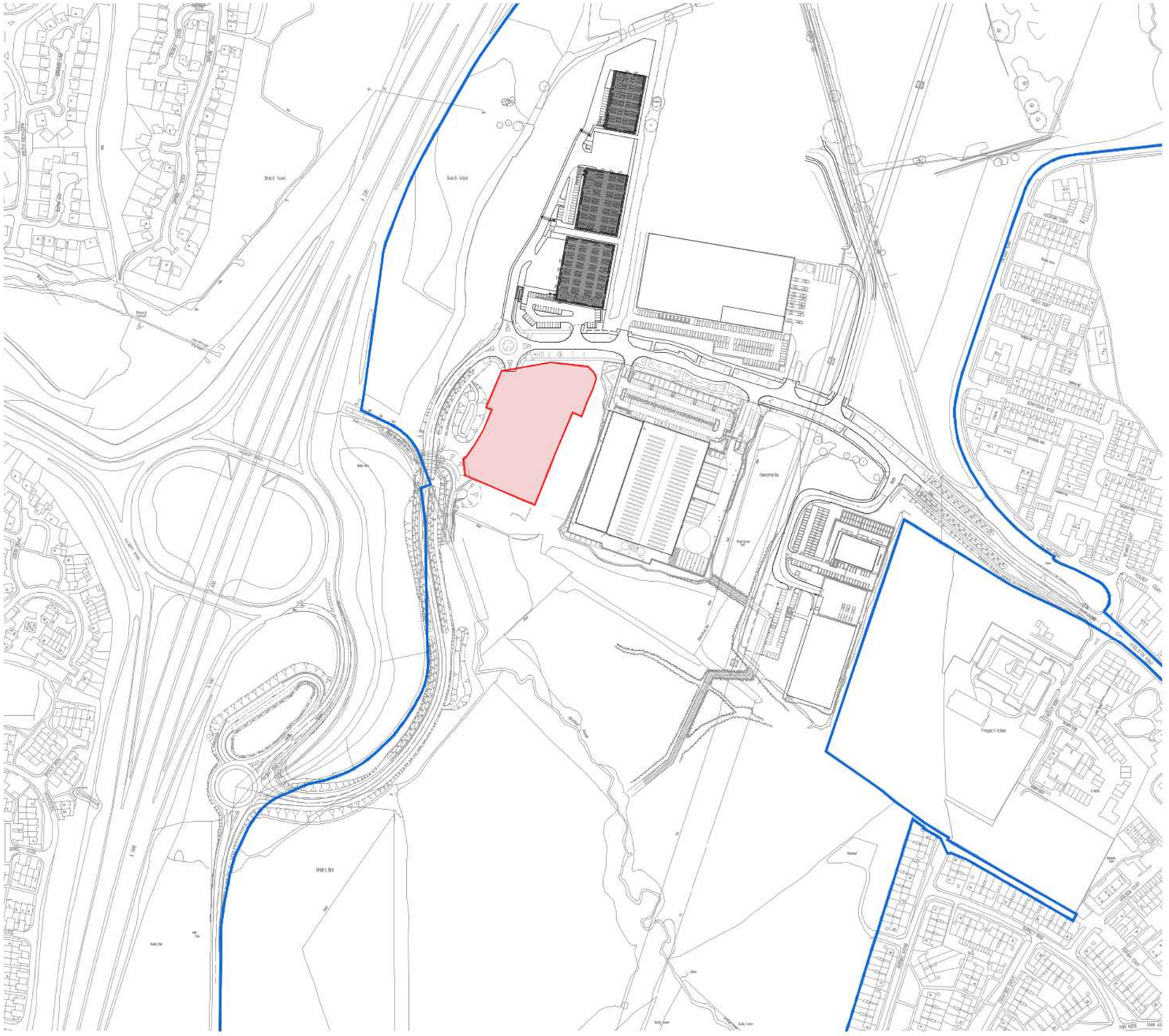
The Introduction chapter contextualises the Design and Access Statement, outlining the purpose of the document and the scope of the proposed development. It provides an overview of the application type, and the nature and extent of the proposals. This chapter also explains the structure of the statement, 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 on behalf of the applicant & landowner/developer, Portsmouth City Council (PCC) to accompany an Outline Planning Application relating to the development of the land designated as Plot 100 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.

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.

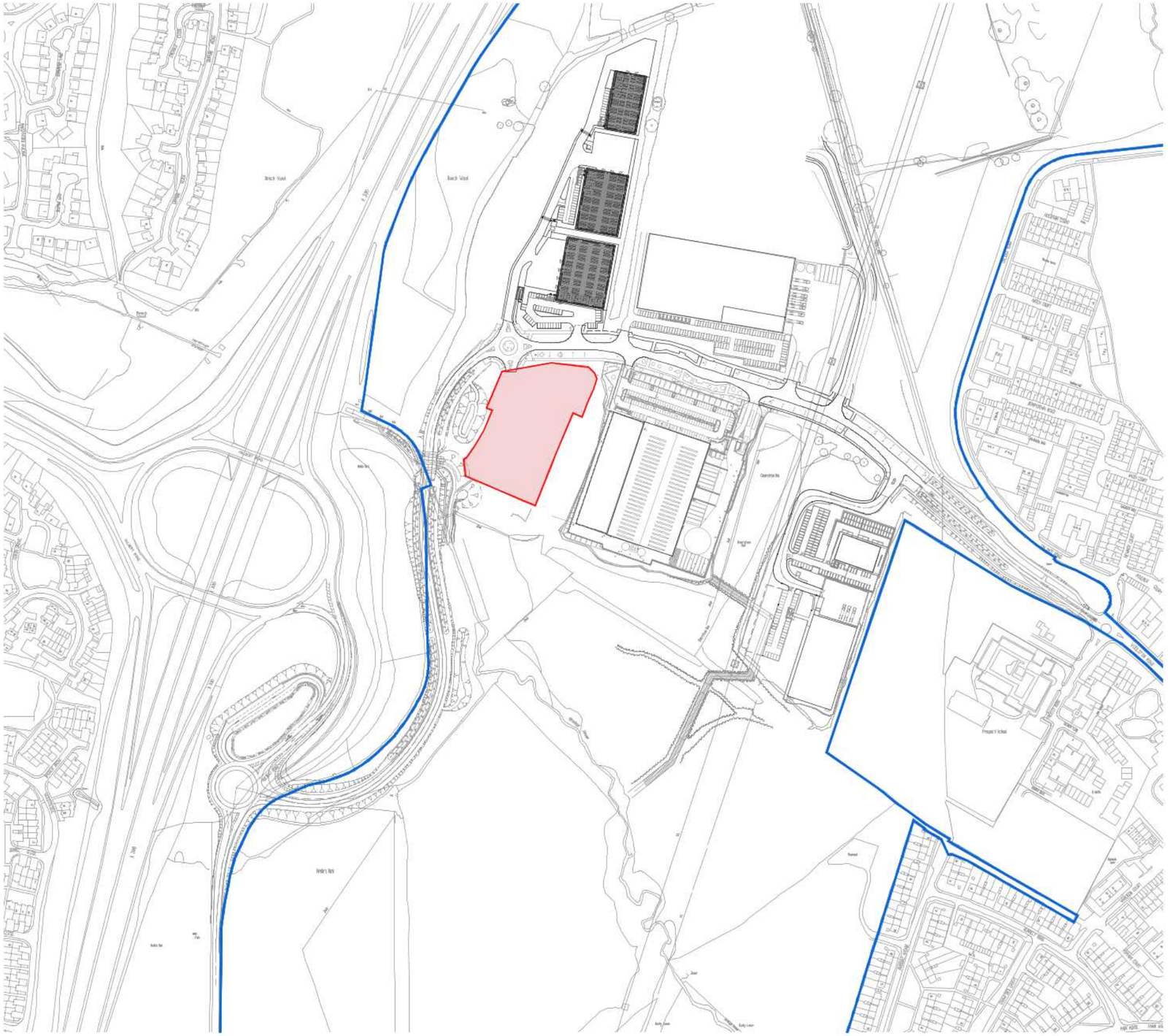


1.2 Description of Development

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

An Outline Planning Application for the development of Plot 100, 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.



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

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 0.96 Hectares (2.37 Acres). 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 100

01 Percussion Play Limited

02 Biopure Technology

03 Fatface

04 Breez Van Centre

05 DPD

06 Prospect School

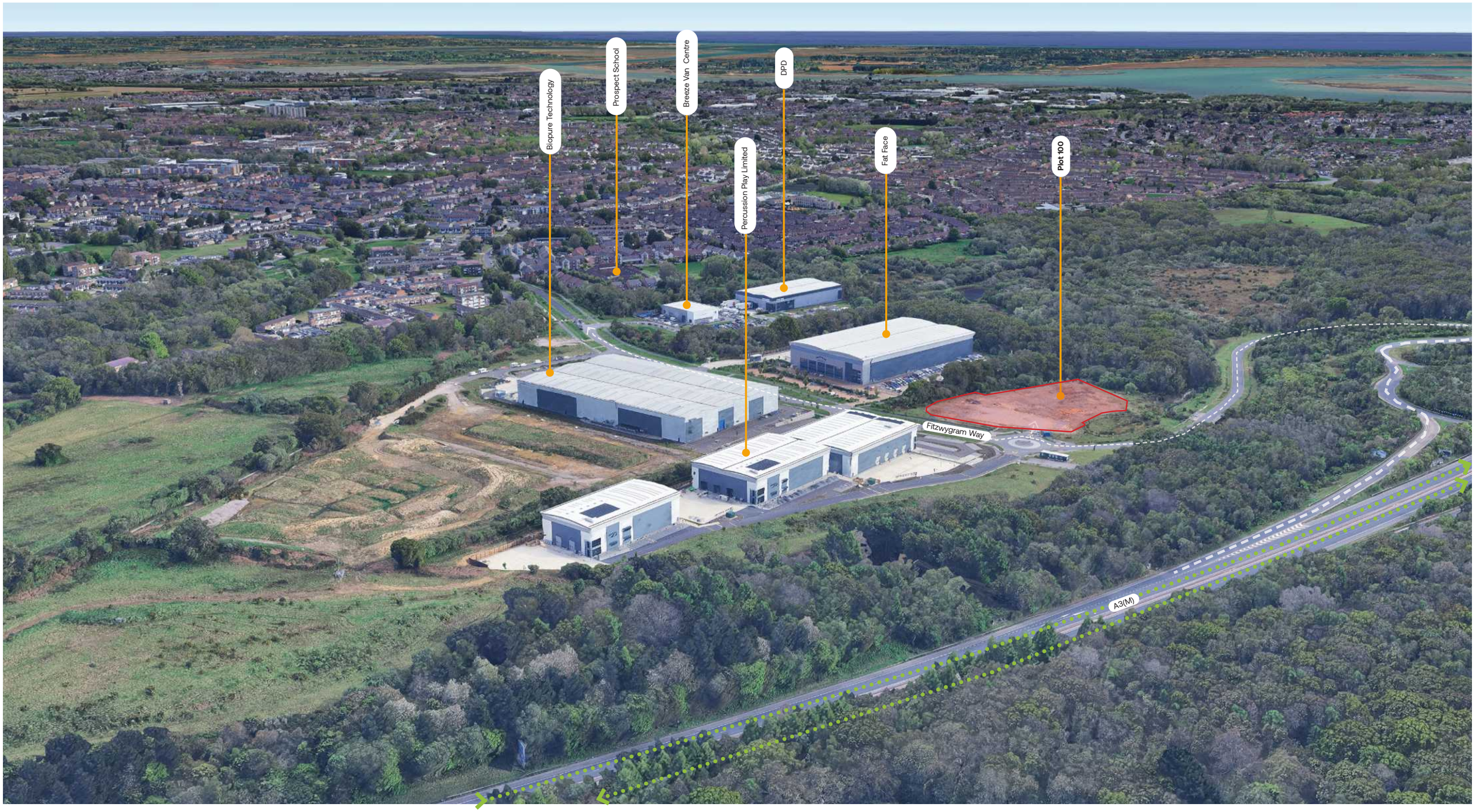
07 Warren Skatepark

08 Warren Park Primary School

09 Ramsdale Woods

10 Springwood Community Centre

2.3 Illustrative View



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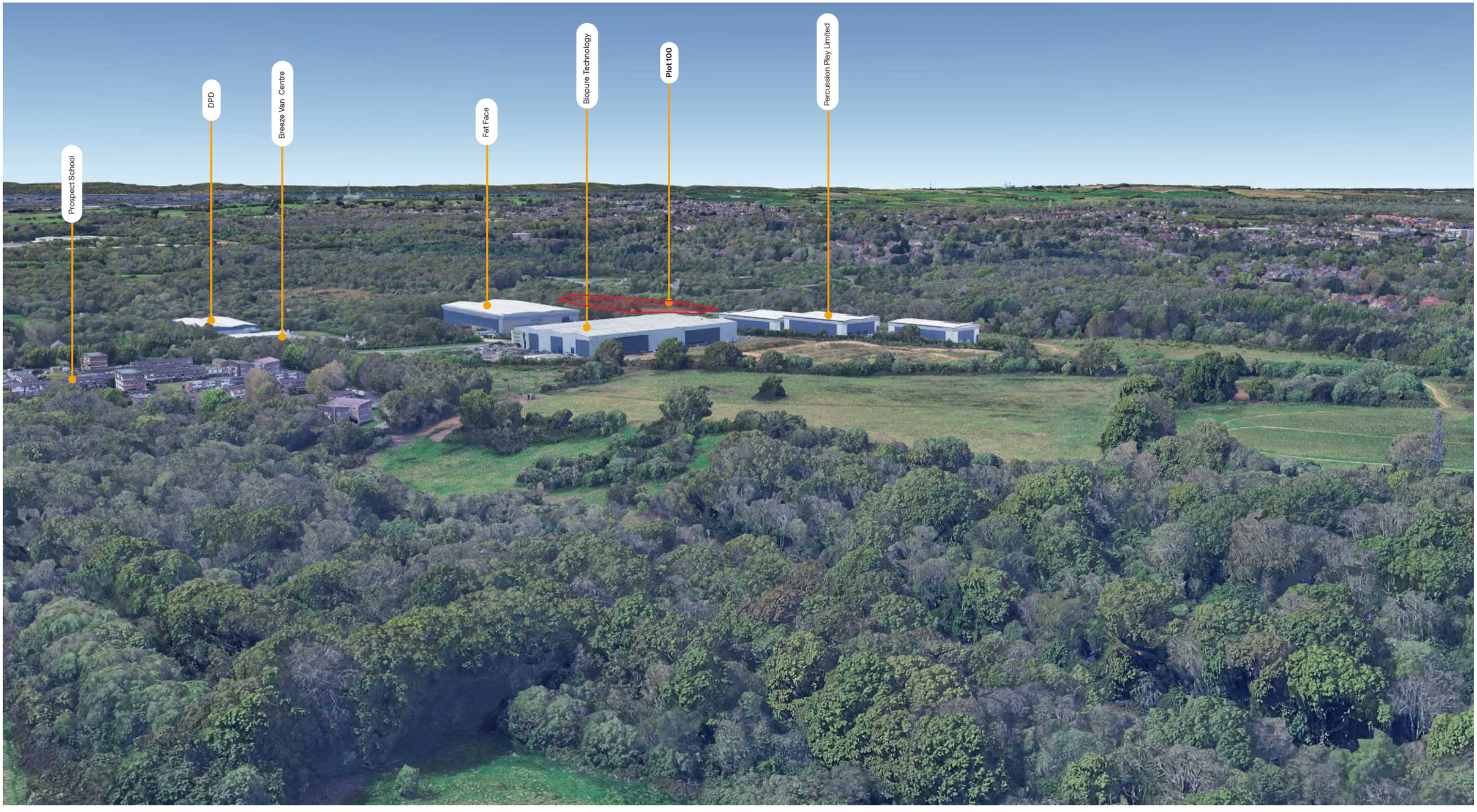

