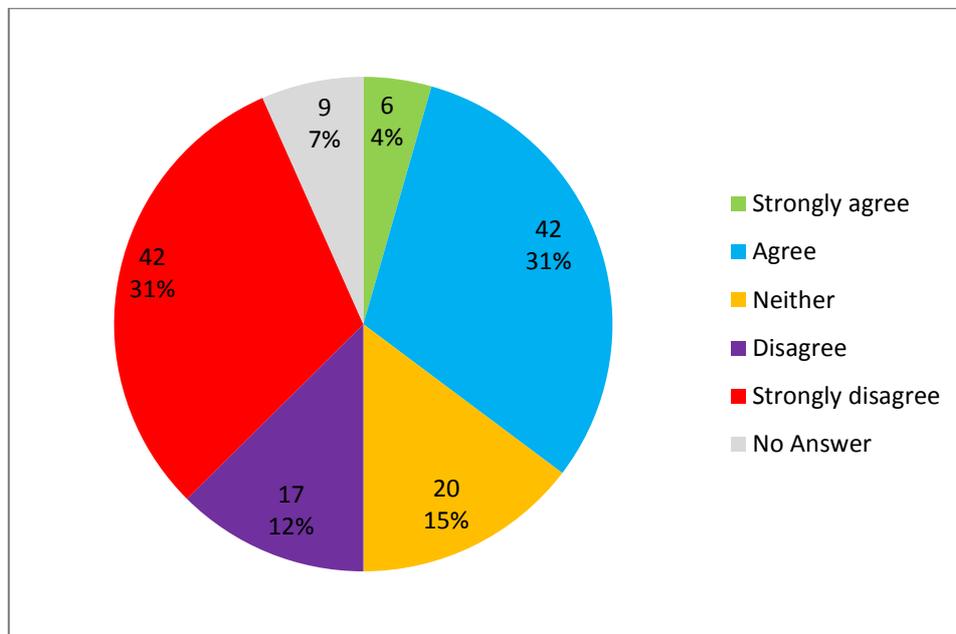


**Part 1**

**Vision and Aims (section 2, pages 10-13)**

**3: To what extent do you agree or disagree with the vision as set out in the Framework Plan?**



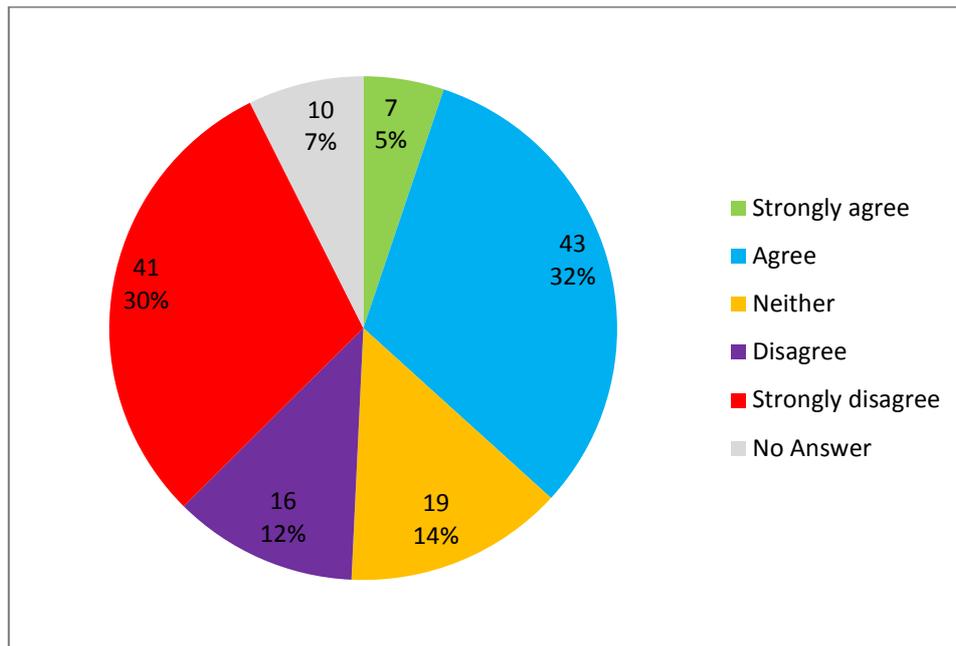
35% of respondents either strongly agreed or agreed to the vision as set out in the Framework Plan.

43% of respondents either disagreed or strongly disagreed to the vision as set out in the Framework Plan.

15% of respondents neither agreed nor disagreed with the vision as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

Whilst there was slightly more disagreement to the vision as set out in the Framework Plan the responses were reasonably balanced.

**4: To what extent do you agree or disagree with the aims of the Framework Plan?**



37% of respondents either strongly agreed or agreed to the aims as set out in the Framework Plan.

