

COMMITTEE: DEVELOPMENT CONTROL

DATE: 23RD APRIL 2008

SUBJECT: SITE R1 (PLOT 1) NAPIER PARK, KIMPTON ROAD.
ERECTION OF 196 RESIDENTIAL UNITS IN TWO
SEPARATE BLOCKS UP TO 9 STOREYS IN HEIGHT
WITH UNDERGROUND CAR PARKING, ACCESS,
LANDSCAPING, AND OPEN SPACE – APPROVAL
OF RESERVED MATTERS OF OUTLINE
PERMISSION 05/01095/OUT DATED 19TH OCTOBER
2006.
(APPLICANT: SOUTHSIDE AND CITY
DEVELOPMENTS LTD)
(APPLICATION NO: 08/00124/REM).

REPORT BY: DEVELOPMENT CONTROL MANAGER

CONTACT OFFICER: BEN HUSKINSON 546317

IMPLICATIONS:

LEGAL	COMMUNITY SAFETY
EQUALITIES	ENVIRONMENT
FINANCIAL	CONSULTATIONS
STAFFING	OTHER

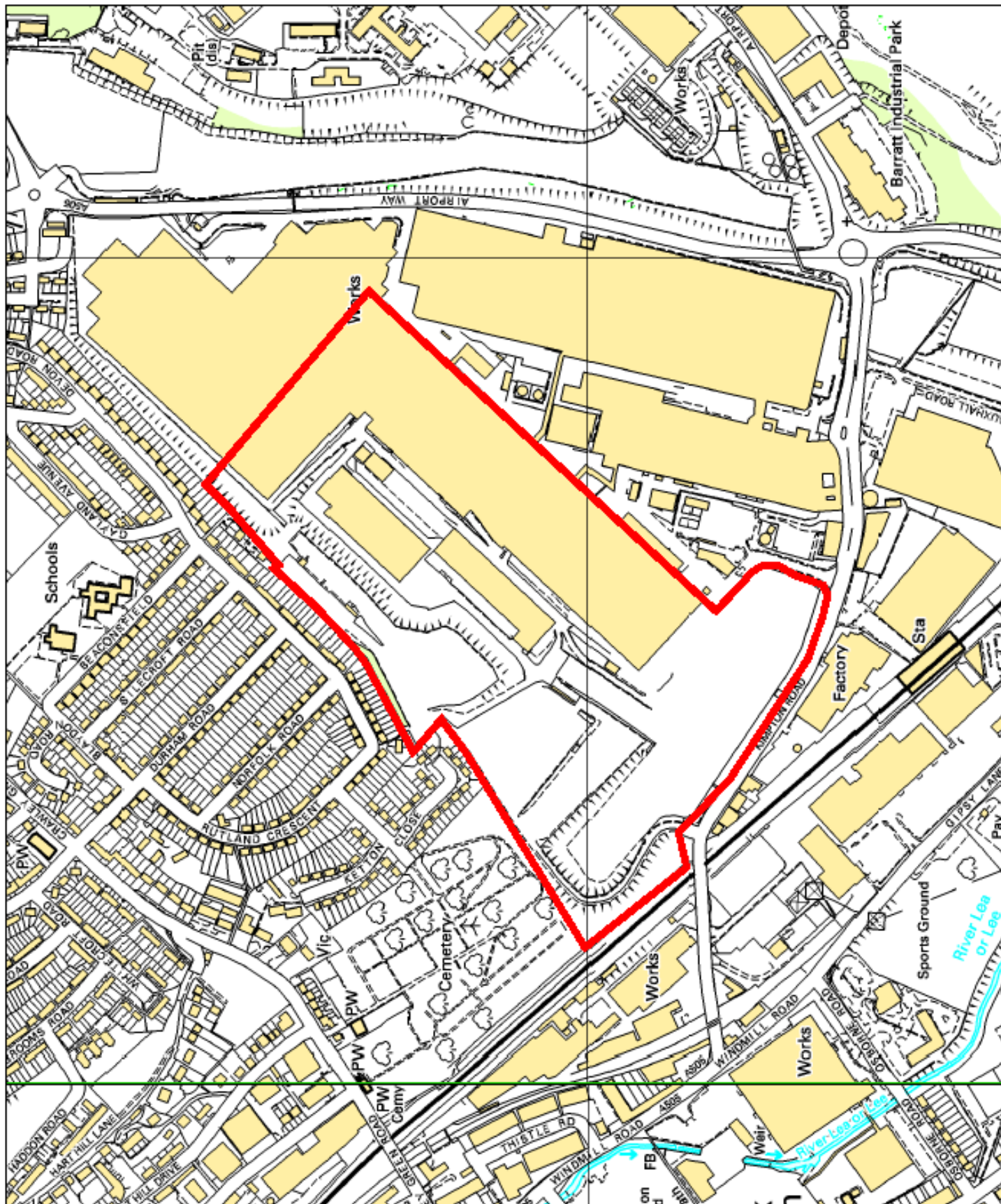
WARDS AFFECTED: CRAWLEY

PURPOSE

1. To advise Members of a current application for planning permission and to seek their decision.

RECOMMENDATION(S)

2. Development Control Committee is recommended to approve the reserved matters pursuant to permission 05/01095/OUT insofar as they relate to scale, layout, appearance, access and landscaping for site R1 (plot 1) of Napier Park, Kimpton Road.



