DEVELOPMENT BRIEF

LUTON ROAD

December 2021

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1.0 Introduction

1.0 Introduction

This Site Development Brief has been drafted in support of an outline planning application for new industrial warehouse units on vacant land in Luton adjacent to the M1 motorway and the nearby Junction 11a.

The site is surrounded by existing industrial development to the east and north and the M1 motorway to the west and sits within land allocated under Policy SA1 of the adopted local plan. Policy SA1 is allocated land to the north of Luton (including this site) for around 3600 homes and 7ha of employment land. Criterion 1b of the policy confirms that the employment land will be focused primarily in the western area of the allocation site, centred around the M1 junction 11a to maximise access to the M1.

The scheme comprises the development of industrial warehouse units for E(g), B2 & B8 uses in line with the current policy for employment on the site. The scheme and the design principles outlined in this Development Brief have been informed by a programme of public consultation, details of which are described in the accompanying Statement of Community Involvement.

The total proposed floor area is 34,351m² (369,750ft²) GIA.

The Site Development Brief details the site context, its constraints & opportunities and the design approach which have provided the background to and influenced the proposed layout and design. Please refer to the Design & Access Statement for detailed design analysis.

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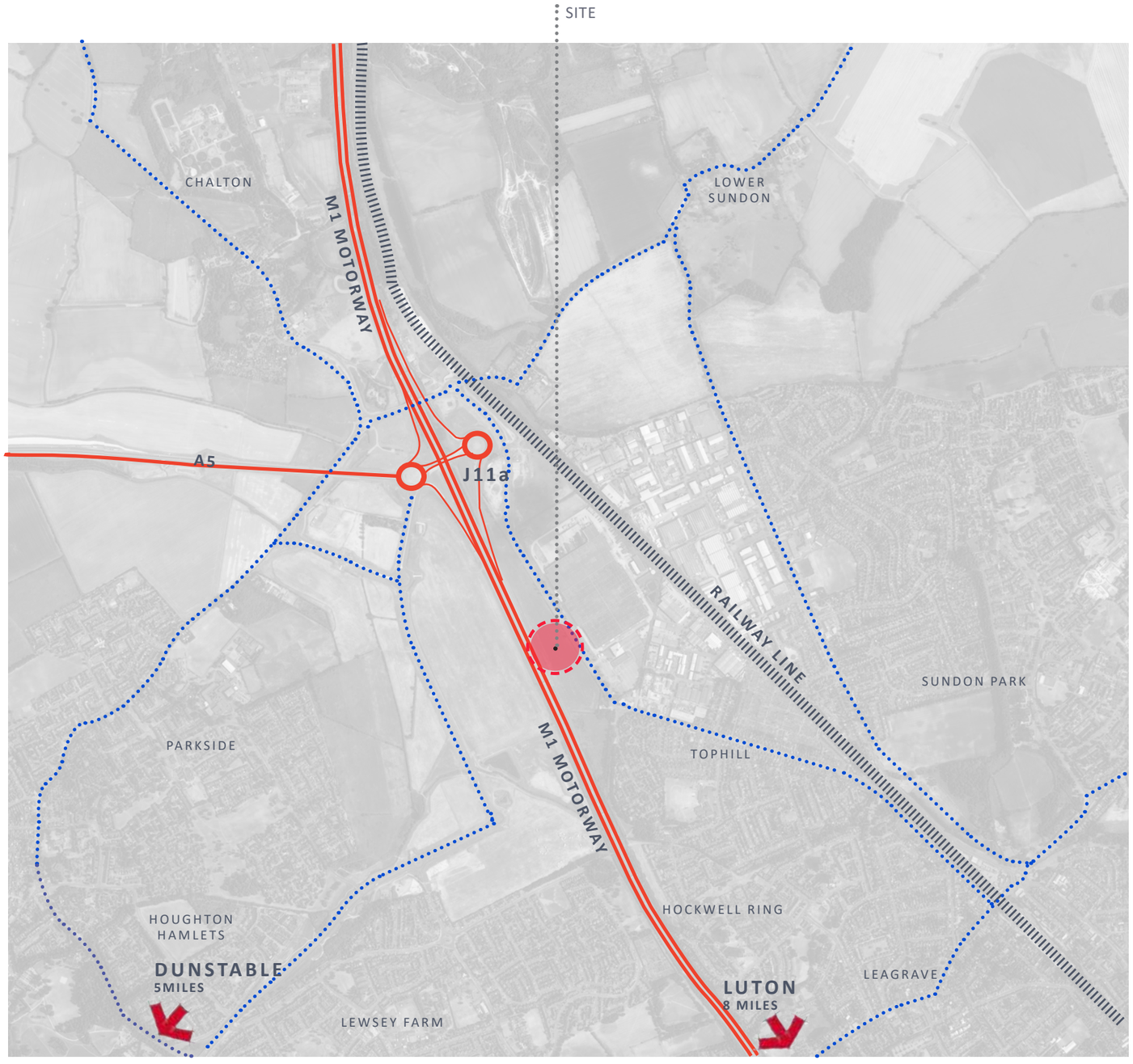


Site Location

2.1 Site Location

The site is located to the east of the M1 motorway which is to the west of Luton and immediately south of Junction 11a on the M1.

This combined with Luton Road which runs immediately to the east and the A5, which runs westwards from Junction 11a, gives the site exceptional road transport access and connectivity.

Luton town centre is to the South East.

2.2 Site Context

The site is currently open grassland with no buildings, the past uses being agriculture.

