



2013 Offices Programme

Design and Access Statement
For
Security Upgrades
South Yorkshire Group Data Centre

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First Issue

The purpose of this document is to outline the scope of the proposed Security Upgrade works at South Yorkshire Group Data Centre, define the Design Strategy which drives the proposed solution and explains the rationale behind the arrangements for inclusive access

1.0 Project Brief

Introduction

Following the decision by HSBC to remain at their Tankersly site for the foreseeable future a number of phased upgrades are required to extend the life of the building's infrastructure and resilience for the next 30 years. Much of these works are internal within the existing building envelope, however, some will manifest themselves externally as minor alterations and/or additional features on the site

The principle external visible alterations relate to the security upgrades and comprise a mix of hostile vehicle mitigation measures, screening to critical plant and the construction of an emergency Secondary Access to the site and associated Guardhouse

Whilst it is understood that some of these works will fall within the definition of Permitted Development the strategy for this Planning Application is to include the full scope of all visible alterations and seek a site wide consent

Existing Arrangement

The main area of the existing site is separated from Maple Road by the large Staff Car Pak and a smaller Overspill Car Park. Access to the main car park is from the primary access road leading from Maple Road to the Main Security Lodge. The overspill car park is normally accessed via the main car park through a gap in the fence, however, it also has a gated access directly onto Maple Road.

The arrangement of the site is best understood by describing its enclosure as an outer and an inner secure boundary. The inner secure area contains the main building and all critical facilities. In effect the car parks act as a buffer space between the main secure part of the site and the public highway

Proposed Works

The general scope can be summarised as follows:

- Upgrade Security Lodge to provide more efficient pedestrian access and an internal reception space with scanning facility
- Extend existing Vehicle Inspection Bay (VIB) to enable larger vehicles to be accommodated
- New rising kerb vehicle blockers and sliding folding doors to VIB
- New bollards to protect YEDL Substation and Diesel filling inlet
- Replacement rising arm vehicle barriers to car park
- New/reused gates in opening between main and overspill car park
- New outer perimeter fence and Secondary Entrance with automated bi-fold gates, video intercom and pedestrian turnstiles
- New inner perimeter Secondary Entrance with automated bi-fold gates and Guardhouse
- New anti ram barrier within inner perimeter
- Replacement CCTV cameras on existing masts
- New protective screening to existing DRUPS enclosure including new Splitter Panel Housings
- Replacement automatic sliding folding doors to Service Road Entrances and Upper Loading Bay

2.0 Inclusive Access

Only a limited proportion of the proposed new works could be connected with provisions for inclusive access.

These are; the modifications to the existing Security Lodge and the new Secondary Access.

Whilst a level access is provided in both cases, due to the particular nature of the site operation and functionality of these spaces it is impractical for none other than able bodied personnel to occupy and work in these spaces and consequently comprehensive provisions for inclusive access have not formed part of the proposals

It is also of relevance that the intended use of the new Secondary Access is purely as a short term contingency measure in the event that the primary access becomes unusable. Under normal operational conditions access to the site will remain as existing via the main Security Lodge and VIB

Furthermore, due to the highly secure nature of the site and the requirement for detailed inspection and scanning of both employees and visitors, provisions for wheelchair access to the site are currently arranged through the VIB and these visitors are subsequently escorted or transferred by special vehicle to the Main Building. To maintain security it is proposed that this management regime is continued without any effective change in procedure. For this reason apart from a level access no other specific provisions have been made within the new proposals for the Security Lodge

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