

Union Park, Bulls Bridge Industrial Estate

– GLA feedback

Comment

21. The requirement for a continuous internal road loop appears to create layout inefficiencies and additional hardstanding. A reduction in the dominance of vehicle routes would be welcome, along with provision of safe and inclusive pedestrian and cycle paths. The extensive use of security fences should be reconsidered and minimised, with alternatives such as landscape features and built form being appropriate solutions that could contribute positively to the surroundings.

Response

The loop road provides a continuous vehicle route allowing access to entrances and delivery bays around the campus; this minimises the requirement for vehicles to reverse, particularly large cranes / lorries needed for infrequent plant replacement. Minimising vehicle reversing is a key safety principle.

Pedestrian entrances and routes are located to the south of the building adjacent to the site entrance, with an option to walk through the Wellbeing Garden. This makes the access sequence intuitive and minimises the extent that pedestrians need to walk adjacent to vehicle routes. Similarly, the cycle parking provision is to the south of the building adjacent to the pedestrian entrance, removing the need for cycling around the west and north of the building, this removes the need to cycle towards the service areas to the north of the building, where the risk to cyclists would be greater.

Refer to Design and Access Statement (0474-NWA-UP4-XX-RP-A-000005) sections 5.1 to 5.4 and sections 6.1 to 6.3

The extent and design of the security fencing has been reviewed extensively with the Local Planning Authority and the Design Review Panel, including a site visit. The design is considered necessary to address the concerns of the Metropolitan Police Service Counter Terrorism Advisor, raised following the designation of data centres as Critical National Infrastructure. The fencing with razor wire topping has been limited to the north site boundary only, adjacent the Network Rail line.

Refer to Design and Access Statement (0474-NWA-UP4-XX-RP-A-000005) section 5.5

Comment

22. The proposal should respond to the Grand Union Canal and take advantage of the interface to benefit both the future employees and public. Improvements to the site edge, access and overlooking should be explored.

Response

The existing mature planting along the southwest of the site adjacent to the canal towpath is outside the ownership of the Client, limiting the ability to alter the interface the canal. Consultation has been undertaken with the Canal & Rivers Trust during the pre-application process. Public access to the Wellbeing Garden was explored during the design process but was considered to be in conflict with the security requirements of the development.