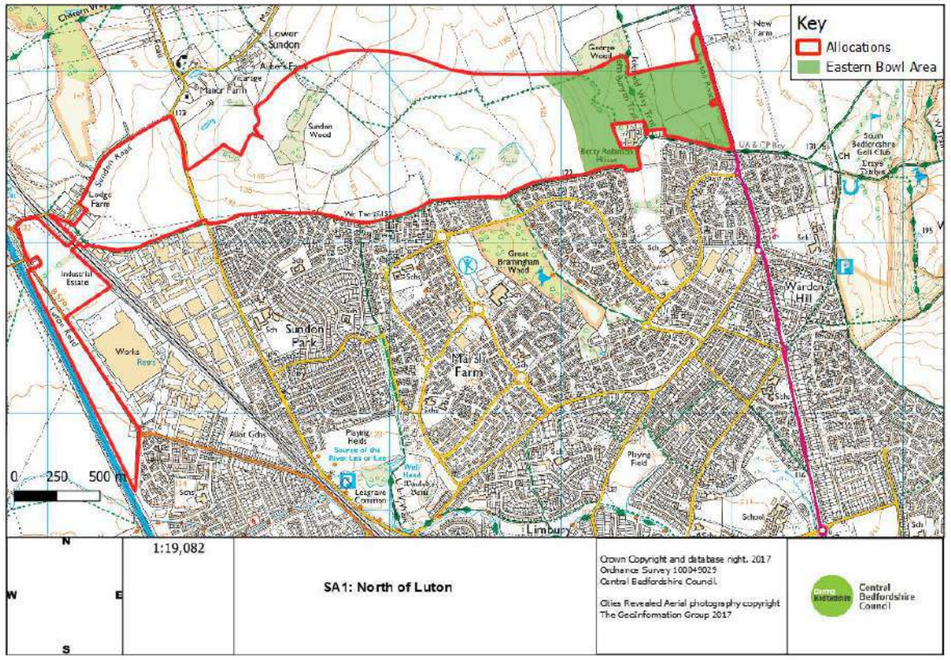
The immediate surroundings include industrial buildings (Vauxhall) to the east, recently constructed industrial units to the north towards Junction 11a of the M1 motorway and the M1 motorway to the south west. On the opposite side of the M1 motorway is the site of the new Lidl Regional Distribution Centre. Beyond the Vauxhall site to the east & south east there is a larger industrial area, including but not limited to the North Luton Industrial Estate.

Beyond the surrounding industrial uses is Tophill residential area this includes 2 residential properties along the southern boundary of the development site. The properties sit at a similar level to the development site with dense vegetation to the properties boundary/ gardens, from which the dwellings are set back 30m+.

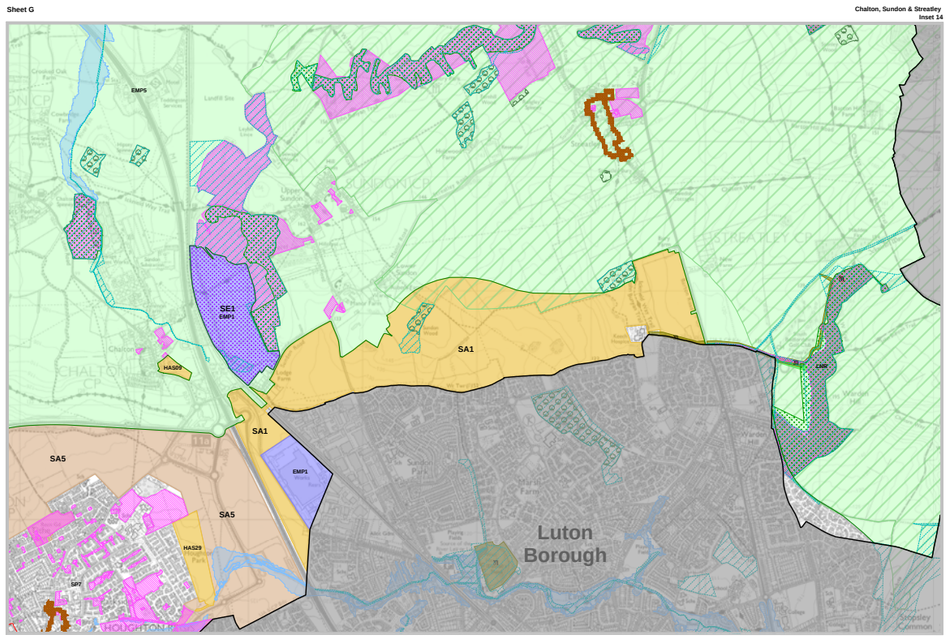
Luton town centre is nearby to the south east of the site and residential areas complete the site context, these being to the south and south east, the immediate districts being Tophill and Sundon Park.

The total site area is 8.83 hectares / 21.83 acres.

There is a fantastic opportunity here to create new employment and bolster the economy, both local and regional, with the development of this site for new industrial uses.



Central Bedfordshire Local Plan Policy Map - SA1 Area



Central Bedfordshire Local Plan Policy Map

2.3 Policy Context

2.3.1 Adopted Local Plan

The new Local Plan was adopted on 22 July 2021, following receipt of a report from the Planning Inspectors confirming that Local Plan was suitable for adoption.

The policy of direct significance to the proposed development is Policy SA1 of the adopted Local Plan which allocates land to the north of Luton for approximately 3,600 homes and 7Ha of employment land.