42% of respondents either disagreed or strongly disagreed to the aims as set out in the Framework Plan.

14% of respondents neither agreed nor disagreed to the aims as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

Whilst there was slightly more disagreement to the aims as set out in the Framework Plan the responses were reasonably balanced.

## 5: Do you have any comments to make about the visions and aims of the Framework Plan?

In-principle objection	16
Development should provide infrastructure early	6
Would like site to take football stadium for Luton Town Football Club	4
Welcomes road link	3
Welcomes homes	3
Needs to consider impact on Keech Hospice	3
Needs more green space	2
Against road link	2
Needs good local infrastructure / services	2
RFI in wrong location	2
Too many homes	2
Should include a new passenger rail station	2
Needs better public transport	1
Needs fire station	1
Welcomes prospect of jobs / investment	1
Maintain existing green areas	1
Aims need to be seen through, via design codes	1
Considers much thought has gone into location of uses	1
Reduces access to Chilterns AONB	1

The responses to question 5 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting on the visions and aims as set out in the Framework Plan.

It is encouraging that a number of respondents welcome the new link road and the prospect of new jobs and homes. Some did however comment to say that they felt the scale of development was too much. Again this is a matter of principle which will be addressed via the Examination in Public of the Central Bedfordshire Development Strategy.

A number of respondents have requested that the development provides infrastructure early. The timing and the delivery of infrastructure will be informed by the technical evidence base and in discussion with members of the North Luton Consortium, Prologis, and the Council.

The Concept Plan has been revised to increase the buffer surrounding the Hospice to seek to reduce the impact upon this facility.

Four respondents requested a football stadium for Luton Town Football Club at this site. This option is not currently being considered and is not specified in the proposed policy wording within the Central Bedfordshire Development Strategy. The site will make provision of open space to include sports pitches as illustrated on the Concept Plan.

There were requests for a new passenger rail station, fire station and more green space. The requirement for a new passenger rail station is not part of the Development Strategy policy and is not being considered at this time. This is a high level document and consideration will be given to detailed elements at the Masterplanning and application stage.

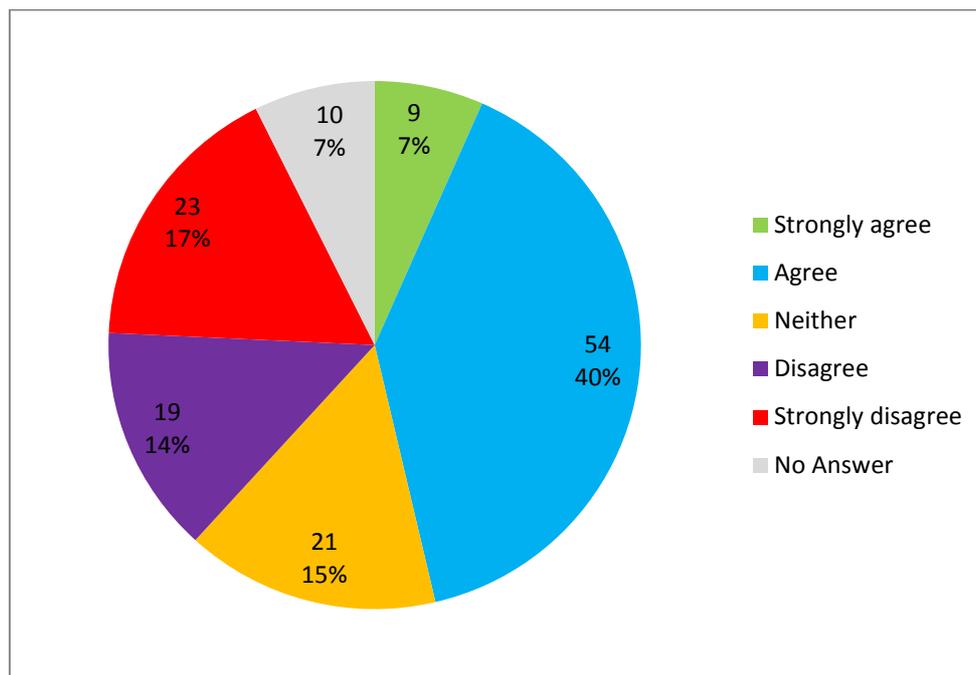
In response to comments about the scheme connecting to its surrounding, the Framework Plan has a specific aim 'to contribute to vehicular transport, particularly public transport, and

walking and cycling links both around the area generally and to the wider facilities in Luton' (number 8, page 12).

## Part 2

### Local context and features (section 3, 15-19)

**6: To what extent do you feel that the Framework Plan has described the context of the area including any features, constraints and opportunities around the site?**



47% of respondents either strongly agreed or agreed to the description of the context of the area including any features, constraints and opportunities around the site as set out in the Framework Plan.