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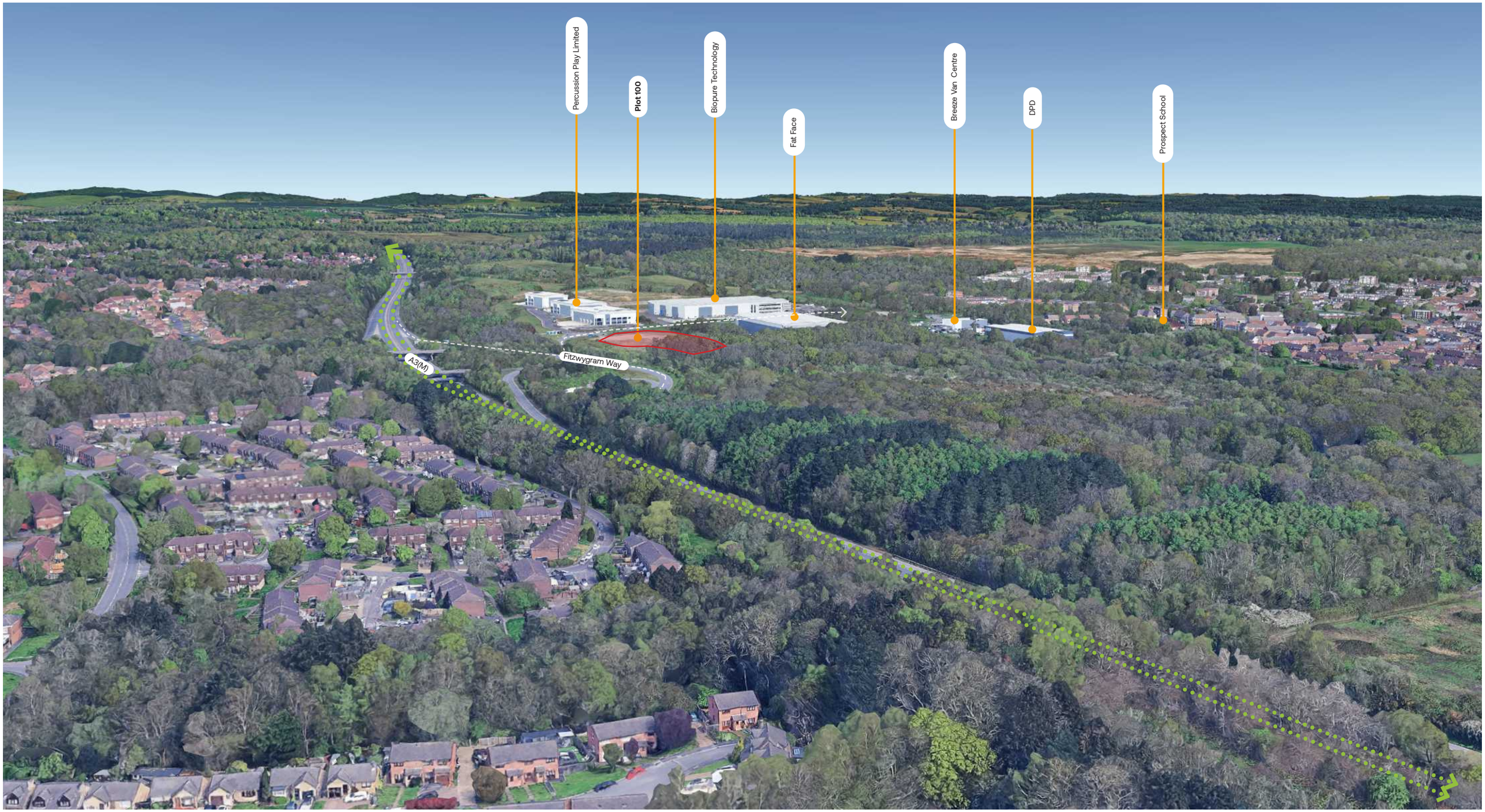

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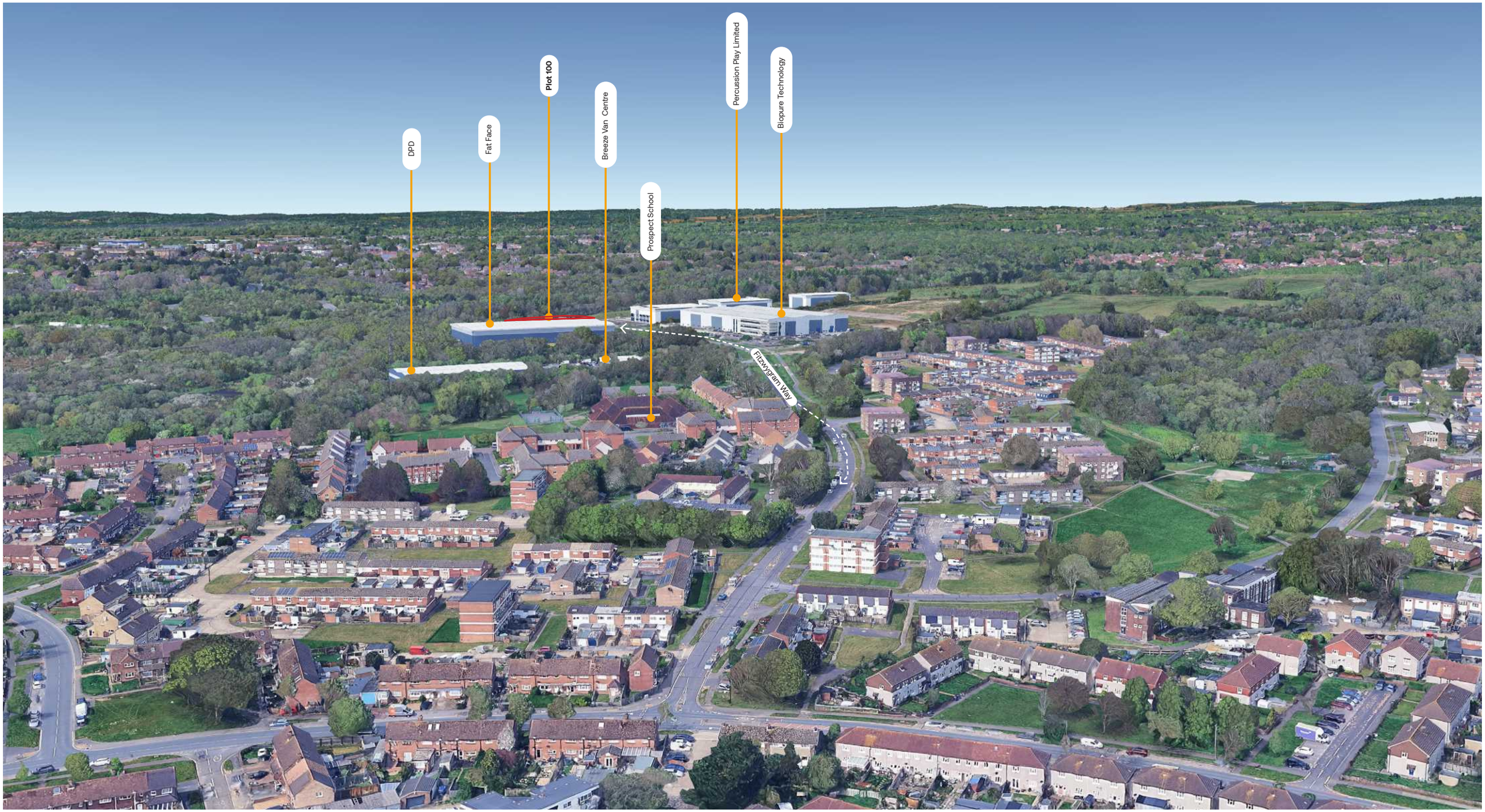