Policy SA1 contains a requirement for a Development Brief. The Development Brief is related only to the application site and will be developed further in collaboration with the Council as necessary and will be endorsed by the Council prior to determination of any planning application. The Development Brief will form a material consideration in the determination of the application.

In addition to Policy SA1, the following adopted policies are of relevance to this site:

- Policy T1: Mitigation of Transport Impacts on the Network
- Policy T2: Highways Safety and Design
- Policy T3: Parking
- Policy T5: Ultra Low Emissions Vehicles
- Policy EE1: Green Infrastructure
- Policy EE2: Enhancing Biodiversity
- Policy EE4: Trees, Woodlands and Hedgerows
- Policy CC1: Climate Change and Sustainability
- Policy CC5: Sustainable Drainage
- Policy HQ1: High Quality Development

Any detailed planning application will have due consideration of these relevant policies. In addition to adopted policy, any application will have due regard to relevant guidance, such as the Central Bedfordshire Design Guide (2014).

2.4 Site Conditions

Photographs of the existing site conditions

1-view from Luton road looking southeast with site to the right

2-view from Luton road looking east with site to the right

3-view from Luton road looking west with site to the left

4-view from M1 looking north with site to the right

5-view from M1 looking northeast towards the site

6-view from M1 looking east with site to the left

Images Via Google.com/Steetview captured July 2018.

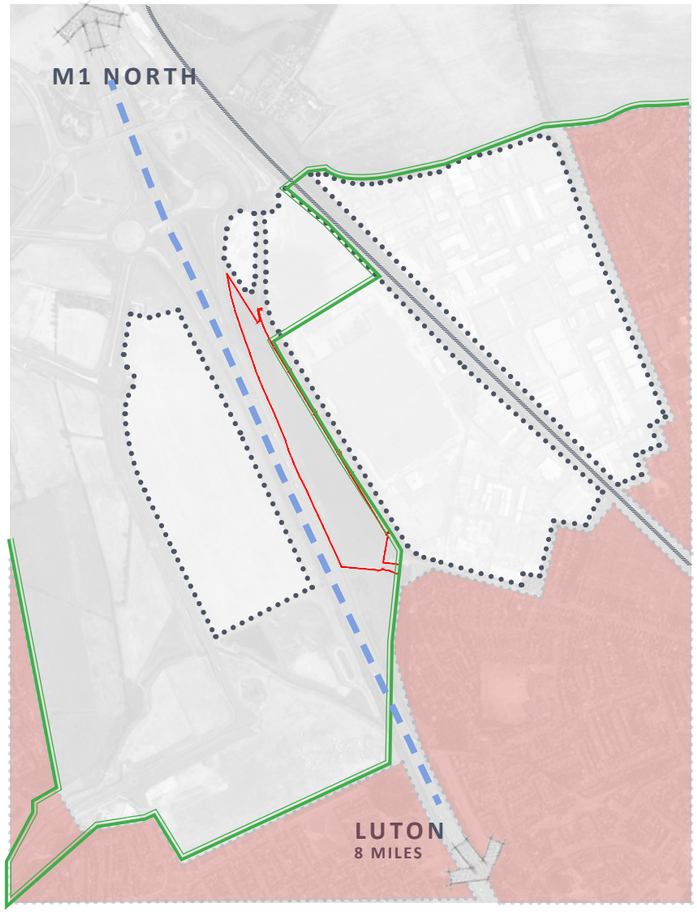
3.0 | Design Statement

3.1 Constraints & Opportunities

The site provides the opportunity to develop this land which lies between the general industrial areas to the east and north east and the M1 motorway to the south west. In turn this provides an opportunity to complete a gateway into Luton from the north via the Junction 11a of the M1 motorway, with the frontage to Luton Road being developed to provide very specific soft landscaping with new hedges and tree planting complimenting the established trees and natural grassed areas on the opposite, north east side of the road.

The site itself is long and relatively narrow and therefore creates a constraint that dictates, more than is perhaps normal, a linear approach to development and therefore the need for a number of site access points to provide flexibility in the way development can take place.

A further constraint is the two houses beyond the southern boundary, although they are located very close to the roundabout on Luton Road.



RESIDENTIAL

INDUSTRIAL USE

BOUNDARY GREEN BELT

Situated within general industrial land uses & M1

SITE ACCESS

ILLUSTRATIVE LINEAR LAYOUT

Linear Layout & Site Access

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3.0 | Design Statement

VISABILITY THROUGH SITE

PUBLIC VIEW INTO SITE

NEIGHBOURING PUBLIC ROUTES

Views Through Site Existing

KEY VIEWS IN&OUT OF SITE

SOFT LANDSCAPING TO PUBLIC

Integrating development within landscaping

The site is currently visually open to both Luton Road and to the M1 motorway to the south west. There is therefore the opportunity of using soft landscaping and tree planting to provide more focused views, with groups of tree and shrub planting alternating with more open grassed area, particularly when viewed from the M1 motorway.

Development can therefore be partly screened whilst also being open to views between these groups of trees, creating a sense of the development sitting within the landscape rather than behind it. This would also provide partial views through the development from both the M1 motorway and Luton Road.

With the buildings there is also the opportunity to create focal points along Luton Road itself, particularly as the building entrances themselves together with the ancillary offices can provide both visual interest, with extensive use of glass thereby creating connections with the daily operational activities within the buildings and a noticeable rhythm to the street scape when viewed from Luton Road in particular.