31% of respondents either strongly disagree or disagreed to the description of the context of the area including any features, constraints and opportunities around the site as set out in the Framework Plan.

17% of respondents neither agreed nor disagreed to the description of the context of the area including any features, constraints and opportunities around the site as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

It is clear that there were more respondents in agreement to the description of the context of the area and the site as set out in the Framework Plan.

## 7: Do you have any comments to make about the local context and features of the Framework Plan?

In-principle objection	16
Existing traffic problems	5
Environmental statement is sympathetic to AONB / wildlife	3
Needs traffic calming / mitigation	2
Needs more green space	2
Suitable location for Luton Town Football Club	2
All traffic should use M1/A6 and not local roads	1
Link road should form barrier to further development	1
Needs further consideration for wildlife	1
Do not want playground – already issues with Anti-Social Behaviour	1
Does not explain impact on existing facilities	1
Needs further detail on how Theedway will be dealt with	1
Needs to take into account and provide for variety of cultures and religions in area	1
Plan adequately protects wood, church, burial ground	1
Need to maintain separation between hamlets and villages	1
Needs effective design codes	1
Ancient woodland at Sundon Park Wood	1
Need to identify rail connection	1
Needs to mitigate impacts on Keech Hospice	1
Concerned about impact on Keech Hospice	1
Plan implies continuation of bypass to east of A6	1
Plan provides good links and access	1
Needs sound-deadening	1

The responses to question 7 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting on the local context and features of the Framework Plan.

Numerous comments were made about the existing traffic problems, the need for mitigation, and a request that all traffic should use M1/A6 and not local roads. In response to these points transport modelling is being undertaken and this information will inform the detailed transport proposals for the site.

A few respondents raised concern about the impact upon Keech Hospice and the need to mitigate this. These comments have been noted and the Concept Plan has been revised to allow for this through the expansion of the buffer surrounding the hospice.

One respondent said that the Concept Plan implies the continuation of bypass to east of A6. A strategic link road from the A6 to the A505 is not required to support the North of Luton and Sundon RFI developments. The feasibility of providing this will be pursued separately with neighbouring local authorities as it is likely to require substantial funding and is beyond the remit of this Framework Plan.

One respondent highlighted the need for acoustic insulation; this is already mentioned at paragraph 3.5.3 of the Framework Plan and will be illustrated at the detailed masterplanning of this scheme.

Again respondents requested the provision of a football stadium. This option is not currently being considered by the North Luton Consortium and is not specified as a requirement in the proposed Development Strategy policy wording.

One respondent requested more open space is provided. This is a high level document illustrating how the required development can be accommodated on the site and it meets the overall open space requirements of the Council's adopted Leisure Strategy. Additional consideration will be given to the detail of open space at the Masterplanning and application stage.

Some respondents requested that the Framework Plan takes into account the heritage context, specifically raising comments about the Theedway, and the church and burial ground at Sundon Historic Park. It is considered that this is adequately addressed with the revised Framework Plan.

One respondent requested that separation is maintained between the site and the surrounding hamlets, villages and homes in north Luton. Additional wording is to be provided within the Framework Plan to respond to this and other similar comments.

Additional clarification has been provided regarding the Rail Freight Interchange within the Framework Plan. There will not be any additional public rail connections at this location.

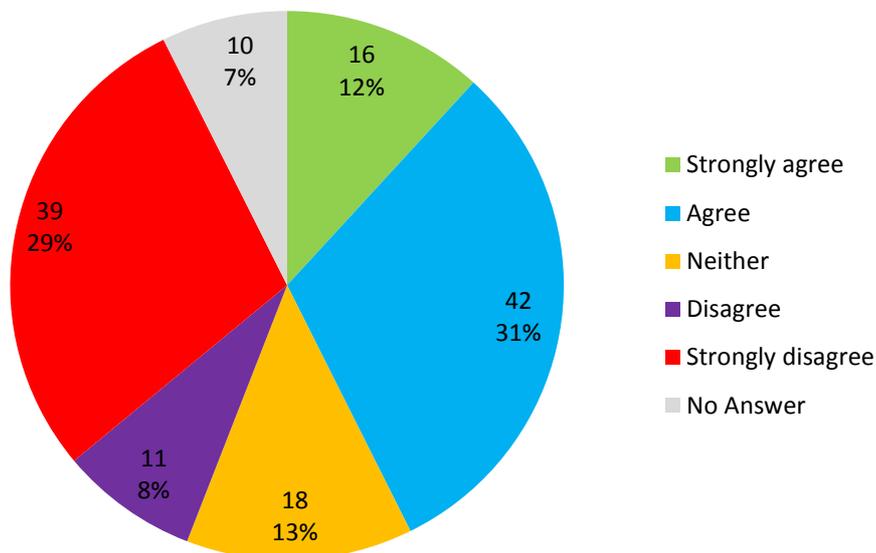
Within the Framework Plan there is a section about ecology it is considered that this covers the concerns raised about the woodland at Sundon Wood and wildlife.