2.4 Site View (Local Context)

Key Plan of Existing Views

Key

Application Boundary

View Direction

01 View into Plot 100 from road east to plot

02 North view into Plot 100 from entrance

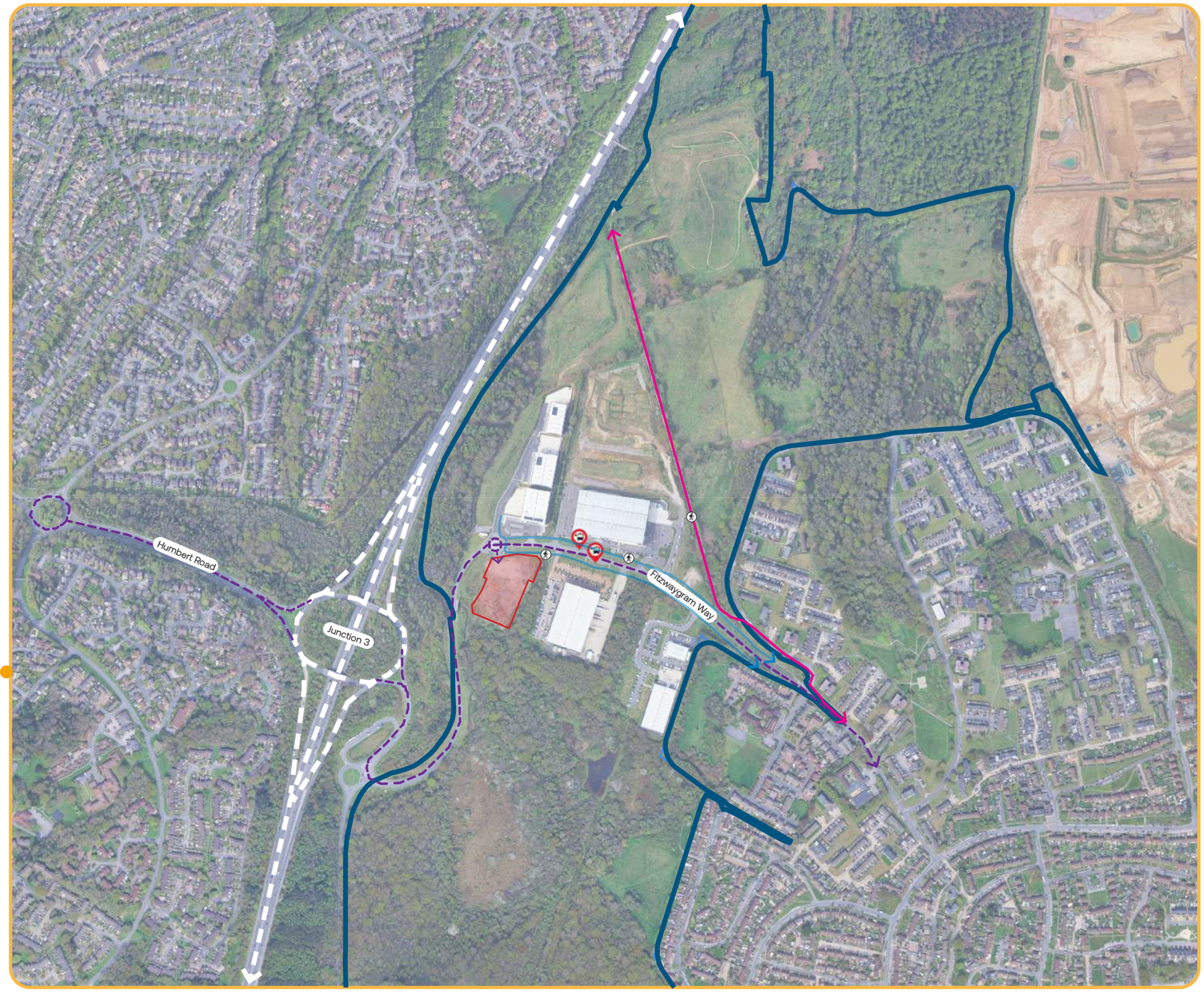
03 View Outside Plot 100 from entrance

04 Northeast view into Plot 100 from Fitzwygram way

05 View from Fitzwygram way looking towards Plot 100

06 View from Fitzwygram way looking towards Plot 100

2.5 Transport Links



Tey

Site Area

117.86 Hectares
291.25 Acres

0.96 Hectares
2.37 Acres

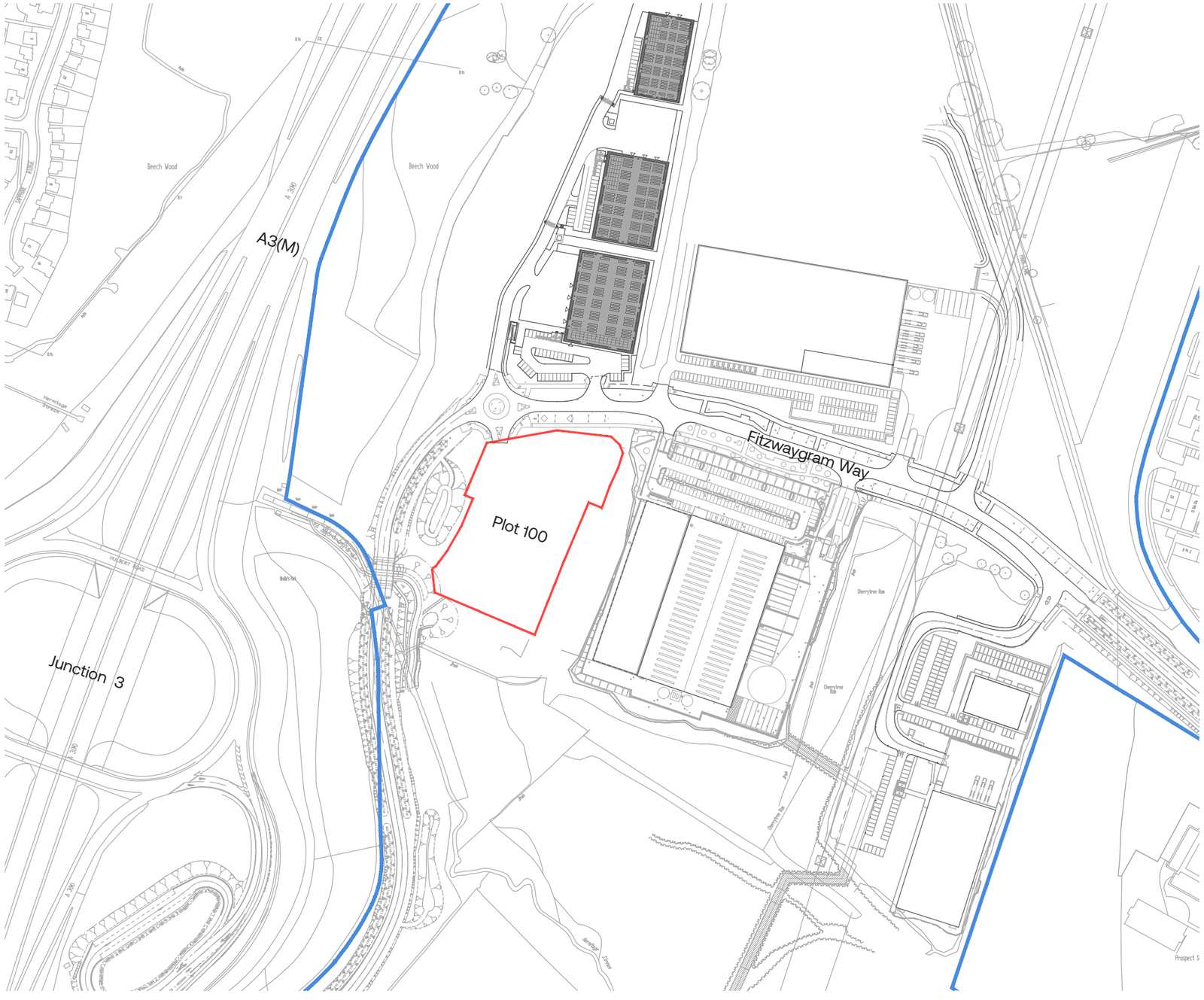
Site Address
Fitzwygram Way, Havant PO9 4EE

Main Road
Secondary Road
Airport
Railways Station
Bus Stop
Bridalway
Footh Path

2.6 Site Location Plan

The site is located at Borough of Havant, within a well-established employment area to the north of the city. As shown on the Site Context Plan, the site sits within a wider commercial and industrial setting, with surrounding warehouse and distribution units. It benefits from strong connectivity to the strategic road network, including proximity to the A3(M), and is accessible via the internal road network within Dunsbury Park.

Residential areas are located to the west, separated by infrastructure and landscape buffers, while open land and watercourses are present to the south and east. The site's location within this established business park supports its suitability for industrial and distribution uses.



Tey

Site Area

117.86 Hectares
291.25 Acres

0.96 Hectares
2.37 Acres

2.7 Site Constraints

The Site Constraints Plan for Plot 100, Dunsbury Park, Borough of Havant, has informed the design development by identifying key physical, environmental and infrastructural considerations affecting the site. These include existing utilities such as surface and foul water drainage, access arrangements for vehicles, pedestrians and cyclists, and surrounding environmental features including vegetation and nearby watercourses. Planning constraints, such as flood risk and height limitations, have also been taken into account.

The proposed development has been designed in response to these factors to ensure a suitable, well-integrated and policy-compliant scheme.

Tey

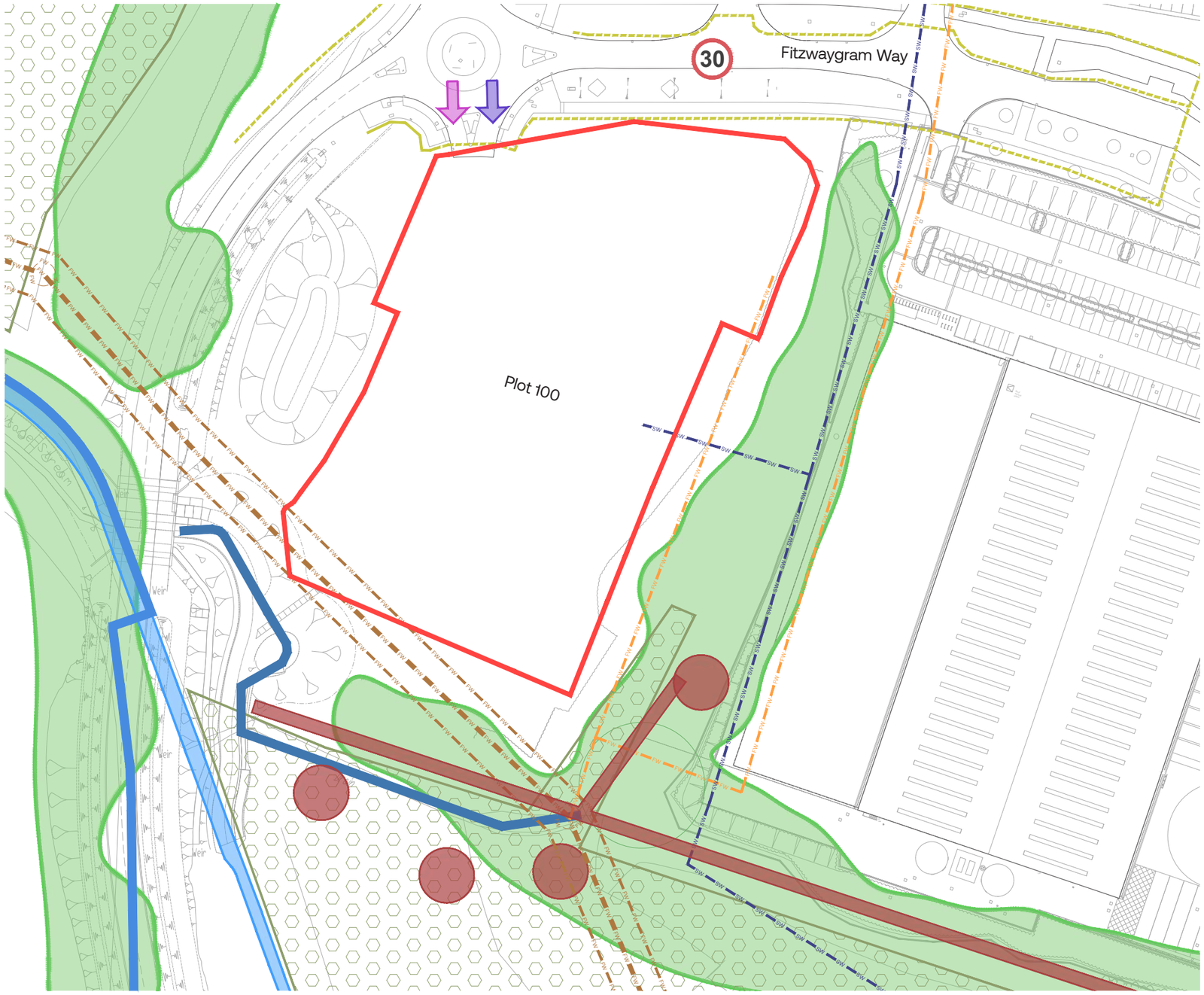
Site Area

117.86 Hectares
291.25 Acres

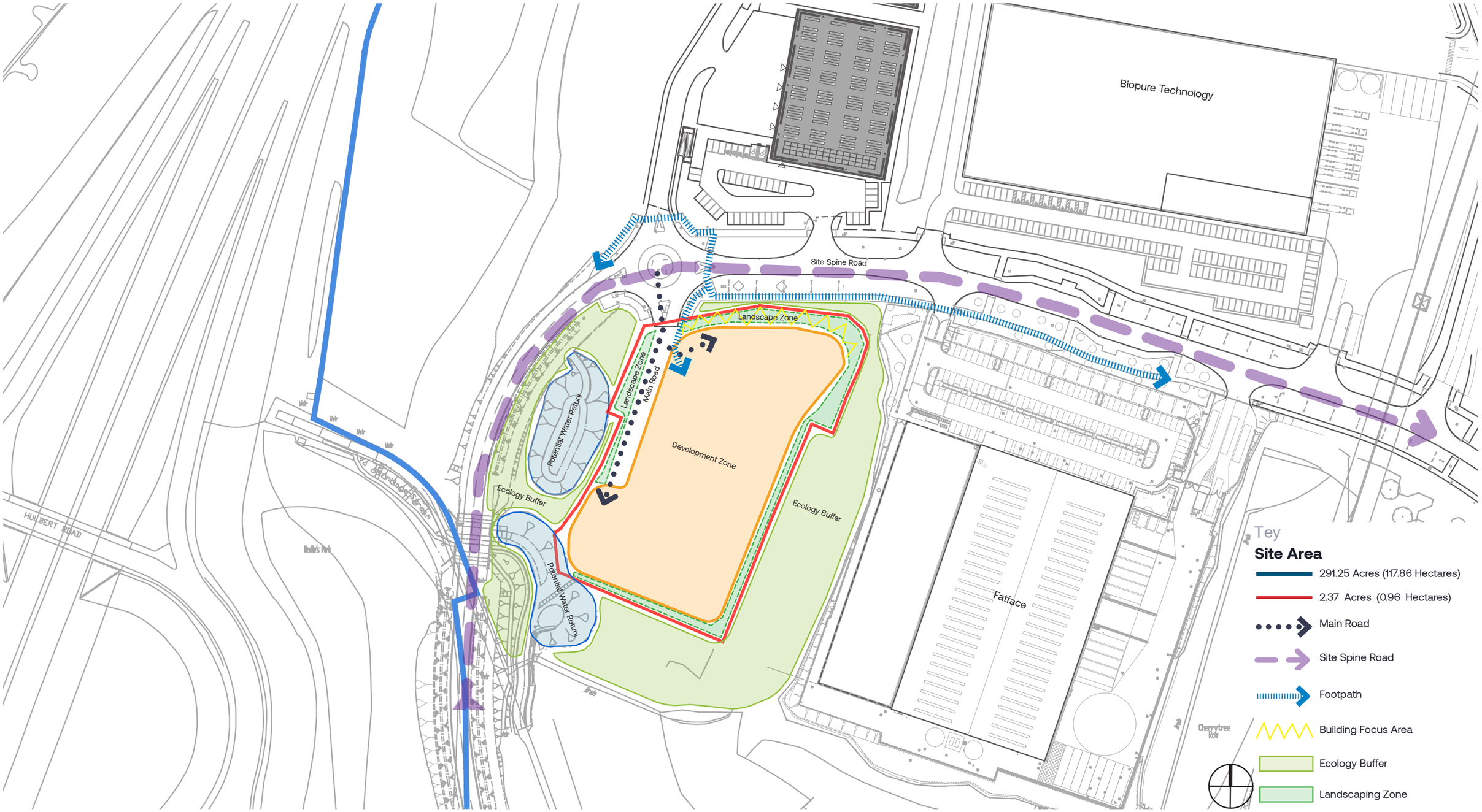
0.96 Hectares
2.37 Acres

12m	Spot Heights: Google Earth8Topo	Indicated
	Sensitive Viewpoints	Unknown
	Noise Sensitive Boundary	Not Present
	Speed Limits and Road Names	Indicated
	Vehicle Access	Indicated
	Pedestrian 8Cycle Access	Indicated
	Rail	Not Present
B	Bus Stop	Indicated
	Height Restrictions	Unknown
	Listed Buildings	Not Present
	Flood cone 2	Not Present
	Flood cone 3	Not Present
	Flood Defences	Not Present
	River 8Watercourse8Ponds	Unknown
	Archaeological Features	Unknown
	Protected Species	Unknown
	Badger Sett	Unknown
	Existing Vegetation	Indicated
	Priority Habitat	Indicated
	Tree Protection Order	Not Present
	Ancient Woodland	Not Present
	SSSI, SPA, LNR, AONB etc	Not Present
	Scheduled Monuments	Not Present
	Cat A Root Protection Area	Unknown
	Cat B Root Protection Area	Unknown
	Cat C Root Protection Area	Unknown
	Cat U Root Protection Area	Unknown
	Public Right of Way: Footpath	Not Present
	Public Right of Way: Bridleway	Not Present

	Private Means of Access	Unknown
	COMAH DPc	Not Present
	COMAH Inner cone	Not Present
	COMAH Middle cone	Not Present
	COMAH Outer cone	Not Present
OHP	Overhead Cables	Unknown
HV	High Voltage	Unknown
LV	Low Voltage	Unknown
VM	Virgin Media	Unknown
BT	BT 8Comms	Unknown
OIL	Oil Pipeline	Unknown
GAS	Gas Main	Unknown
HP	High Pressure Gas Main	Unknown
IP	Intermediate Pressure Gas Main	Unknown
MP	Medium Pressure Gas Main	Unknown
LP	Low Pressure Gas Main	Unknown
WM	Water Main	Unknown
SW	Surface Water Sewer	Indicated
FW	Foul Water Sewer	Indicated
CS	Combined Sewer	Unknown
	Substation	Unknown
	Mast	Not Present
	Wind Turbine	Not Present
	Contaminated Ground	Unknown
SW	Proposed Surface Water Sewer	Indicated
FW	Proposed Foul Water Sewer	Indicated
	11kv Electric	Indicated
	Drains	Indicated
	Tree with Bat Potential	Indicated
	Height Perimeter +45m	Indicated



2.8 Opportunity Plan



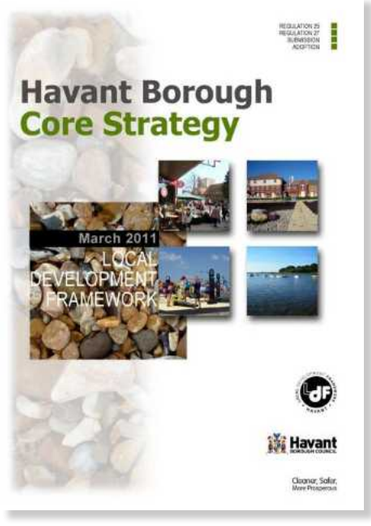
3.0 Planning Context

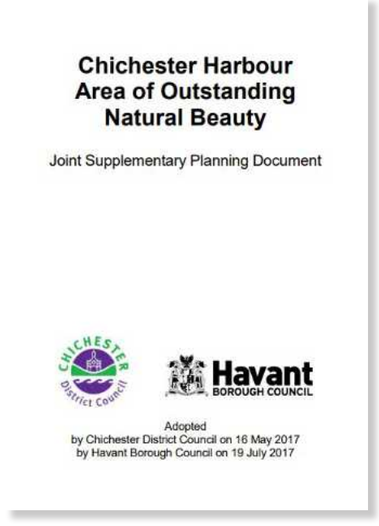
This chapter outlines the planning policy framework relevant to the proposed development. It highlights key national and local policies, including site allocation and supplementary guidance, that have informed the design. The proposals are set within the wider strategic context, demonstrating alignment with policy objectives on land use, design quality, sustainability and accessibility, supporting a responsive and compliant design approach.