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Illustrative Layout Plan

3.2 Design Concept

The design concept is to create a simple yet dynamic development which is both high quality, with good soft landscaping, whilst being operationally very attractive and economic, so reflecting the needs of the modern tenant market.

Policy SA1 and in particular criterion 1b, informs the design principles of the Development Brief.

The main design principles are based on the following:-

- This site will be developed to provide a mix of sizes of industrial units which will need to respond and reflect the relatively narrow and very linear nature of the site.
- The site will provide a mix of employment uses that will contribute towards meeting local employment needs, creatng a significant number of new jobs.
- The development should consist of a mix of industrial units with their main entrances together with the ancillary offices being located along Luton Road to provide a strong visual frontage along the length of the road which in turn will engender a visual gateway when entering the Luton conurbation from the north.
- The site is to be developed in order to meet the requirements of the modern tenant market with simple efficient buildings having excellent flexible service areas and car parking and provide clearly defined and safe pedestrian access to each building.
- The site is to be developed to enhance the frontage to Luton Road through the provision of good landscaping which clearly defines the site entrances and attendant car parking between the buildings. This should act to soften the impression of the buildings themselves with the planting being of native species to enhance the biodiversity of the site. The effectiveness of new landscape planting will be maximised, given the constrained nature of the site.

Indicative Entrance & Office Elevation CGI Image

3.2 Design Concept continued...

- The site is to be developed to feature a wide and varied landscape zone along the boundary to the M1, so providing some natural screening of the development when viewed from the south west. This should be via the use of native tree species in woodland groups to create a natural appearance within the landscape as a whole.
- Gaps in between these groups of trees should be used to provide further biodiversity with swales and ditches which also complement the Suds drainage design of the site. The drainage strategy for the site has been informed by an investigation of the site's geology, which is not suitable for infiltration. As a result, the surface water drainage strategy will utilise appropriate Sustainable Urban Drainage Systems (SuDS) features in the form of open swales and basins alongside underground cellular systems to ensure surface water flows off-site are managed in an appropriate manner. The SuDS features will be designed to integrate positively with the site's landscaping, and will be designed to achieve relevant biodiversity enhancements. The drainage strategy for the site will be designed to comply with adopted Policy CC5 and the Sustainable Drainage SPD (2015)
- The landscaping scheme for this site will be informed by a Landscape and Visual Impact Assessment, to ensure any potential impacts arising as a result of the development are mitigated. The new landscape planting will include native species and trees that will enhance existing vegetation. A landscaped buffer zone should be created to the short length of the south eastern boundary of the site, where there are two existing houses adjoining the Luton Road roundabout. This should include groups of native trees similar to those proposed to the boundary to the M1 for visual continuity and biodiversity enhancement.

An illustrative masterplan has been prepared in connection with the outline application which illustrates these landscape design principles.

3.3 Areas

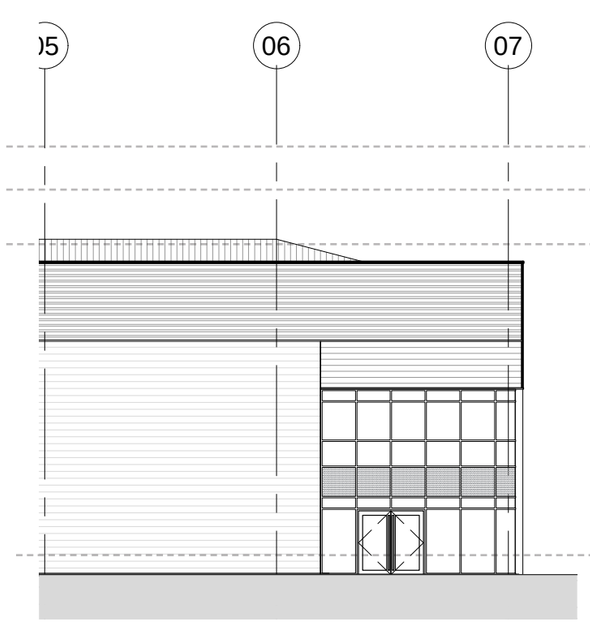
The total site area is 88,340 m^2 / 21.83 acres / 8.83 ha

Following the key design principles set out above, the site could deliver a total gross internal floor area (GIA) of up to 34,351m^2.

3.4 Design Appearance

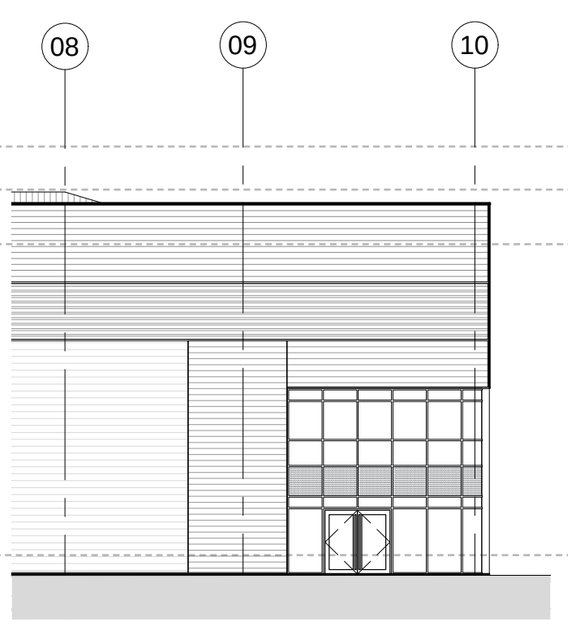
The building forms will be simple and well-proportioned for buildings of this type where clear internal heights and volumes are required.

