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File Ref.	Rev.	Author	Date
567-G-DOC001	-	GMK	23 April 2024

Document

Design and Access Statement

Project

Unit 1, School Lane, Chandler's Ford, Eastleigh

Client

Procol

for

VODAFONE

REVISION		DATE
-	-	-

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Design and Access Statement

1.00 INTRODUCTION

1.01 Site and Context

The site consists of an existing unit at the Chandler's Ford Industrial Estate in Eastleigh. The site backs is surrounded on all sides by industrial and commercial developments. The portal framed building houses a telecommunications and internet data centre. This building forms a national critical infrastructure location for telecommunications and internet services.

In addition to the main building there is a dedicated service yard area and an external plant compound to the rear.

To applicant has a number of allocated parking spaces to the front of the building which are outside the red line boundary.

A programme of security upgrades is being rolled out across the Vodafone network. Additional protection is required to any external plant and access points into the building.

1.02 Planning History

There have been no applications relating to this site for the last 5 years.

1.03 Development Proposals

In order to increase security at the site, new fencing, gates, vehicle barriers and bollards have been proposed.

2.00 CHARACTER

2.01 Layout

The existing building will be unchanged, and the existing external plant compound is retained.

A new LPT 1175, SR2 rated fence and gates is proposed to the rear Service Yard plant enclosure. To the north side of the building, new palisade fence with rotating topper is proposed to match the existing northern boundary fence. Retained Armco barriers will protect the new plant enclosure from vehicle strikes.

The new perimeter fences forming the plant enclosure will be fitted with a razor wire anti-climb topper. Elsewhere the new fences will be fitted with rotating spikes.

2.02 Amount

The existing size of the external service yard is unchanged.

The extent of car parking to the front of the building is unchanged.

2.03 Scale

The new fences have been sized to provide certified levels of security to LPT1175 standards. The fence to the services yard and northeast corner of the building will be 3.0m high with approx. 500mm of razor wire topper to the head. The works will not affect the scale of the existing building.

Armco and vehicle gates to the front elevations are no more than 1.1m high.

Bollards are 1.1m high

Fence installation at another Vodafone site performing the same security function.

2.04 Appearance

The proposed fences and gates are all RAL 9005 Jet Black. The new secure mesh panels, posts and gates will be 3.0m high will be colour coated in RAL 9005 to match. The razor wire topper will be unpainted galvanised steel.

New sections of palisade fencing are unpainted galvanised steel to match existing.

The Armco is unpainted galvanised steel.

2.05 Landscaping

There are no trees on the site. The areas of hardstanding will not be affected.

3.00 COMMUNITY

3.01 Security

The main building has 24hr staffed security monitoring. Access into the unit will be controlled via the main building access control systems. Access to the plant compounds, condenser enclosure and bottle store will be by on site engineers only.

The new fences have been designed to provide a robust barrier to prevent both anti-social behaviour and also deter more malicious attacks. The specification of the fences is based on insurance backed, industry standard, secure system giving known levels of protection.

The existing backup generator plant will need to be made secure to protect the function of the critical systems inside the building.

4.00 ENVIRONMENTAL SUSTAINABILITY

4.01 Landscape

There are no soft landscaping beds on the site.

4.03 Energy Efficiency and Carbon Reduction

There are no direct environmental benefits to the security upgrade however the reduction in any anti-social behaviour or vandalism will reduce unnecessary remedial works and resources.

5.00 MOVEMENT

5.01 Connections

The site is easily accessible by road for cars and service vehicles. The car park is situated to the southeast side of the building and is accessible off School Lane, leading to Bournemouth Road and the wider road and motorway network beyond. The Service Yard is accessed from Scholl Close.

The site is also connected via public transport being located close to the regular bus services on Bournemouth Road, approximately 8 mins walk from the site.

5.02 Modes

Due to the nature of the processes on site, staff and maintenance personnel will generally arrive by private cars or small vans.

5.03 Parking

The site has minimal staffing levels (maximum 2 No. engineers and 1 No. security staff on site at any one time).

The number of existing car parking spaces is unchanged.

6.00 FLOOD RISK ASSESSMENT

6.01 Location

The site is in Flood Zone 1. A flood risk assessment is not required.

7.00 DRAWINGS

7.01 Drawing register

567-G 001	Site Location Plan
567-G-002	Block Plan as Existing
567-G-004	Elevations as Existing
567-G-012	Block Plan as Proposed
567-G-014	Elevations as Proposed
567-G-015	Fence and barrier details