3.1 National and Local Context

Local Plan and SPDs

The Local planning polices set by Havant Bourough Council act as the planning framework to meet the development needs of the Borough, and focuses on the amount, type and location of growth. The Local Plan establishes the standards required for the delivery of a high quality natural and built environment including design, layout, landscaping and the consideration of ecological and historic assets.





NPPO

The revised National Planning Policy Framework ("NPPF") was adopted in December 2024 and is a material consideration in the determination of all planning applications. At the core of the NPPF is a 'presumption in favour of sustainable development'. Paragraph 8 of the NPPF states that achieving sustainable development means the planning system has economic, social, and environmental overarching objectives which are interdependent and need to be pursued in mutually supportive ways.

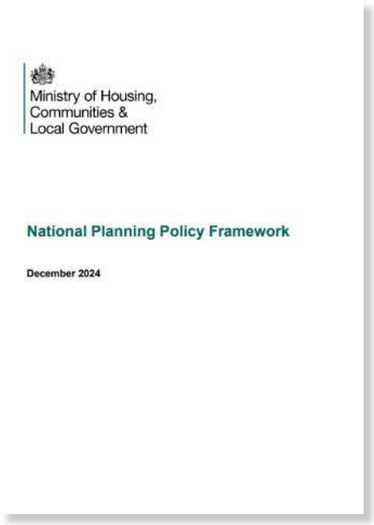
Paragraph 11 of the NPPF contains the presumption in favour of sustainable development. In terms of decision taking, Paragraph 11 states that proposals which accord with the development plan should be approved 'without delay'.

Paragraph 85 states planning decisions should help create the conditions in which businesses can invest, expand and adapt with significant weight placed on supporting economic growth and productivity, particularly where Britain can be a global leader in driving innovation.

Paragraphs 124-128 relate to making the most effective use of land. Of relevance to this proposal, Paragraph 121 states that policies and decisions should promote and support the development of under-utilised land and buildings.

Paragraph 129 of the NPPF states that planning policies and decisions should support development which makes the most efficient use of land, taking account of local market conditions, the desirability of maintaining an area's prevailing character and the need to promote regeneration and change.

Paragraph 135 states decisions should ensure that developments: function well; are visually attractive; are sympathetic to local character and history; establish or maintain a strong sense of place; optimise the potential of the site; and create places that are safe, inclusive, and accessible and which promote health and well-being.



3.2 Planning History

The main planning permissions for the wider Dunsbury Park site is as follows:

Planning permission was originally granted for Dunsbury Park on the 19 February 2014 with a hybrid application (ref: APP/12/00338), providing full permission for the access linkroad (now constructed - Fitzwygram Way) and outline permission for the development plots totalling 61,779sqm of B1/B2/B8 floorspace, with a maximum of 20% to be B8, and up to 5,574sqm of hotel and conference facilities. This has been partly implemented.

APP/15/00732 | Variation of Condition B6 of Planning Permission APP/12/00338 to change the maximum B8 floorspace from 12,356 square metres (20%) to 18,534 square metres(30%). Granted on 01 October 2015.

APP/17/01324 | Variation of Condition B6 of Planning Permission APP/15/00732 to remove restriction on proportion of B8 floorspace allowed within the Dunsbury Park development and thus provide for a maximum mixed use floor space of 61,779sqm within Classes B1, B2 and/or B8 of the Use Classes Order 1987 as amended. Granted 13 December 2018. This planning application is the most recent application covering the whole site and includes the main planning conditions and legal agreement deed of variation.

For details and information in relation to Local and National Planning Policies and associated information please refer to the Vail Williams Planning Statement.

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4.0 Design Concept

This chapter sets out the core design concepts and explains how the proposals have evolved in response to site analysis, planning policy and stakeholder engagement. It illustrates the iterative design process, highlighting how key constraints and opportunities have shaped the layout, form and functionality of the development. The chapter demonstrates a considered and responsive design approach, grounded in context and refined through consultation and technical input.

4.1 Tey Design Principles

The following Key Design Objective will inform the Parameters Plan, the Illustrative Masterplan and the Outline Planning Applications.

01 Access & Parking

Encourage more use of alternative forms of transport by including provision for cycle stores and easily accessible, direct pedestrian, access with extra provision for wheelchair users.
Careful consideration needs to be given to how routes for servicing vehicles are segregated from public access.
Prioritise and promote safe cycling and walking for all ages and a range of physical and mental abilities.
Achieve a safe and attractive environment which encourages activity; and effectively future-proof current provision in preparation for future changes in technology, car ownership, driving behaviour and so on.
All forms of parking should be connected to and enabled for smart infrastructure.
All forms of parking should be future-proofed, allowing for adaptation at a future date.
Electric charging points for vehicles should be clearly signed/demarcated and located close to the main entrance for staff/visitors and on appropriate and attractive pedestrian routes.
It is important that public space and pedestrian movement are not affected by large areas of parking.

Lighting Control

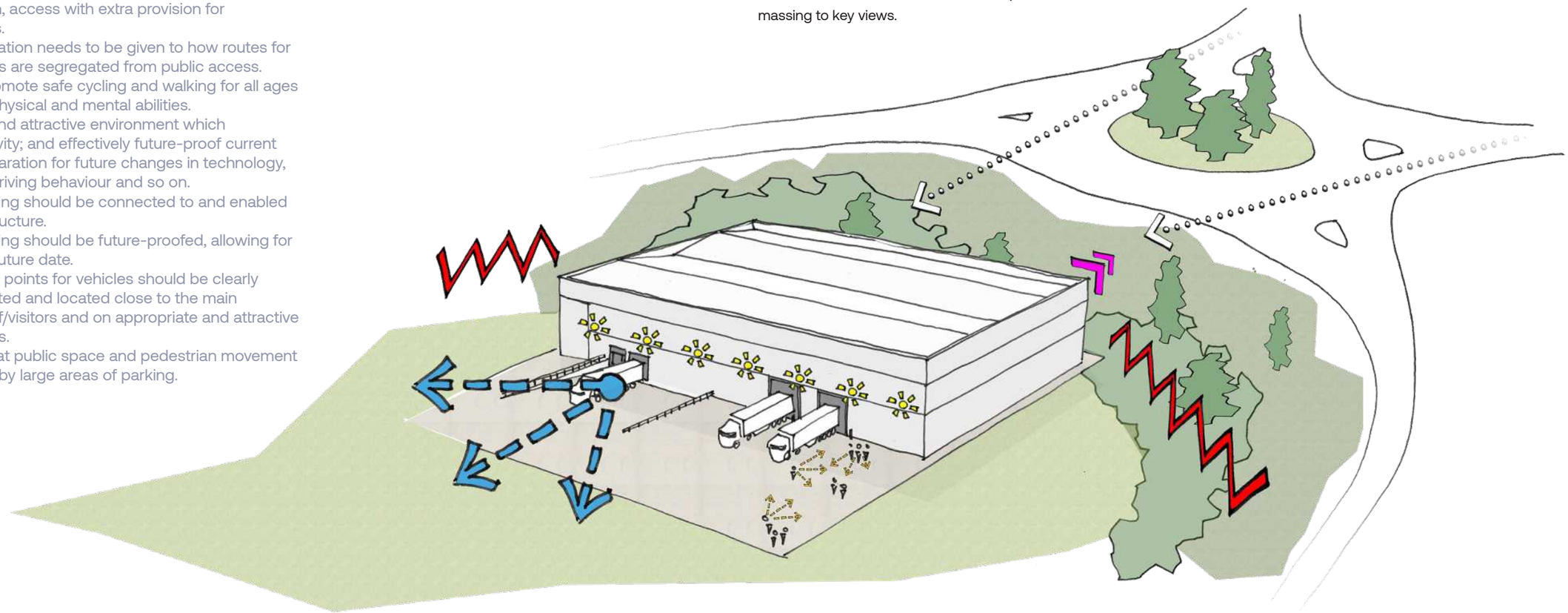
Lighting to service yards will be designed to minimise light spill beyond plot boundaries.

Massing

Hard edges towards site boundaries are mitigated by the orientation of each unit to align with the site proportions. The provision of feature corners minimises the impact of massing to key views.

Notional Views

Key views to / from the site have directly effected the overall illustrative layout of units across the development.



Green Space Amenity

The greenspace provided within the site is envisaged to enhance the existing landscape.

Landscape Buffer

Where possible the retention of existing trees and bunds provides natural screening and maintains existing habitat zones.

Noise Control

Service yards are often the area in which most noise from operational use is generated. Inward facing service yards combined with landscape buffers, bunding and acoustic fences, limit noise impact within the surrounding area.

4.1 Tey Design Principles

02 Layout

Each Building will respond to its own specific site context.
A good balance of the orientation of the built forms, with the need for a proposed industrial building to link to the current site shape and boundaries, along with its spatial relation to adjacent properties and street frontage.
Consider access and movement at high level to ensure that the routes and access points chosen create safe, legible corridors through the site that separate different transport modes and reduce the potential conflict between pedestrians and vehicles.
Ensure that the layout of the built forms assimilate and integrate well with the prevailing landscape and existing built form. Effective use of the pre-existing landforms, from consideration to access points, building orientation and height can help to establish the building easier into the environment.
A Landscape and Visual Impact Assessment can be key to effective design decision making. Carrying out an LVIA on a proposed large footprint building at an early stage during the design evolution, will help identify areas where landscaping can be effectively incorporated into the scheme to soften certain views, provide enhanced screening and feature planting to aid legibility and to create a sense of place.
Contextual analysis of the local landscape should help to establish the correct boundary treatment on site, suggesting where existing hedgerows and lines of trees may be used to define boundaries and edges.
Large industrial buildings should be designed in response to the public realm, creating active and high quality building façades and layouts that direct people to entrance points.
Amenities for waste management storage and other processing facilities are important issues. The integration and incorporation of these types of facilities need to be thought about at concept stage, so that separate arrangements can be made for waste collection outside of the public realm, in areas where larger vehicles can gain easy access, but which are screened from and do not interfere with the main building frontage.
Future-proofing is important to take into consideration so that they can easily adapt over time to changing market conditions and demands. This can be as simple as providing ducting in parking areas to easily increase or enhance car charging facilities. The structure of the building can also be strengthened in certain locations to make adding or enhancing solar panels easier.
Mitigate noise from estate roads and service yards to the residential development to the West and East of the site.

03 Materials, Character & Architecture

Factors of context which should be considered when developing designs for large footprint buildings include: built context, environmental context, functional context, spatial context, operational context, community context, historic context.
In considering the materials, character and style of the development, the LVIA will be helpful tools used to inform design choices for what is suitable and appropriate.
Large footprint buildings should be designed to a high quality, with the design treatment helping to break up the scale of the building to add architectural interest and style and to help to identify access/entrances and to clearly identify the boundary between the public and private realm.
It is important that all buildings, regardless of internal use, are designed to be features in themselves, and therefore there should not be an overt reliance on screening large buildings as the default approach to managing their impact.
A high-quality treatment will be applied to all elevations, with particular consideration give the which elevations act as the primary frontages.
Landscaping should be considered as integral part of the character and contribute to the buildings aesthetics and sense of place.
Signage should be appropriate in scale and dimensions to the host building to ensure that it does not appear ‘lost’ – larger signage can create an impressive effect on a building elevation, and this should be utilised to its potential.
Projections and setbacks from the standard building line, such as recessed bays and projecting entrances can add valuable emphasis to the commercial building without undermining the principle of continuity.