The height of each building to parapet level will depend on their respective floor areas with the larger units requiring higher clear internal heights to the structural frames and the small and medium sized units requiring lower clear internal heights. These heights are driven by the requirements of the modern industrial occupier market and the institutional funding behind this type of development. The proposed building heights will be assessed in relation to the heights of adjacent existing industrial units, and the proposed heights will be sensitive to ensure they are in keeping with the surrounding built environment. The heights will be subject to final detailed design.

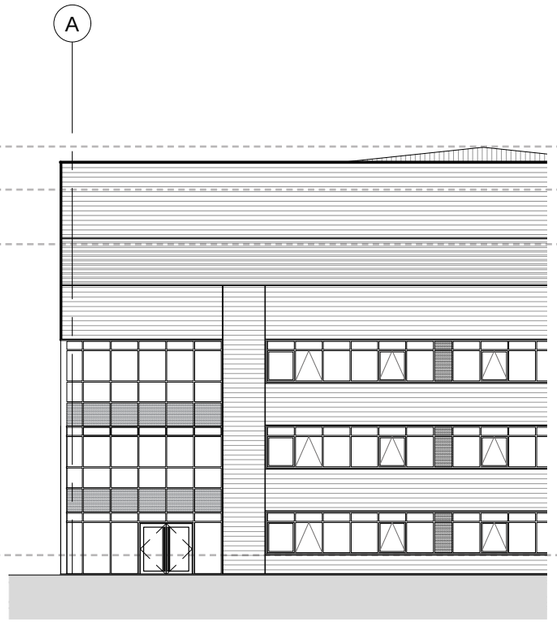


Indicative Unit Elevations - Unit 3 - Small Unit

Elevation Scale Comparison

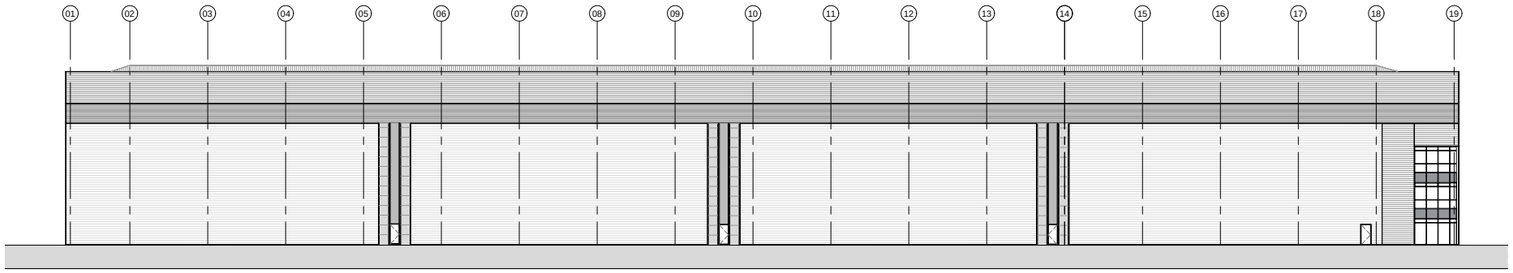


Indicative Unit Elevations - Unit 5 - Mid Size Unit

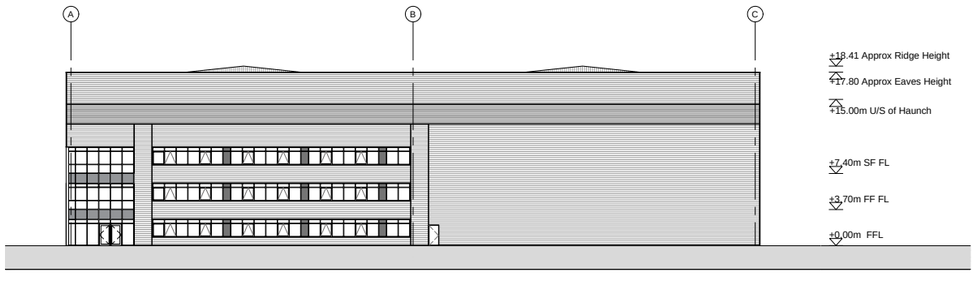


Indicative Unit Elevations - Unit 7 - Large Unit