The Framework Plan does not specifically mention existing community facilities within the context section, but explains the relationship of the site to Luton and the surrounding villages. Existing community facilities are also shown on the Concept Plan and Bramingham local centre has also been added.

**Part 3**

**Strategic highway infrastructure (section 4, pages 20-21)**

**8: To what extent do you agree or disagree with the proposed route for the M1-A6 strategic link road?**



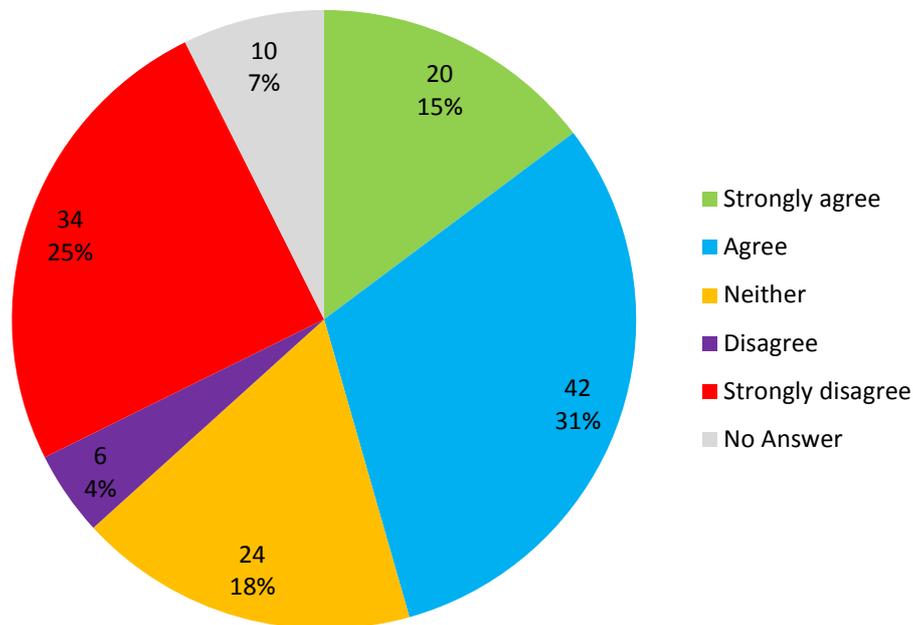
43% of respondents either strongly agreed or agreed with the proposed route for the M1-A6 strategic link road as set out in the Framework Plan.

37% of respondents either disagreed or strongly disagreed with the proposed route for the M1-A6 strategic link road as set out in the Framework Plan.

13% of respondents neither agreed nor disagreed with the proposed route for the M1-A6 strategic link road as set out in the Framework Plan; and a further 7% of respondents did not answer the question.

Overall there were more respondents in support of the proposed route for the M1-A6 strategic link road.

**9: To what extent do you agree or disagree with a direct link between the link road and Sundon Rail Freight Interchange?**



46% of respondents either strongly agreed or agreed with the direct link between the Link Road and Sundon Rail Freight Interchange as set out in the Framework Plan.

29% of respondents either disagreed or strongly disagreed with the direct link between the Link Road and Sundon Rail Freight Interchange.

18% of respondents neither agreed nor disagreed with the direct link between the Link Road and Sundon Rail Freight Interchange as set out in the Framework Plan; a further 7% of respondents did not answer the question.

Overall there were more respondents in support of the direct road link to Sundon Rail Freight Interchange as set out in the Framework Plan.

**10: Do you have any comments about the strategic highway infrastructure?**

In-principle objection	14
Link road should not be built on Green Belt / AONB	4
Road has been moved too far from Luton	1
New road will cause congestion on local roads	1
Lack of policing of existing roads	1
Existing local roads should be weight-restricted	1
School should not be adjacent to main routes	1
Welcomes provision of link road	14
Housing should not be built before road	3
Needs a slip road from Sundon Park Road to take heavy traffic	1
Road too close to existing housing	5
Road has been carefully designed	1
Risk of too much traffic entering Marsh Farm	1
Link road needs to be dual carriageway	1
Mitigation required on A6	10
Build the road quickly to minimise disruption	1
Consider flora/fauna	2
Requests additional flexibility in wording of policy	1
RFI should link directly to Junction 11a	1
Need access to RFI	3
Need to provide cycle route	1
Needs additional connection towards A505	4
Too close to Keech Hospice	1
Opportunity to improve access to Keech Hospice	1

The responses to question 10 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting on the strategic highway infrastructure.