04 Sustainability & Health

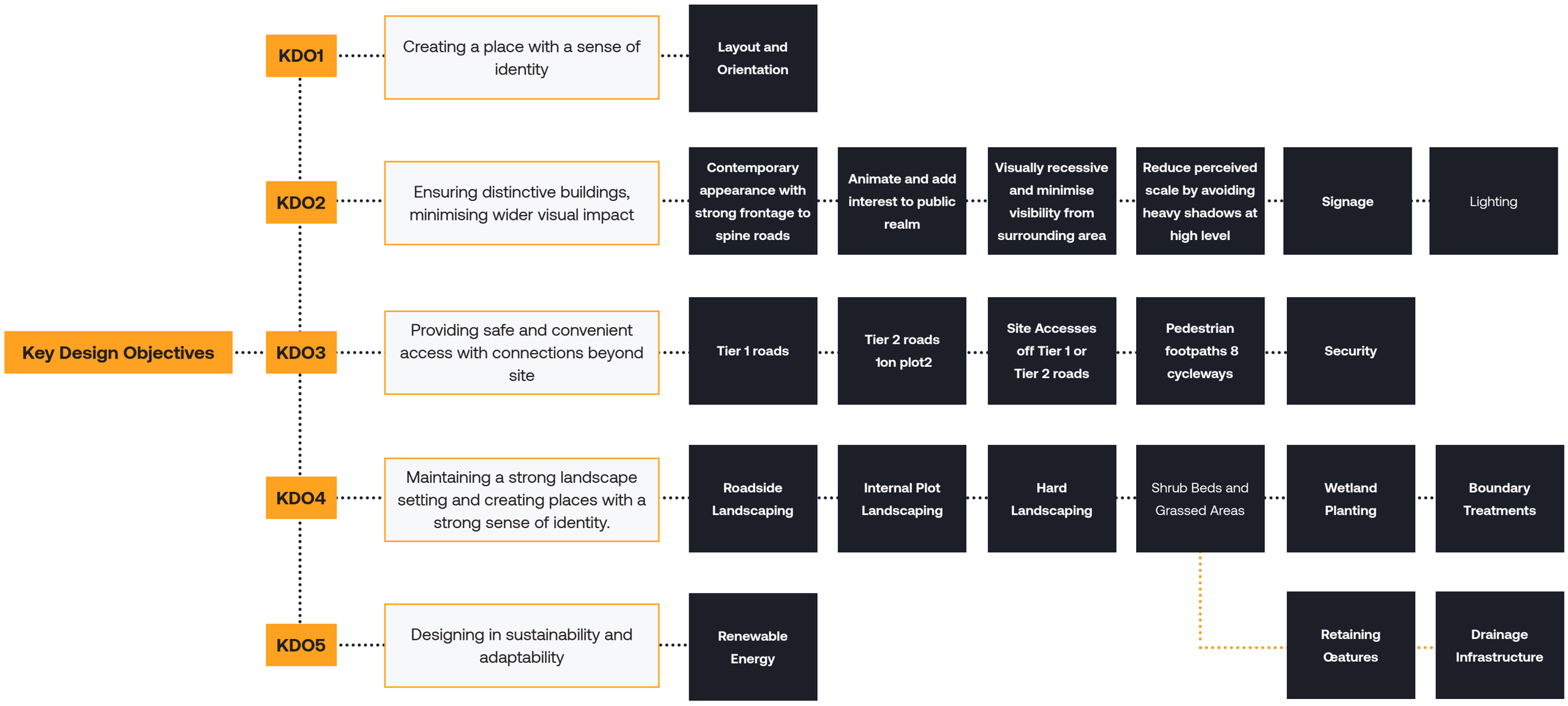
The same principles for sustainable design and construction apply to larger footprint buildings as with every new building. This includes the use of renewables and energy sources and the creation of comprehensive water and waste management schemes.
The use of sustainable design and technology in new design is particularly important for large footprint buildings, which should be designed to reduce the use of resources, such as energy and water.
Given the large surface area of roofs on commercial and industrial buildings, often built over areas of formerly permeable natural substrate, the management of surface water run-off from paved surfaces is an important element of design which must be considered.
Effort should be made to ensure that the most is made of natural light through appropriate orientation of buildings to reduce reliance on artificial lighting.

4.1 Tey Design Principles

The key design objectives set out below form the design principles associated with this building typology and which will apply to the proposed development. The purpose of the Design Principles is to set a framework for the design of the development to achieve best quality design and to:

Provide details on how high-quality design has been ensured across the development for buildings, infrastructure and landscaping on plot.

Provides a cohesive approach to design across the site.



5.0 Development Proposal

This chapter outlines the key elements of the proposed development, including land use, layout, scale, appearance, and landscaping. It explains how the scheme responds to site context and planning parameters, delivering a coherent and high-quality design that reflects the project's vision and objectives.

5.1 Parameters

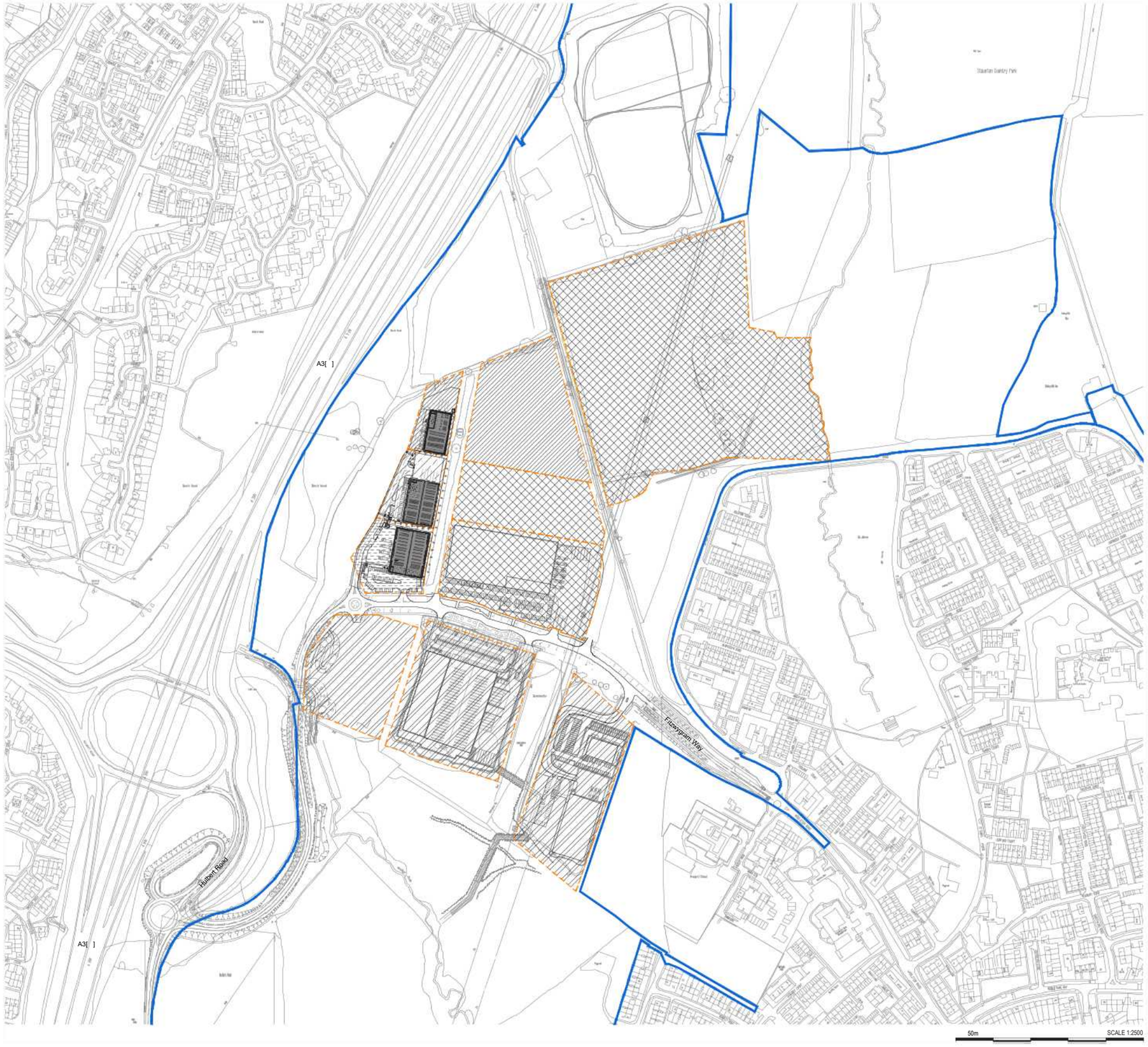
This is an Outline Planning Application and a parameters based approach has been taken to define the development principles for the proposed scheme. These parameters respond to the constraints and opportunities of the site and the surrounding context as well as the operational and occupier needs and standards expected of modern industrial and logistics facilities.

The site is subject to a series of historically permitted height parameters that currently impact the development potential of the site.

As part of the proposal for the development of Dunsbury Park it will be necessary, and proposed, that the permitted heights associated with development be raised.

The maximum permitted building heights AOD currently permitted are;

40.00m to Plot 100



5.2 Illustrative Site Layout Plan

The indicative proposal shown in this illustrative site plan outlines a potential single-storey warehouse, with ancillary facilities and an approximate target gross internal floor area of 35,000 sq ft.

In this illustrative layout, the unit is positioned to face Fitzwygram Way and Plot 500 suggesting how a cohesive visual and functional relationship with the wider estate could be achieved. Office cores are shown in locations that could provide strong vantage points and offer architectural interest.

Pedestrian and cyclist routes have been illustrated to demonstrate how clear, safe, and accessible movement across the site might be accommodated.

Existing on-site biodiversity has been considered at a high level, with additional landscaped areas shown as an example of how ecological value could be enhanced. Car parking for the unit is shown to illustrate one potential arrangement that would provide convenient access to shared amenity spaces and support social sustainability.

01 Unit

02 Offices

03 Main Entrance

04 Cycle Shelters

05 Car Park

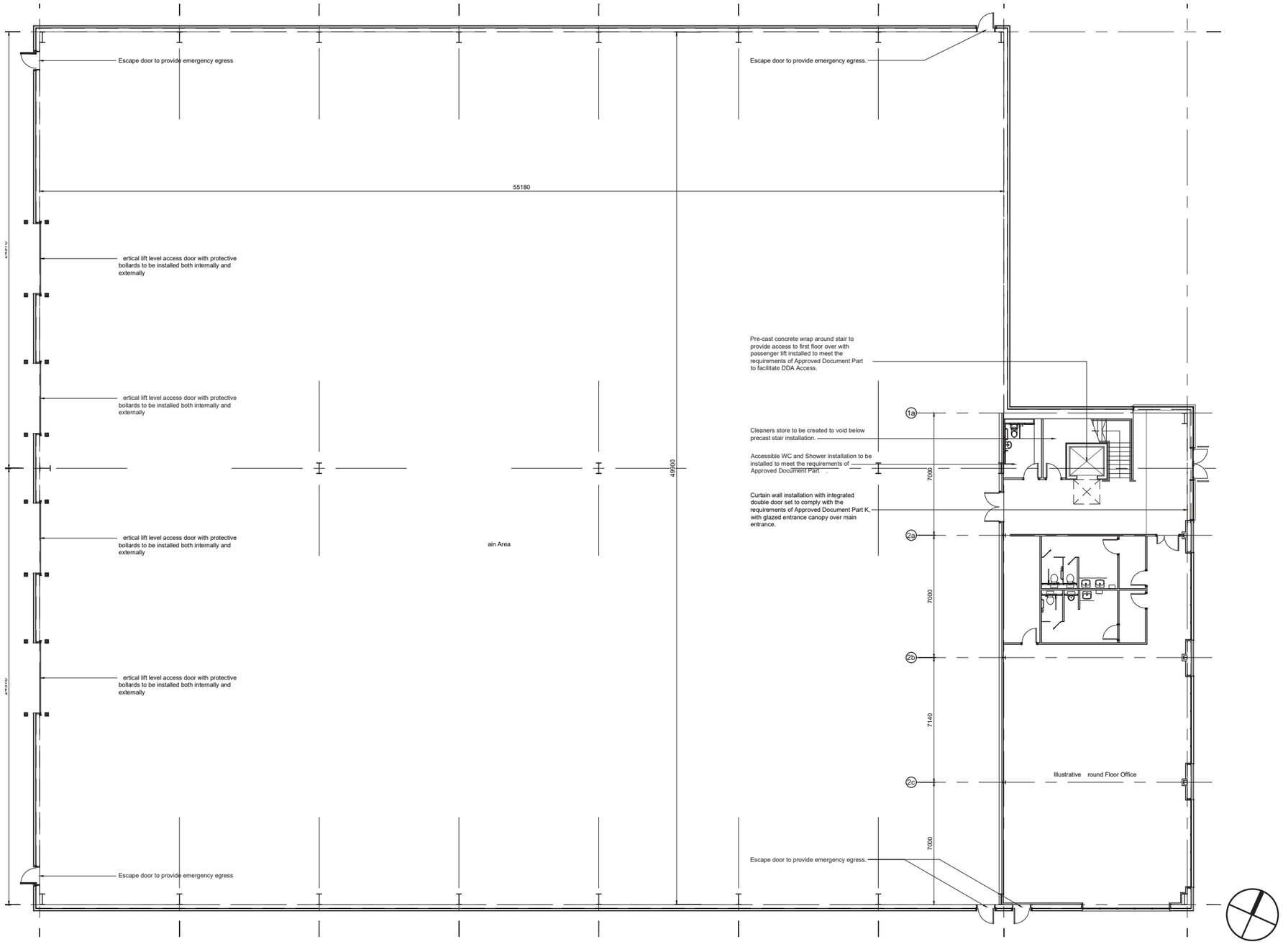
06 Site Entrance (Car / PTW / Pedestrian)