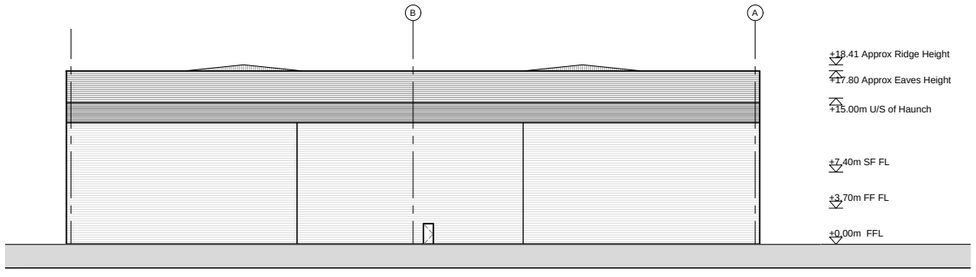
3.0 | Design Statement



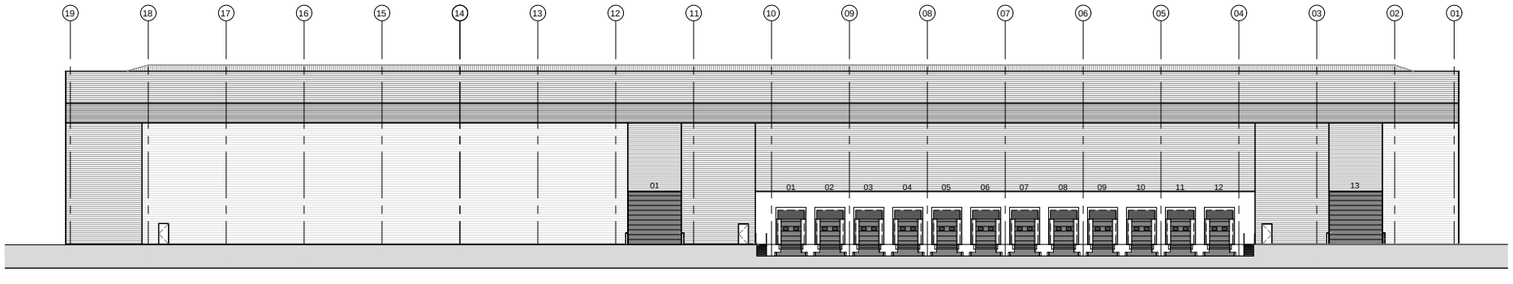
Unit 7 - Indicative East Elevation



Unit 7 - Indicative North Elevation



Unit 7 - Indicative South Elevation



Unit 7 - Indicative West Elevation

3.4 Design Appearance continued...

The design of the buildings will be guided by the use of contemporary materials using, in principle, profiled metal cladding with crisp, modern and simple detailing together with the use of a limited number and type of cladding profiles within a considered colour palette to create a strong, clean-looking contemporary appearance.

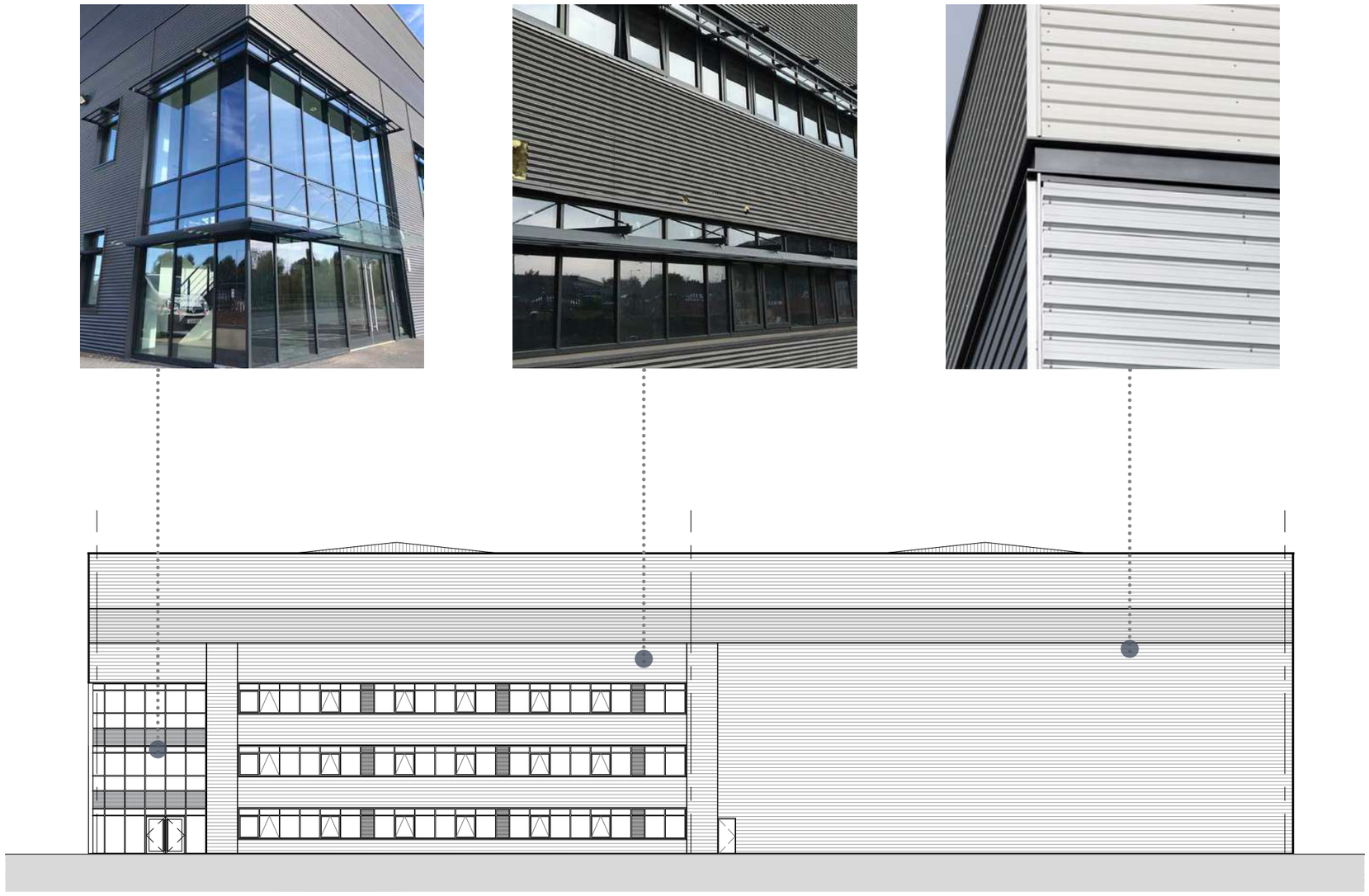
The buildings will have double glazed aluminium windows and entrance doors to the ancillary offices and in some cases there will be opportunities for double or triple height entrance areas within the buildings with the largest individual floor areas, where the internal workings of the entrance cores and staircases can be open to the view from outside.