A large number of respondents welcomed the provision of the strategic Link Road.

Some respondents have raised concern about the positioning of the strategic Link Road saying it is either too far north and should not be situated within the AONB, and that the road is too close to existing housing. Additional wording will be included in the Framework Plan to explain the illustrated alignment.

Some respondents raised concern about the position of the link road in the context of the proposed housing, education facilities, and Keech Hospice. This is a high level document; additional consideration will be given to the interrelationship between these elements of the scheme and the strategic Link Road at the Masterplanning and application stage.

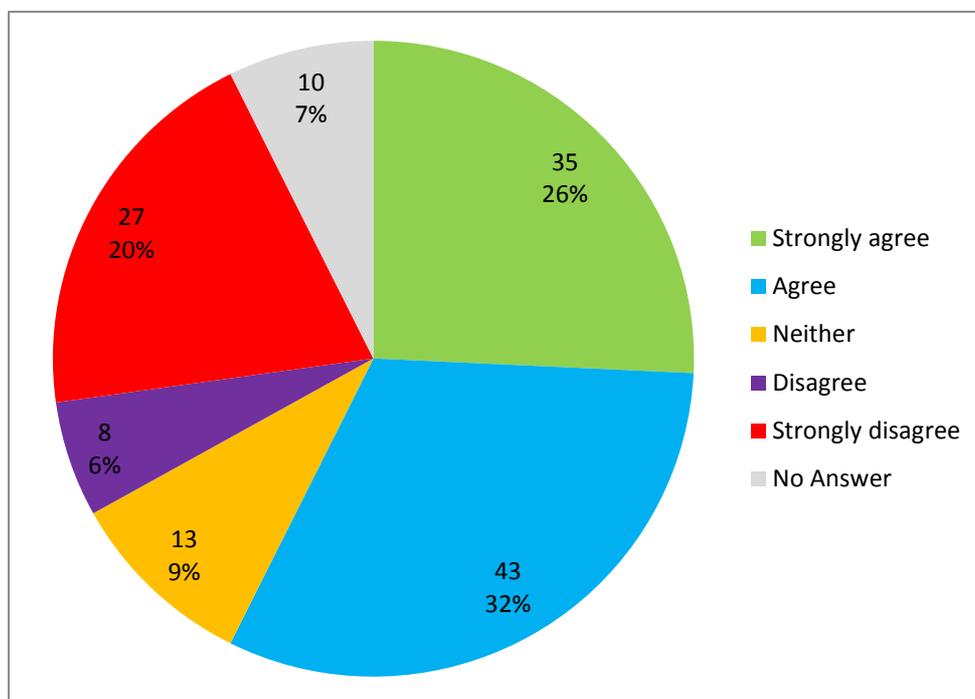
The detailed plans and phasing for the strategic Link Road will be informed by the transport modelling currently being prepared. At this stage it is not thought that the entire length of the strategic Link Road will be dualled. This transport modelling work will also inform the mitigation requirements for the A6 and surrounding existing road network.

One respondent requested an additional link towards the A505. A strategic link road from the A6 to the A505 is not required to support the North of Luton and Sundon RFI developments. The feasibility of providing this will be pursued separately with neighbouring local authorities as it is likely to require substantial funding and is beyond the remit of this Framework Plan.

**Part 4**

**Green infrastructure (section 4, pages 21-23)**

**11: To what extent do you agree or disagree with the approach to creating a network of green spaces? This would incorporate existing Rights of Way, landscape and wildlife features, and provide new recreational opportunities such as allotments, play areas**