07 Service Yard

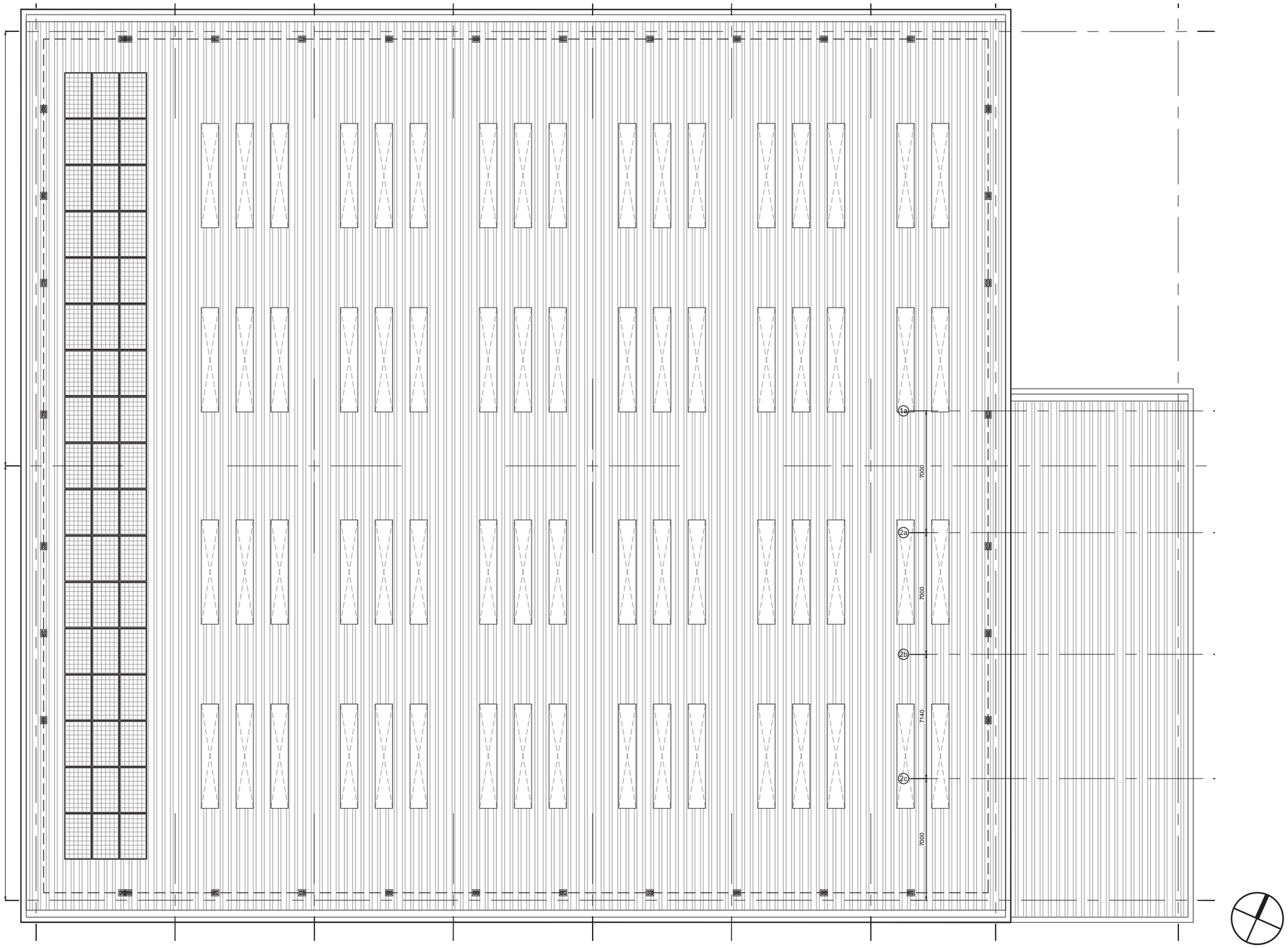
08 Site Entrance (HGV)