Design cues can be taken, if advantageous, from the recently completed Deta Electrical building to the north of the site as well as the proposals for the large Lidl regional distribution centre on the west side of the M1. These could include the horizontal layering of the façades with the combined use of high quality profiled metal cladding in varying, but limited, colour tones with horizontal bands of windows to the ancillary offices which in turn add to the visual horizontal layering of the façades.

The use of double or triple height atriums at entrances to the buildings would provide a strong focal point for each unit and give a visual connection and emphasis for the future tenants of the buildings and their operations.

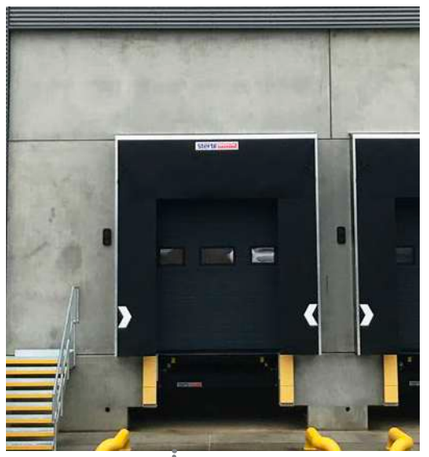
Proposed Indicative CGI - Overall

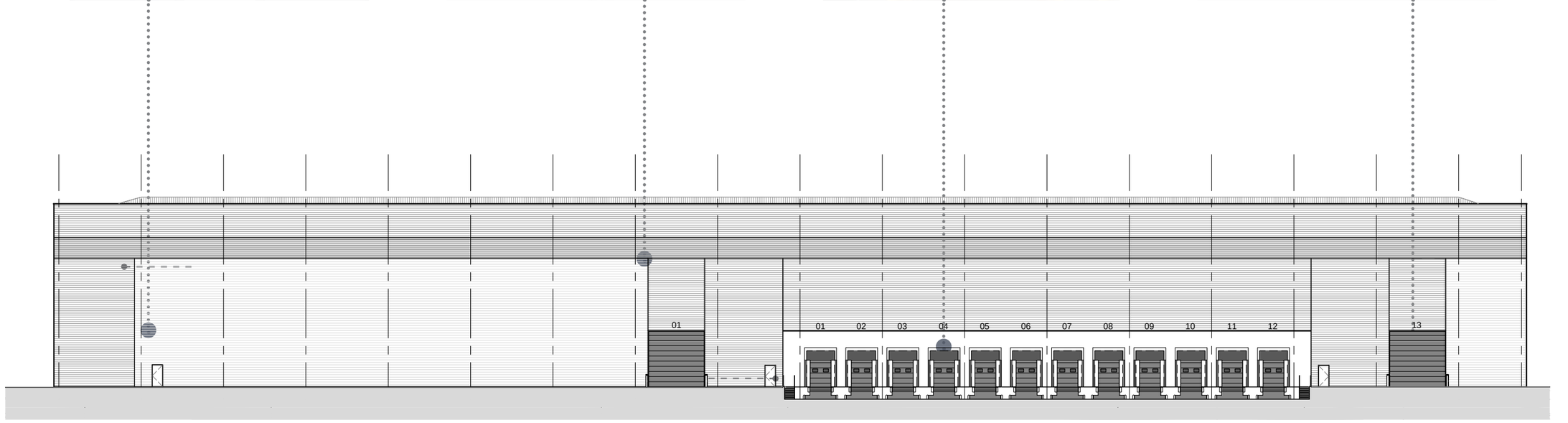
3.5 Example Material Pallet



Material Pallet - Entrance Elevation

3.5 Example Material Pallet





Material Pallet - Loading Elevation

4.0 | Access Statement

4.1 Access and Movement Strategy

Luton Road runs immediately to the north east of the site with the M1 to the south west and junction 11a of the M1 just to the north, all combining to provide exceptional road transport access and connectivity to the site. Vehicular access for the site will be taken from Luton Road, any application will demonstrate the accesses are safe and suitable for serving the site.

Vehicle turning and manoeuvring, car and service vehicle parking is provided within the development plots. Footpaths will be provided into the site and pedestrian access to the buildings will be segregated from vehicles at the various site entrances to give a safe and clear approach. The detailed layout will be designed to ensure cycle and pedestrian accessibility is enhanced wherever possible, with crossings to be provided at appropriate locations that link the site to the existing shared cycleway / footway on Luton Road. To enhance the existing sustainable transport accessibility for the site, two new bus stops will be provided in a suitable location on Luton Road, with the exact location and design of the bus stops to be agreed at the appropriate stage through liaison with CVC's Public Transport team.

Cycle parking will be provided in line with the requirements set out in the Cycle Parking Annexes (July 2010) of the Local Transport Plan. To ensure cycling is viewed as an attractive form of transport, the cycle parking facilities will be attractive and secure, as well as located in convenient positions relative to the units.