BACKGROUND

3. The application is for the approval of reserved matters (scale, layout, appearance, access and landscaping) for the redevelopment of site R1 of the Napier Park site that comprises, in total, 25 hectares of brownfield land. The application relates to the south east corner of the R1 site and is an area of 0.98 hectares on the North West side of the junction of Kimpton Road with the new proposed access road into Napier Park. The R1 site has been divided into three plots, the first of which is the subject of this submission and is for the residential part only of a mixed use scheme. An indicative outline scheme for the development of the rest of the R1 plot is submitted for information only so that the application can be considered in the context of these future proposals.

REPORT

The Proposal

4. The proposal is for the erection of 196 units of residential accommodation comprising 21 studio, 58 one bedroom, 116 two bedroom and 1 three bedroom apartments for private sale in two blocks ranging from 4 to 8 storeys in height that sit above a podium that provides a parking area beneath the buildings. 153 parking spaces are to be provided. Details of the landscaping are included and comprise soft planting and a range of hard finishes.

The Site and Surroundings

5. The Napier Park site is bounded by Kimpton Road to the south west, the industrial buildings of General Motors to the north east, housing to the north and a cemetery to the north west. The first phase of the proposed development on the R1 site fronts Kimpton Road and is adjacent to the new access road into Napier Park that lies on the south east side. There are changes in level across the site in two directions, the land falling from the north west to the south east by about 3 metres, and from the north east to the south west by about 7 to 9 metres. Beyond the site to the north east is a steep bank, about two storeys in height. To the south west, on the opposite side of Kimpton Road, are one and two storey shop and office units and a small number of terraced dwellings that back onto the main railway line.

Relevant Planning History

6. On 19th October 2006 outline permission was granted for a mixed use development comprising residential, commercial, retail, casino, hotel and conference facilities, airport related car parking together with associated infrastructure works including means of access.

Planning Policy

7. The site is within an area identified on the Proposals Map of the Luton Local Plan to which Policy KR1 applies. This and other relevant Policies of the Local Plan are dealt with later in the 'Main Planning Considerations' section of this report.

Consultation Responses

8. *Highway Development Manager:* The submitted details are generally satisfactory. The relocated main access road is acceptable and will be subject to an agreement under Sections 278 and 38 of the Highways Act. The extent of highway adoption, if any, has not been agreed with the Highway Authority. That being the case, the standard condition requiring the submission of a management plan for shared common areas should also include for any unadopted roads, footways, etc.

9. *Environmental Protection:* No comments to make.

10. *East of England Development Agency:* Given that outline consent has already been granted, there are no comments to make.

11. *EDF Networks:* No objections.

12. *Street Services (Parks Division):* No objections to the proposed landscaping scheme.

13. *Strategic Planning:* Observations have been made with regard to renewable power generation.

14. *London Luton Airport:* No response received.

15. *Three Valleys Water:* The site is within an Environment Agency defined groundwater Source Protection Zone.

16. *Network Rail:* There are no objections in principle to the development, but a list of measures is given that should be taken into account during construction work.

17. *Statutory Publicity:* The application has been advertised in the local press and a site notice displayed. Forty-seven local occupiers have been notified of the application and no representations have been received.

MAIN PLANNING CONSIDERATIONS

Policy Implications

18. The site lies within the Kimpton Road Action Area (Former Vauxhall Car Plant) in the adopted Luton Local Plan to which Policy KR1, *Redevelopment of Kimpton Road*, applies. Subsection A (2) of the policy with respect to area 2 of the site requires the land to be developed for the following uses: residential and associated community and/or leisure and /or retail facilities to meet the needs of the immediate locality, and/or B1 and/or hotel and/or car showroom. The design of any proposed redevelopment should enhance the character and appearance of the site when viewed from the surrounding area.

19. Policy ENV9 *Design Principles* stipulates that proposals for built development should enhance the appearance and the character of the area and to have regard to a wide range of considerations to ensure that the development makes a positive contribution to its setting.

20. Policy ENV10 *Landscaping* requires proposals to make adequate provision for landscaping and to retain trees of merit and other important landscape features.
21. Other relevant Policies in the Environment Section of the Local Plan are ENV12 *Public Art*, ENV14 *The Water Environment* and ENV16 *Development of Contaminated Land*.
22. Policy H3 *Residential Density* requires new residential developments to be built at a net density of 40 dwellings per hectare or above.
23. Policy H5 *Provision of Affordable Housing* sets out the requirements for the provision for affordable housing. Also relevant is Policy H6 *Affordable Housing Arrangements*.
24. Policy LC2 *Provision of Green Space* states that in determining planning applications the Council may require the provision of appropriate green space to meet the anticipated need by those using the development; and contribute to meeting any deficiencies in the locality.
25. Within the Transportation Infrastructure section of the Local Plan Policies T1 *Transport Strategy*, T3 *Traffic Implications of Development*, T8 *Walking and Cycling*, and T13 *Parking* are relevant.
26. Policy U3 *Renewable Energy Generation within New Buildings* requires all new buildings containing 1000 sq metres of floorspace or more to incorporate renewable power generation equipment to provide at least 10% of the predicted energy requirements of the building.