09 Level Access Doors

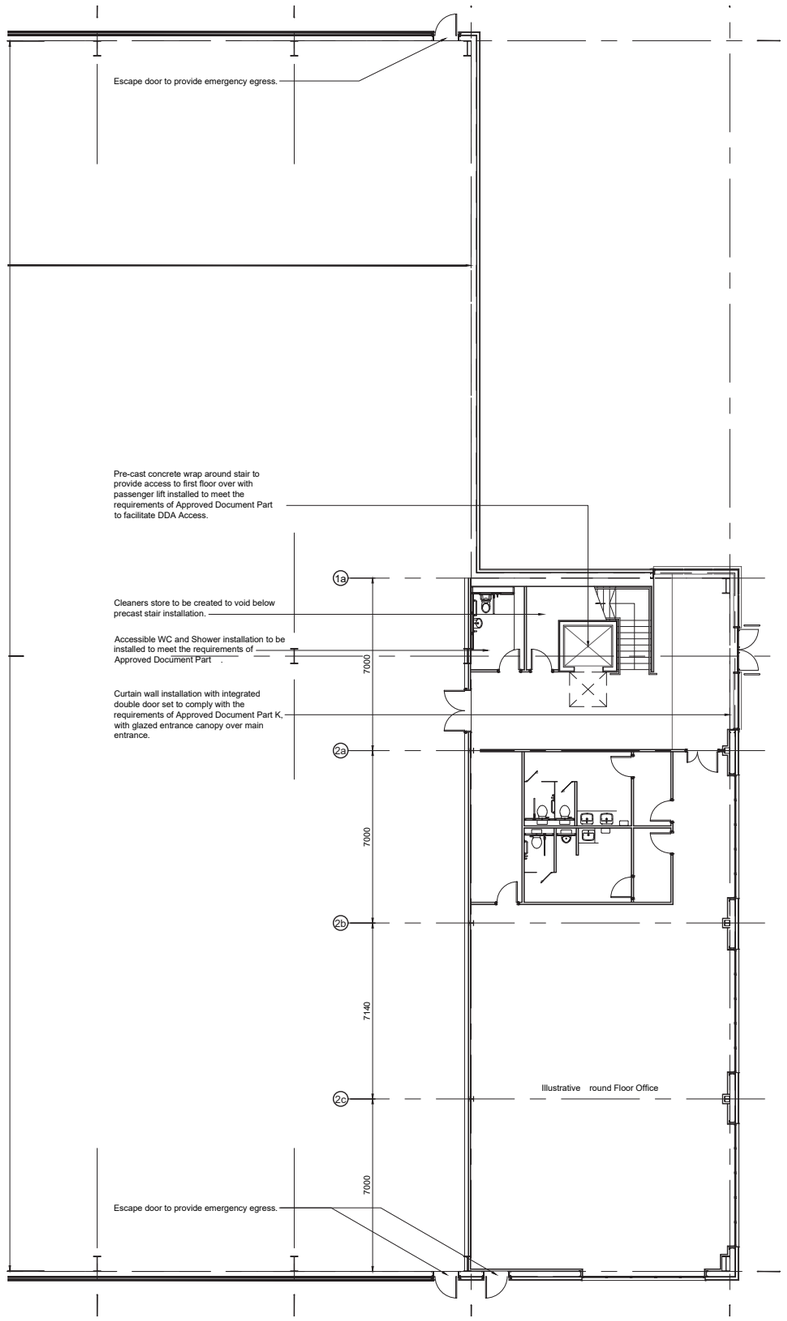
5.3 Illustrative Ground Floor Plan



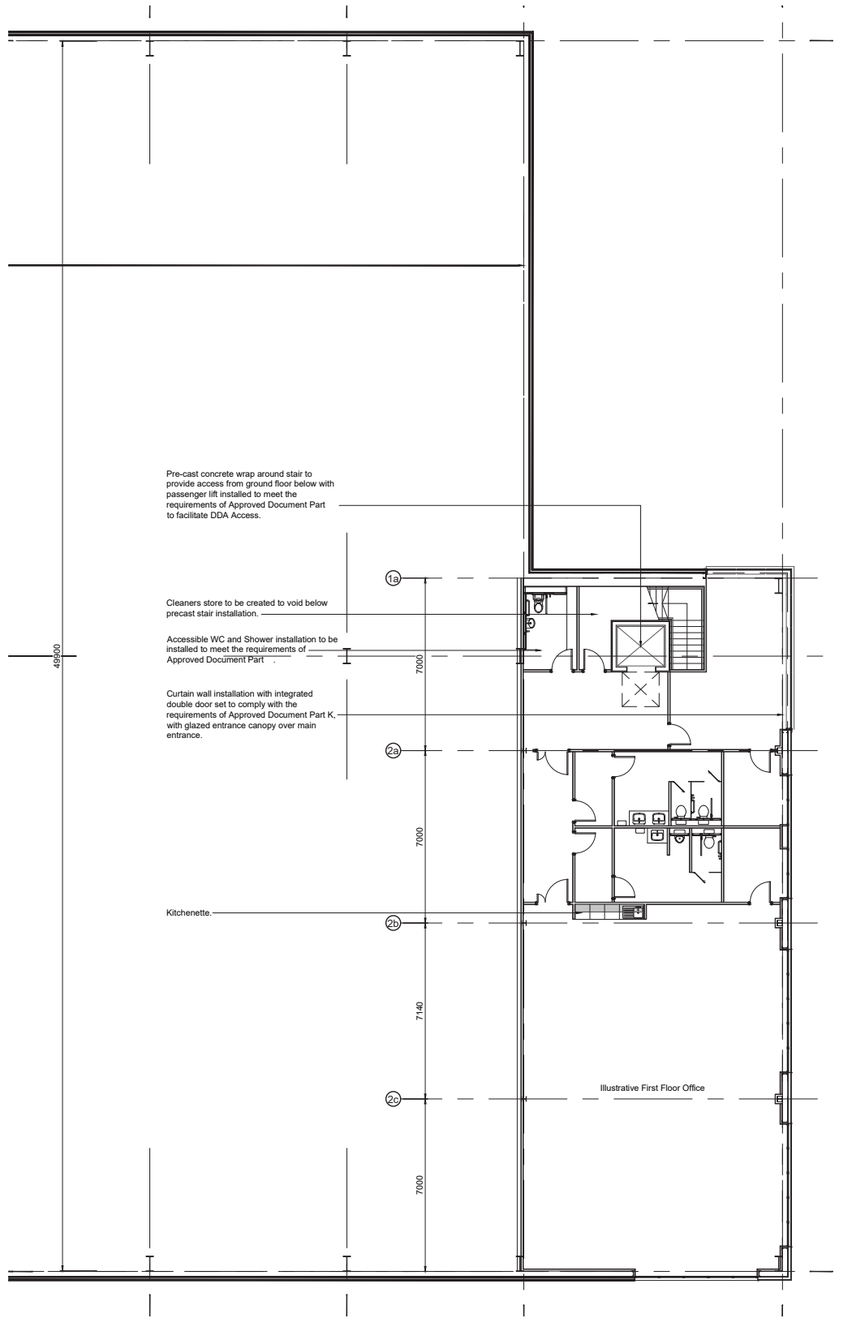
5.4 Illustrative Roof Plan



5.5 Illustrative Office Plan

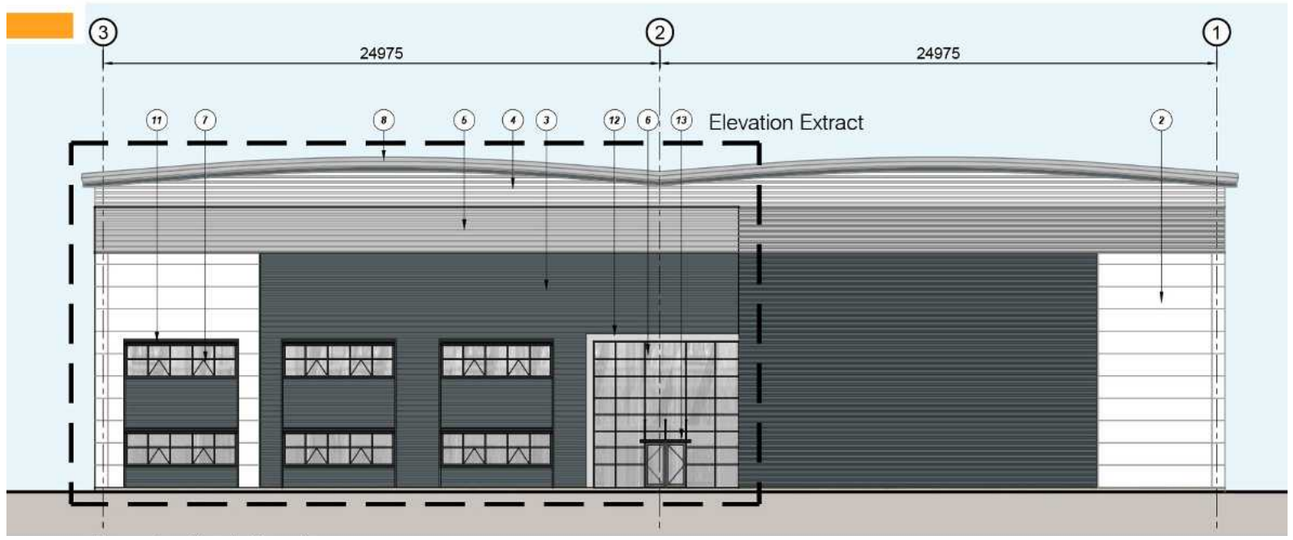


Illustrative Ground Floor Office Plan

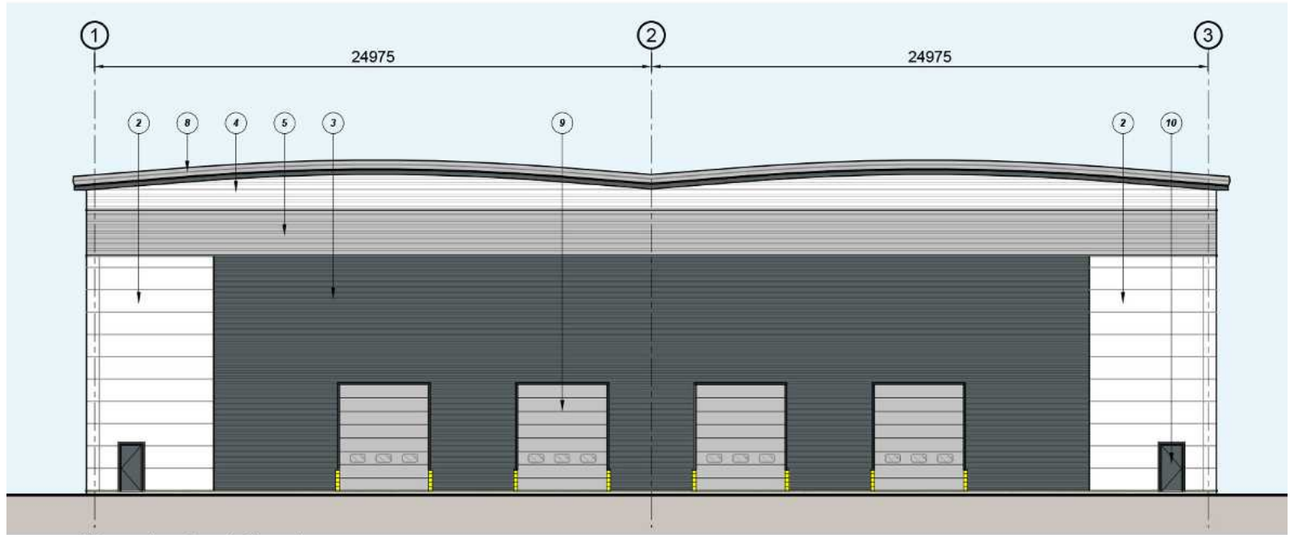


Illustrative First Floor Office Plan

5.6 Illustrative Elevation

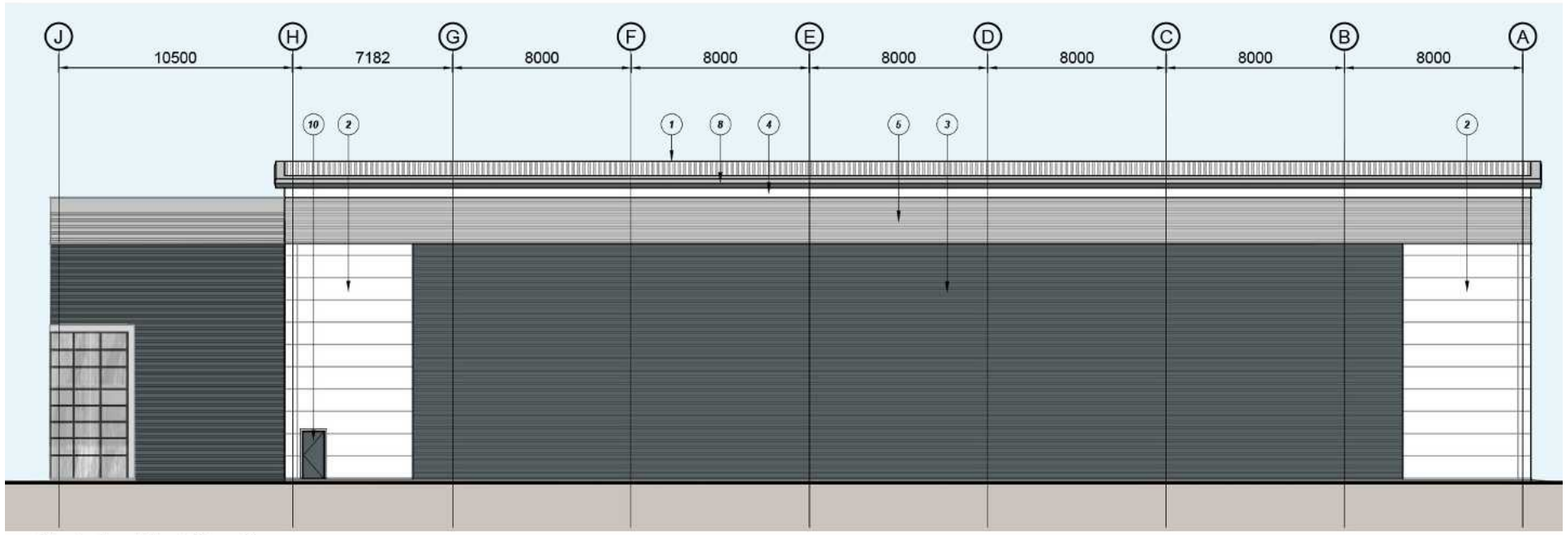


Illustrative North Elevation

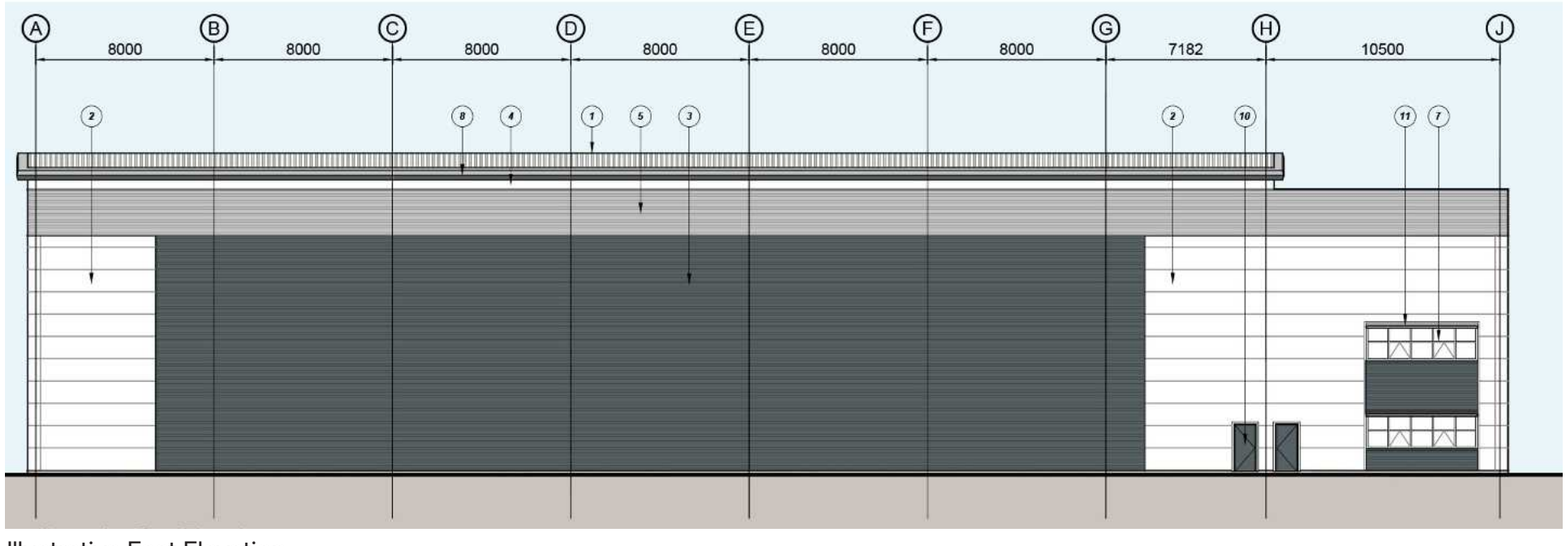


Illustrative South Elevation

5.6 Illustrative Elevation

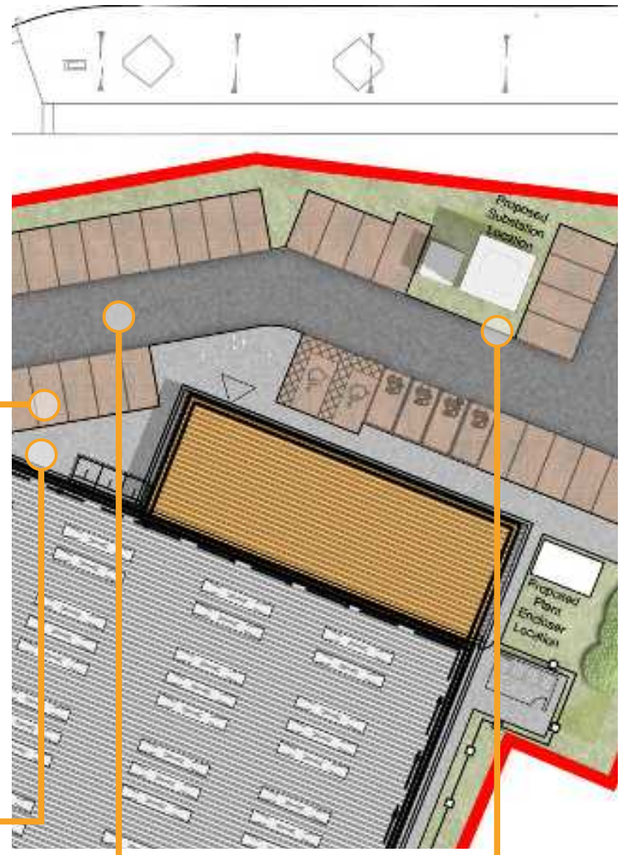


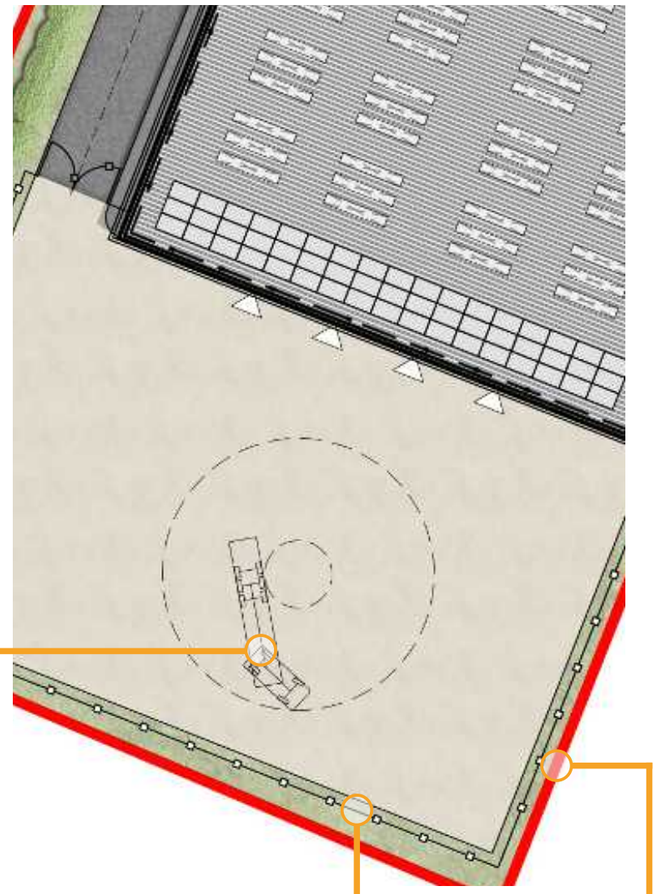
Illustrative West Elevation



Illustrative East Elevation

5.7 Site Material





Car Parking Spaces Marshalls Block Paving

Concrete Service Yard

Paved Footpath
Marshalls Block Paving

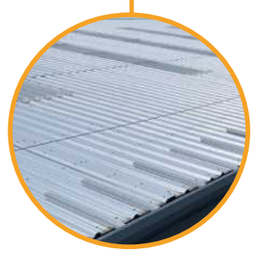
Tarmac

Marshalls Kerb

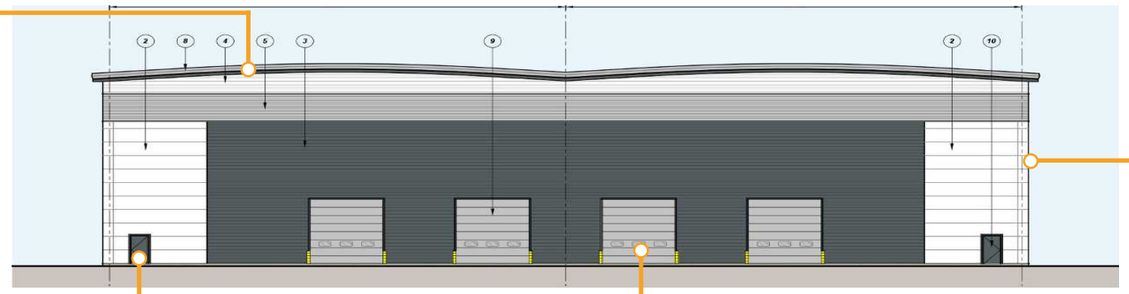
Paladin Fence

Gravel Boundary

5.8 Building Elevation - Material



Griffon roof formed of built up trapezoidal roof panel system
Finish: Tata Colorcoat HPS200 Ultra
Colour: White (RAL 9003 (Signature Colours)

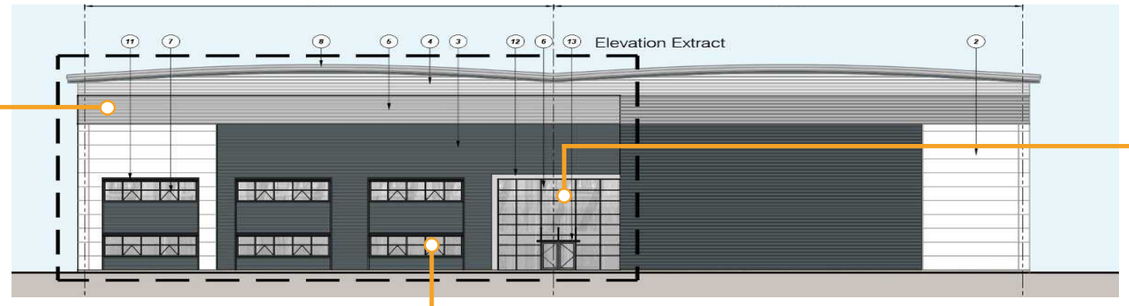


Steel insulated security door & frame
Finish: Polyester powder coated
Colour: As indicated.

Level Access Doors to be overhead sectional doors with level access to be electronically operated with manual override.
4 N° 4000mm wide x 4800mm high level access doors
Finish: Polyester powder coated
Colour: Goosewing Grey (RAL 7038)

Microrib Built Up Cladding
Finish: Tata Colorcoat HPS200 Ultra (1000/900/600 Module)
Colour: White (RAL 9003) (Signature Colours)

Built up horizontally laid trapezoidal profile metal wall cladding system
Finish: Tata Colorcoat HPS200 Ultra
Colour: Goosewing Grey (RAL 7038)



Built up horizontally laid trapezoidal profile metal wall cladding system
Finish: Tata Colorcoat Prisma
Colour: Slate Grey (RAL 7012) (Solid Colours)

Thermally broken polyester powder coated aluminium curtain wall and doors
Finish: Polyester powder coated
Glazing: Grey tinted
Frame Colour: Anthracite (RAL 7016)

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6.0 Sustainability & Energy

This chapter presents the sustainable design principles woven into the design of the development, with particular focus on energy efficiency, minimising environmental impact and conserving resources. It offers an overview of the sustainability standards targeted and details the strategies employed to reduce energy demand, incorporate sustainable materials and optimise overall building performance.

6.1 Sustainability

Sustainability and environmental performance of new buildings is an important part of successful development.

The project team will bring a flexible, energy efficient, sustainable approach to the project tailored to provide specific professional support to meet Planning and regulatory requirements.

The design process follows the recognised ‘Energy Hierarchy’ to reduce the need for energy, use energy more efficiently and finally to supply energy from renewable sources. An Holistic approach will be taken towards considering the developments wider environmental impact, by reducing waste, the practical use of sustainable materials, transport, water efficiency, drainage issues and ecological considerations.

Creating comfortable buildings to occupy is also crucial. High levels of natural daylight, natural ventilation and cooling, indoor air quality all lead to a positive experience by those working in and visiting our buildings.