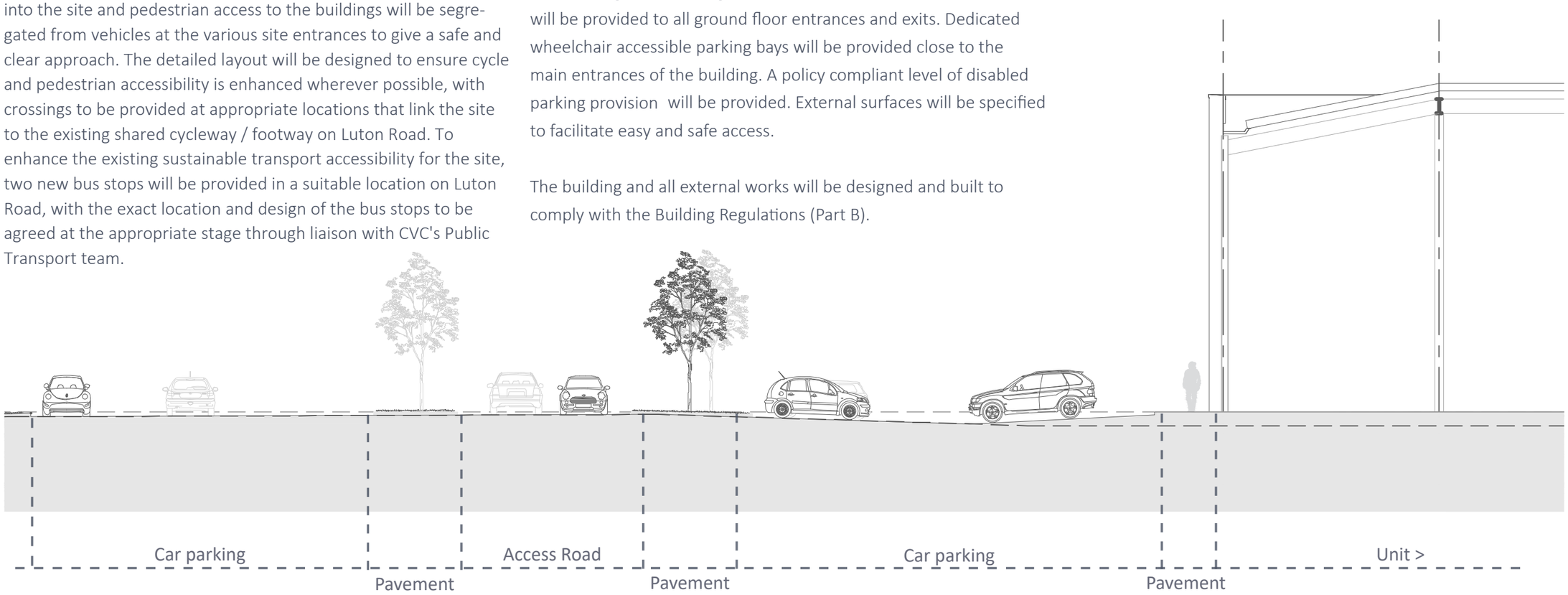
4.2 Inclusive Level Access

The buildings will be designed with full level access. Level access will be provided to all ground floor entrances and exits. Dedicated wheelchair accessible parking bays will be provided close to the main entrances of the building. A policy compliant level of disabled parking provision will be provided. External surfaces will be specified to facilitate easy and safe access.

The building and all external works will be designed and built to comply with the Building Regulations (Part B).

4.3 Emergency Access

Adequate emergency access has been designed as part of the proposals in accordance with Part B of the Building Regulations. The proposals take into account fire vehicle access to the exterior of the buildings as shown on the illustrative site layout.



Indicative Access

5.0 Sustainability

The applicant is committed to creating a truly sustainable development. It is therefore envisaged that the following key measures will be utilised to build in reslience to climate change:

- The scheme will aim to achieve an 'Excellent' rating in the voluntary BREEAM assessment standard. This assessment will ensure that a sustainable approach is taken in all aspects of the development, from energy use and pollution, to health and ecology. Working towards this 'Excellent' certification will reduce any negative impacts of the proposed development on the environment. The BREEAM assessment will influence the scheme from the early design stages through to construction and occupation, ensuring the principles of sustainability are firmly embedded.

- In compliance with Policy CC1 'Climate Change and Sustainability', the scheme will aim to reduce energy use through the utilisation of a 'fabric first' approach in the construction of buildings, thereby reducing carbon emissions. At the detailed design stage, the buildings will be sited and oriented to optimise solar gain and minimise risks of overheating.
- There is the potential for the energy reduction measures to be complemented by the integration of renewable and low carbon energy sources, such as photovoltaic panels which would be most ideal for this site. This potential should be thoroughly investigated at the detailed design stage, with the aim of achieving at least 10% of the site's energy from renewable sources.
- Sustainable travel will be encouraged. This will include provision of secure and sheltered cycle parking with appropriate lockers, showers and changing facilities to encourage cycle travel. Electric vehicle charging points will be provided across the site to allow the intended national transition to more sustainable electric vehicles, for use by employees.

Next Steps

This Development Brief will be subject to public consultation and review by statutory consultees. Any necessary revisions after this consultation process will be made, before presentation of the Development Brief to CBC Development Management Committee for consideration and formal 'endorsement'. The endorsement of the Development Brief will allow the document to be a material consideration in the determination of future planning applications on this site.

The applicant intends to submit an outline planning application shortly after, for consideration in parallel with this Development Brief. The outline planning application will be submitted with all matters reserved except for access. Submission of subsequent reserved matters for approval will be dependent on identification of final occupiers.