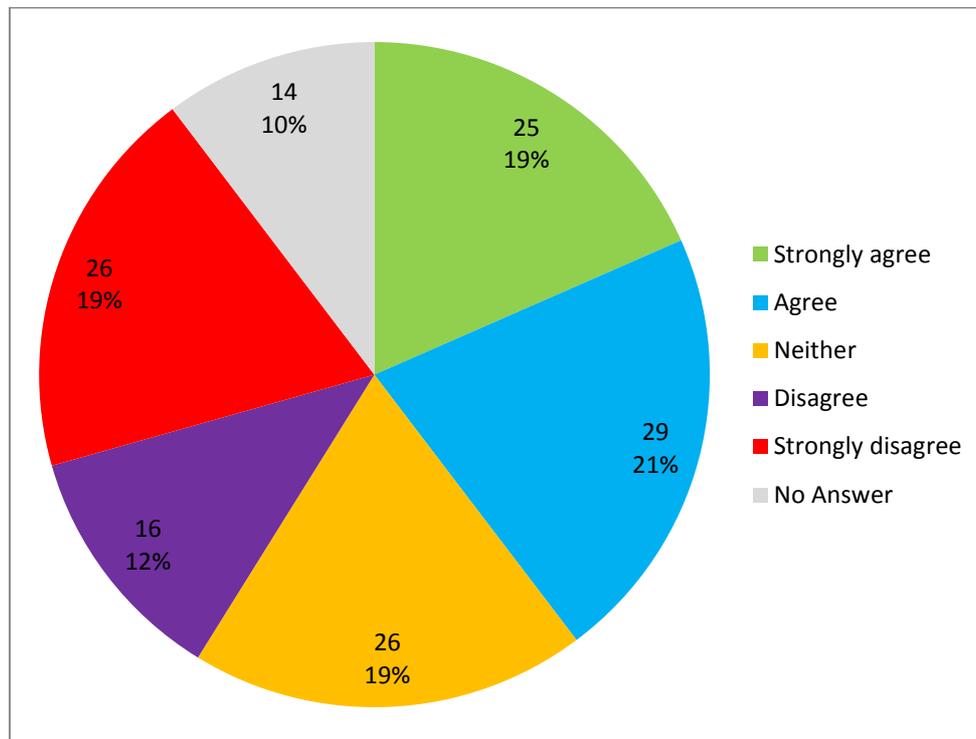
58% of respondents either strongly agreed or agreed with the approach to creating a network of green spaces as set out in the Framework Plan.

26% of respondents either disagreed or strongly disagreed with the approach to creating a network of green spaces

9% of respondents neither agreed nor disagreed with the approach to creating a network of green spaces. A further 7% of respondents didn't answer the question.

Overall the majority of respondents agreed to the approach to creating a network of green spaces as set out in the Framework Plan.

**12: To what extent do you agree or disagree with the approach to mitigating impacts on Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout?**



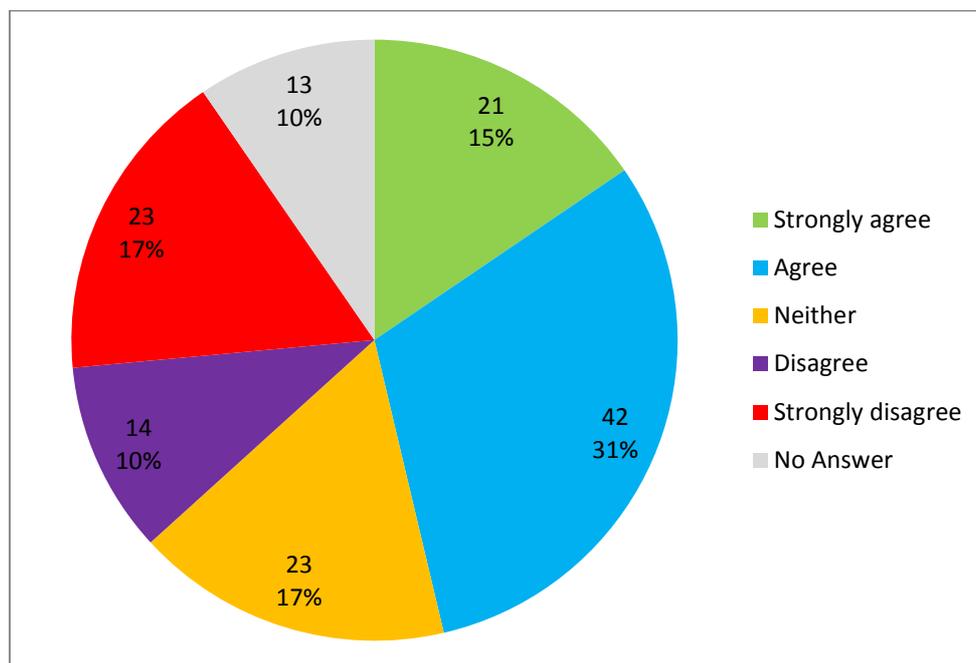
40% of respondents either strongly agreed or agreed with the approach to mitigating impacts on the Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout as set out in the Framework Plan.

31% of respondents either disagreed or strongly disagreed with the approach to mitigating impacts on the Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout as set out in the Framework Plan.

19% of respondents neither agreed nor disagreed with the approach to mitigating impacts on the Chilterns Area of Outstanding Natural Beauty through sensitive landscaping, design and layout as set out in the Framework Plan. A further 10% of respondents did not answer the question.

Overall the majority of responses agreed with the approach to mitigating impacts on the Chilterns AONB.

**13: To what extent do you agree or disagree with the approach to mitigating impacts on ecological and heritage features, such as appropriate ecological buffers and landscaping?**



46% of respondents either strongly agreed or agreed with the approach to mitigating impacts on the ecological and heritage features, such as appropriate ecological buffers and landscaping as set out in the Framework Plan.