The following accredited services will be considered as part of the development proposals:

5.1.1 BREEAM (Building Research Establishment’s Environmental Assessment Method)

This is a measure of the sustainability of a building and sets the standard for best practice in sustainable areas. We work in close collaboration with BREEAM consultants and provide documentation helping to achieve all levels of BREEAM accreditation.

5.1.2 SBEM & EPC

All new building developments will require SBEM calculations and Energy Performance Certificates (EPC’s) under Building Regulations Approved Documents L2.

5.1.3 Sustainability Statements

Sustainability Statements covering key sustainability issues to fulfil the various requirements of local planning authority, providing a balance of environmentally sound proposals with commercial viability.

5.1.4 Daylight and Sunlight Modelling

Solar modelling enables us to understand and control the geometric relationship between the sun and buildings, to optimise building position and orientation and minimise cooling plant or heating requirements. Many planning authorities now require light issues to be addressed as part of a planning application and we can provide the specialist advice needed in this complex area of planning.

5.1.5 Well Being

Physical characteristics of the built environment contribute directly to people’s health and wellbeing. Good quality working conditions and greater access to green spaces and recreational facilities have a positive impact on health and wellbeing. Therefore we understand that investing in the health, wellbeing and productivity of a workforce and aiming to improve this through better workplace facilities, can be mutually beneficial.

Development to target BREEAM EXCELLENT

Renewable technologies and Recycled materials

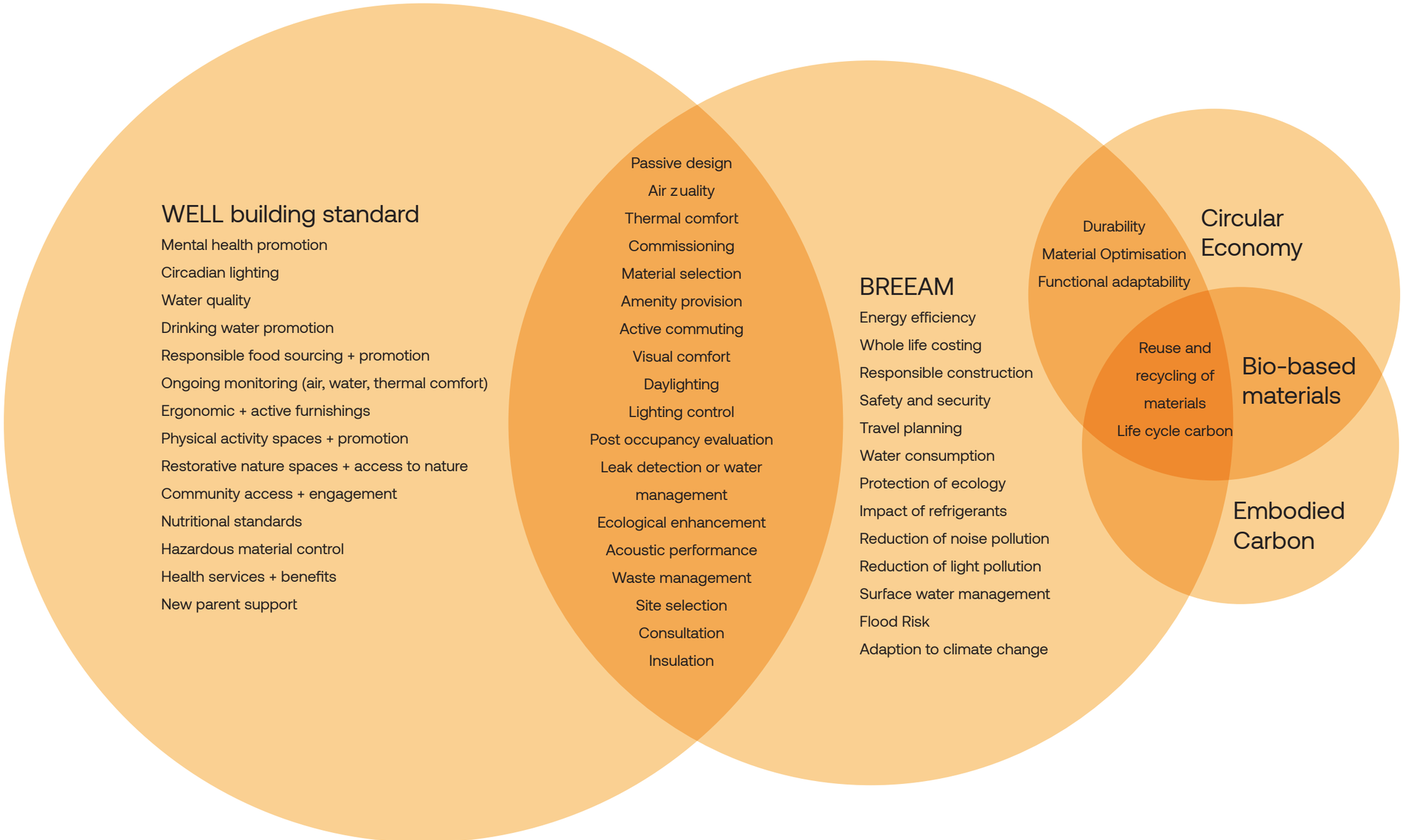
Biodiversity Net Gain

Rainwater Harvesting

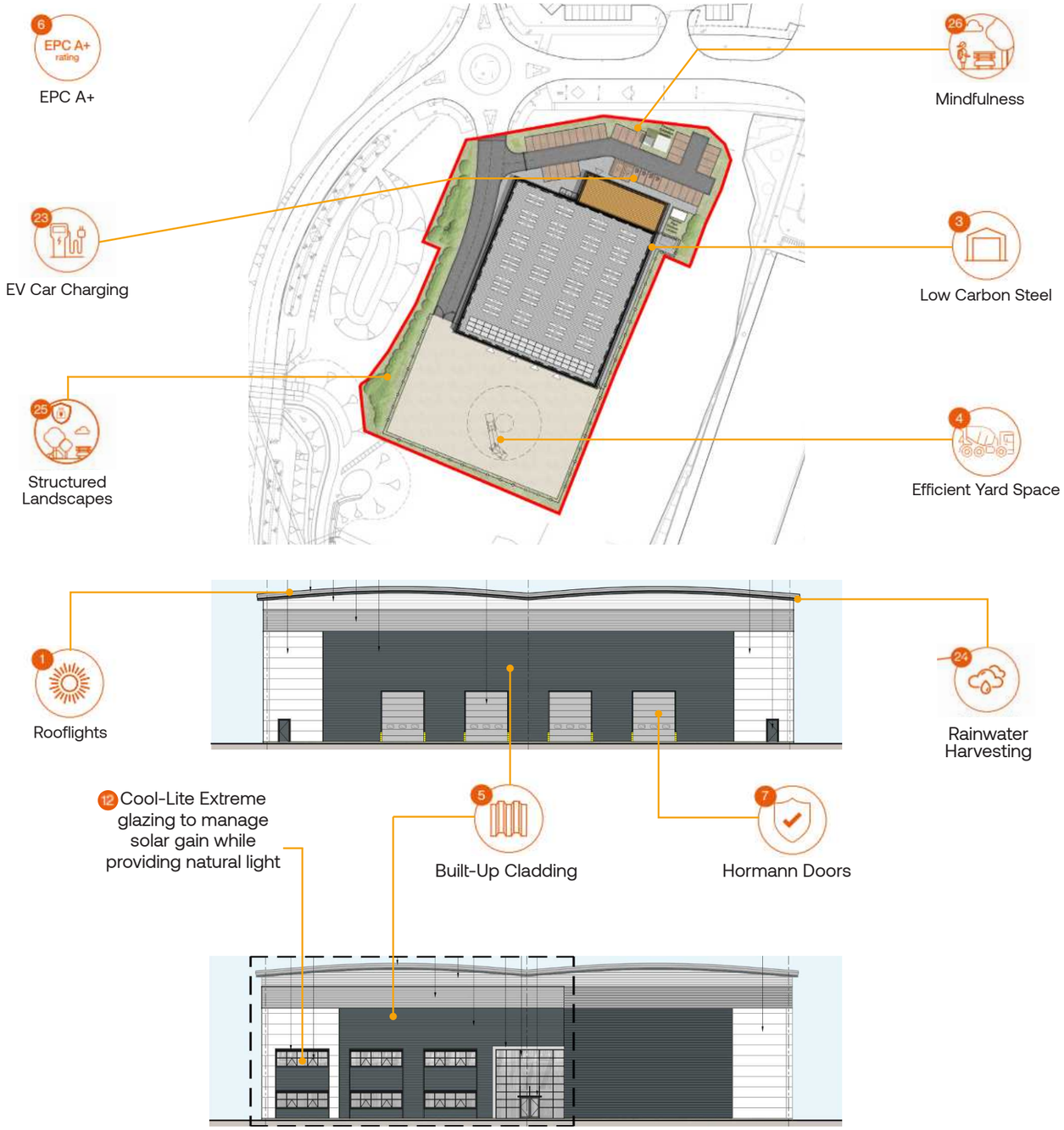
Electronic charging for Cars HGVs and Vans

Photovoltaic Panels

6.2 Environmental Values Overview



6.3 Sustainability Strategy



This Stage 2 sustainability strategy sets out key measures to reduce carbon and enhance performance, including low-carbon materials, efficient building fabric, and low-energy systems. It supports sustainable transport with EV charging and prioritises occupant wellbeing through natural light and healthy materials, aligned with BREEAM targets.

7.0 Security & Safety

This chapter outlines the security and safety measures incorporated into the development, ensuring both the protection of its occupants and the broader public. It details the design strategies that enhance site security, including natural surveillance, access control and appropriate lighting, while also adhering to safety standards to create a secure and welcoming environment.

7.1 Active Safety Measures

6.1.1 Secured by Design

Consideration has been given to the illustrative layout to ensure personal safety and align with general 'Secured by Design' principles. This relates to ensuring that the development does not create an environment conducive to crime. It is envisaged that additional crime prevention advice will be sought once an occupier has been identified for the units. Consideration will be taken as to how occupiers and visitors to the site can move freely without risk of injury.

Natural surveillance will be a key factor in the overall design of the site and the positioning of the offices overlooking proposed car parking will offer a high degree of visual control. The building's design and layout will minimise visual obstacles and eliminate places of concealment and any potential dark areas will be well lit.

The buildings will be designed in robust materials; metal-faced cladding panels on a steel frame. Where appropriate, glazing will be toughened laminated sections. Where possible all windows and doors will be certified secure products.

6.1.2 Formal Surveillance

At present there is no specific occupier for the building and therefore any formal surveillance solution will need to be agreed at a future time.

However it is acknowledged that presence of staff and CCTV provides reassurance and a deterrent to potential offenders. CCTV cameras can be used in the service yard areas and to pick up the buildings elevations, although no camera will be directed outwards towards any adjacent land use.

Staff need to be located in prominent positions so they can oversee and be seen. The effectiveness of CCTV depends on the number and location of cameras, the quality of the image and the monitoring in place.

If CCTV were to be installed in the future it would not be directed towards any existing residential areas.

6.1.3 Lighting

Exterior lighting will be designed taking into account the following standards:

BS 5489-1:2013 Code of Practice for the Design of Road Lighting

BS EN 12464 Light and Lighting – Lighting in workplaces

GN01:2011 Institution of Lighting Professionals (ILP) Guidance Note for the Reduction of Obtrusive Light

Lighting and the Environment – A Guide to Good Urban Lighting, Chartered Institution of Building Service Engineers (CIBSE)

Bat Conservation Trust (2014) Artificial Lighting and Wildlife. Interim Guidance: Recommendations to help minimise the impact of artificial lighting.

In addition the following criteria will be utilised as a basis for the scheme:

The estate road, car park and service area will be illuminated during the hours of darkness to an appropriate lighting level for both operation and safety.

The lighting lux levels will be kept to a minimum when adjacent to any natural habitats, and will avoid direct light spill into sensitive locations.

Lighting will be a combination of building mounted and column mounted lighting units. The lighting design will utilise good quality, attractive 'dark sky' fittings, directed downwards and with no spillage above the horizontal to avoid light pollution.

The mounting height of lighting units should be no greater than 12m.

For the access roads and car parking areas all mounting heights will be 8 to 10m.

Lighting impacts on all receptors will be minimised by careful design. Baffles and shields will be attached to lighting units to further reduce lighting effects. installed in the future it would not be directed towards any existing residential.

6.1.4 General Maintenance

The maintenance regime will be bespoke to each occupier and the nature of the operation of the building. In the absences of any confirmed occupiers, we can offer examples of the management and maintenance that will be put forward as good practice:

Plant, machinery, materials and supplies should be stored in specific areas within the confines of the secured service area.

The CCTV, lighting and alarm system should be regularly maintained and immediately repaired / replaced if faulty to ensure the safety and security of the development and its users.

Access controls to the external and internal door sets, gates and barriers are essential to the security of this scheme and it is most important that these systems are regularly maintained.

6.1.5 Physical Protection

It is important that any development responds to the issues relating to security, such as criminal and anti-social behaviour, by incorporating such physical design features as listed below:

Barriers to the service area and car park entrances to provide out of hours security.

Secure parking for cycles located in highly visible and supervisable locations.

Buildings of robust construction as illustrated within the submitted documents

All external doors fitted with secure frames and locks.

2.4m high security fencing including access gates to the full perimeter of the service area.

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8.0 Summary

This chapter succinctly encapsulates the design and access proposals, reflecting the core principles and strategies that have guided the development. It reaffirms how the scheme responds to the site's unique context, relevant planning policies and sustainability aspirations, whilst ensuring accessibility, security and a harmonious integration into the local setting. The proposal aims to deliver a well-balanced, functional and enduring development, meeting both present and future needs with sensitivity and care.

8.1 Conclusion

The design proposals contained within this report are illustrative of a possible design solution that could be progressed on the site to meet the future requirements of the Developer and subject to the submission of further information and discharging of conditions.

The proposal will allow for the best possible access by all modes of transport and encourage travel to the site by means other than car.

The proposal represents a high quality development and a substantial investment, which will help to promote and support employment growth and stimulate continued economic investment to the area, cohesive with regional and local aspirations. It is anticipated that the development will act as a catalyst for further development to create additional new jobs and investment for the local community.

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