Street Scene Impact

27. The buildings have been designed to take account of the topography of the site and consist of two 'L' shaped blocks arranged around a courtyard. The buildings sit on a shared podium which accommodates parking, plant and service areas. The front building, the smaller of the blocks, is four and eight storeys in height over a podium and positioned in a prominent location creating a "landmark" building that will be clearly visible when viewed from both directions along Kimpton Road, and from the surrounding area. The building heights were established at the outline approval stage and the development proposed lies beneath the maximum height imposed on Plot R1. The second block sits on the south eastern edge of the plot where it will be 4 storeys in height over a podium. The return wing of the building along the north eastern side of the plot will be six storeys high over a podium. The lower height of the building on the south eastern edge of the site allows views of the taller building behind and, together with the space between the two blocks when viewed from Kimpton Road, will provide variety and visual interest.
28. Both blocks are relatively simple in design, their identity being defined by the use of contrasting materials. The south eastern block will be built in a cream/buff facing brick with grey tiled inset panels and grey colour window frames. A brown roof has been used on the rear wing to provide visual interest and variation as it can be seen from higher ground, and also to provide the ecological benefits in providing a habitat for flora, insect and bird life. The taller frontage building will be finished in a white render with the same coloured plinth and window frames used in the other block. Steel balconies will be used in both buildings

with a mixture of glass, timber or metal/glass panel balustrades. The scheme will also include a good standard of hard and soft landscaping.

29. There is little built development in the surrounding area, the nearest being to the southeast on the opposite side of Kimpton Road where there are older 2 storey office and shop units together with a small number of terraced dwellings. To the south east is a large industrial building, the site being the subject of a recent permission to erect a 255 bedroom seven storey high hotel. The two schemes will compliment each other and provide a visual balance to the streetscape. It is considered that the proposals accord with Policy ENV9 of the Luton Local Plan.

Impact on Adjoining Occupiers

30. The nearest built development lies opposite the site on the southern side of Kimpton Road and consist of older 2 storey office and shop units and a small number of terraced dwellings. The proposed eight storey building is not directly opposite this development; the impact will be more from the 4 and 6 storey buildings that are about 35 metres away, a distance that should ensure that the proposed development does not cause any undue harm to their amenities.

31. To the north lies a residential area with a cemetery to the west. The nearest housing, at Ketton Close, is some 185 metres distant, and with a significant rise in the level of the land between the development and these properties, the proposal will have little impact on these houses.

Parking

32. Parking for 153 cars is proposed, of which 119 will be within the basement area, providing one space each for 75% of the flats. Due to the fall in the level of the land across the site the undercroft parking becomes exposed and allows level access and ventilation to the basement area. A secure cycle store for 86 bicycles is provided and 7 parking spaces for disabled drivers. There are proposed footpaths across the site that will connect to the future commercial developments to the north and east and to the bus stop on Kimpton Road. The Parkway Station is within walking distance that provides train links to central London, the town centre and to the north. Due to the sustainable location of the site a reduced parking provision is considered acceptable in this case. This would accord with Policy T1 of the Luton Local Plan that seeks to reduce the need to travel, particularly by private car, and enables the use of sustainable transport. It would also follow national guidance on this matter.

Amenity Space

33. Balconies are provided, mainly for the two bedroom units and generally on the elevations that enjoy a view and are south facing. The scheme also features a central hard surfaced courtyard provided with seating for use by residents whilst, outside the perimeter of the buildings, it will be mainly soft landscaping. Elsewhere in this agenda is a report on an application seeking variation of Condition 3 of the outline permission relating to the Development Framework Plan and Landscape Framework Plan. One of the changes proposed involves the relocation of parcel 0S4 (amenity open space) from its present position in the centre of the employment area to a location fronting Kimpton Road, on the south eastern side of the new access road into Napier Park. The proposal will

include a large landscape park and a water feature and, being sited directly opposite the R1 development, will be available for use by these residents and for the wider public.

Affordable Housing

34. The proposal is for residential apartments for private sale. The affordable housing component of the Napier Park development will be to the north of the application site in the area identified as R3 in the outline approval.

CONCLUSIONS

35. It is considered the details submitted for approval of the reserved matters (scale, layout, appearance, access and landscaping), are acceptable permitting discharge of Condition 2 of the outline permission insofar as it relates to Plot 1 of Parcel R1.

LIST OF BACKGROUND PAPERS

LOCAL GOVERNMENT ACT 1972, SECTION 100D

36. Luton Local Plan 2001 – 2011.

37. File No 08/00124/REM.