27% of respondents either disagreed or strongly disagreed with the approach to mitigating impacts on the ecological and heritage features, such as appropriate ecological buffers and landscaping as set out in the Framework Plan.

17% of respondents neither agreed nor disagreed with the approach to mitigating impacts on the ecological and heritage features, such as appropriate ecological buffers and landscaping as set out in the Framework Plan. A further 10% of respondents did not answer the question.

Overall the majority of respondents agreed with the approach to mitigating impacts of the ecological and heritage features as set out in the Framework Plan.

**14: Do you have any comments about green infrastructure?**

In-principle objection	19
Welcomes proposed green infrastructure	6
Needs more open space	3
Needs more green space around Keech Hospice	2
Needs lower density of development	2
Risk of Anti Social Behaviour	2
Needs wider gap with existing area of Luton	2
All visitors to the green area will be driving there	1
Should include football stadium for Luton Town Football Club	1
Loss of views	1
Need to save as much GI as possible	1
Needs an effective design code	1
Theedway needs to be improved	1
Needs to ensure connection with Sundon Quarry Open Access area	1
Concern that open space not given enough significance in masterplan	1
Inadequate mitigation	1

The responses to question 14 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about green infrastructure.

Some respondents welcomed the green infrastructure proposals, 3 respondents requested additional open space and a further 2 respondents requested additional open space around Keech Hospice. The Concept Plan has been revised to take into consideration the request for additional space and has extended the buffer around the hospice. The existing footpath routes are also now proposed to run along green corridors.

Some respondents have raised concern about the loss of views. The Framework Plan does make provision for a green corridor between the existing homes to the north of Luton and the proposed development. No minimum width can be provided at this stage although the Framework Plan has been revised to acknowledge that the width will vary along the length of the corridor in response to any features on the ground. At the Masterplanning and application stage detailed consideration will be given to this feature.

It is noted that special consideration needs to be given to the Theedway. A green corridor is shown along its length on the Concept Plan and the route will be enhanced.

Some respondents have raised concern about the possibility of anti-social behaviour in relation to the proposed green infrastructure. It is understood that there are existing problems which will be sought to be addressed where possible through the detailed design and adequate observation of open spaces and design features.

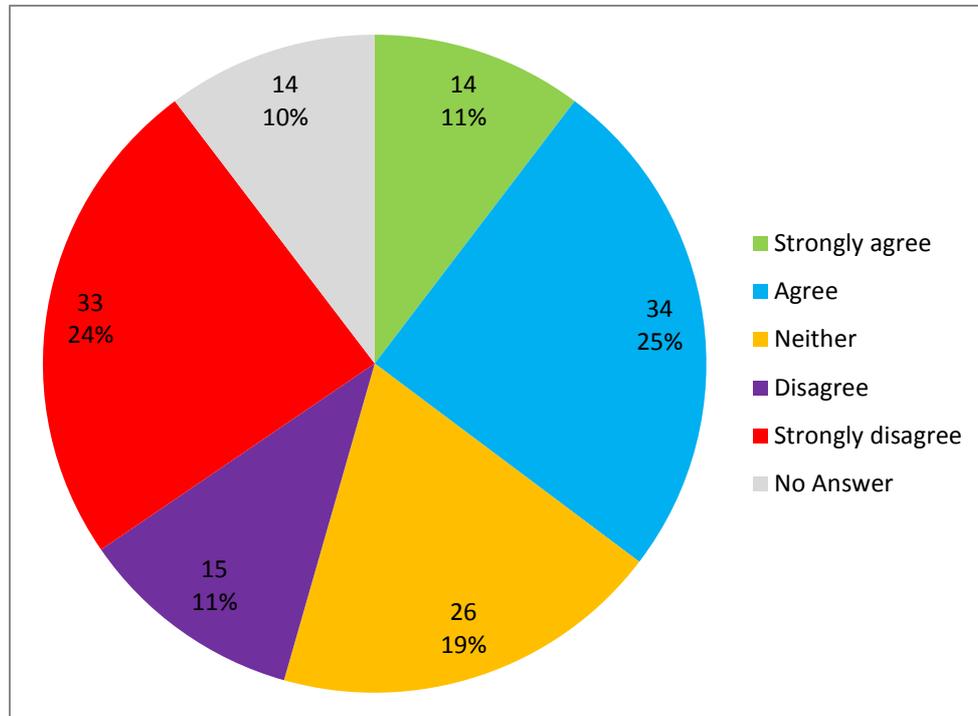
A few respondents have raised concerns about inadequate mitigation and that open space will not be given enough significance within the Masterplan. The Framework Plan meets the overall open space requirements in the adopted Central Bedfordshire Leisure Strategy.

The need to recognise Sundon Quarry Open Access area was raised and references have been included in the Framework Plan.

**Part 5**

**Transport (section 4, pages 24-25)**

**15: To what extent do you agree or disagree with the approach to assessing the impact on the existing highway network in the Framework Plan?**



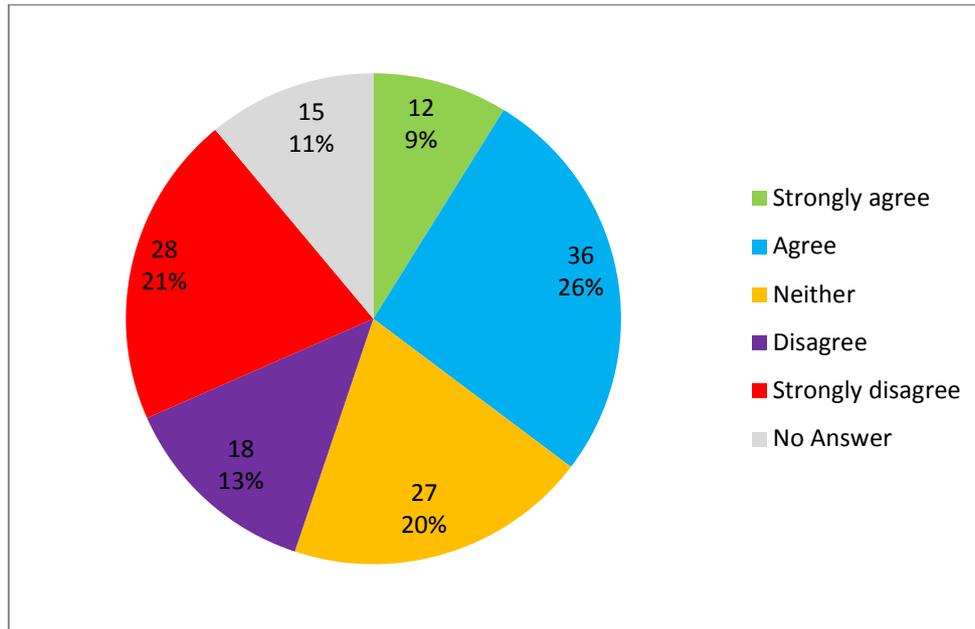
36% of respondents either strongly agreed or agreed with the approach to assessing the impact on the existing highway network in the Framework Plan.

35% of respondents either disagreed or strongly disagreed with the approach to assessing the impact on the existing highway network in the Framework Plan.

19% of respondents neither agreed nor disagreed with the approach to assessing the impact on the existing highway network in the Framework Plan. A further 10% of respondents did not answer the question.

Overall slightly more respondents agreed with the approach to assessing the impact on the existing highway network in the Framework Plan however the responses were reasonably balanced.

**16: To what extent do you agree or disagree with the approach to sustainable transport?**



35% of respondents either strongly agreed or agreed with the approach to sustainable transport as illustrated in the Framework Plan.

34% of respondents either disagreed or strongly disagreed with the approach to sustainable transport as illustrated in the Framework Plan.

20% of respondents neither agreed nor disagreed with the approach to sustainable transport as illustrated in the Framework Plan. A further 11% of respondents did not answer this question.

There was slightly more agreement with the approach to sustainable transport in the Framework Plan. Overall the responses were reasonably balanced.

**17: Do you have any comments about transport?**

In-principle objection	10
Road should be dual carriageway	1
Existing roads cannot currently cope	8
Risk of HGVs coming through Sundon Park – low bridge	1
Need more traffic calming / enforcement	3
Do not want more traffic calming	1
Needs walking/cycle routes	5
Needs mitigation for existing A6 road	4
New road will increase traffic levels	3
Public transport improvements are needed	14
Build road first before development	1
Links to future HS2 needed	1
A5-M1 link is needed, anything else before will not solve problems	1
Sundon Park Road needs a bridge over the link road	1
Residents are unlikely to use buses even if provided	1
Provides opportunity for better hospice access	1
Plan does not reflect revised Woodside Link / Junction 11A proposals	1

The responses to question 17 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about transport.

Many respondents highlighted concerns about the capacity of the existing road network and the need for wider mitigation on the A6 and to control HGVs going through Sundon Park .

Many respondents highlighted that public transport improvements are required in addition to the provision of walking and cycle routes.

Some respondents highlighted the potential for traffic calming and enforcement whilst another respondent did not want traffic calming measures.

One respondent requested that the strategic Link Road should be a dual carriageway for the full route. At present the Framework Plan only illustrates a section of the Strategic Link as dual carriageway from M1 to the RFI access.

The full details of the strategic Link Road, the phasing of the development, and the wider mitigation measures will be informed by the detailed transport modelling which is currently being prepared.

Neither the Central Bedfordshire Development Strategy nor the Framework Plan make any provisions for public rail connections nor links to HS2.

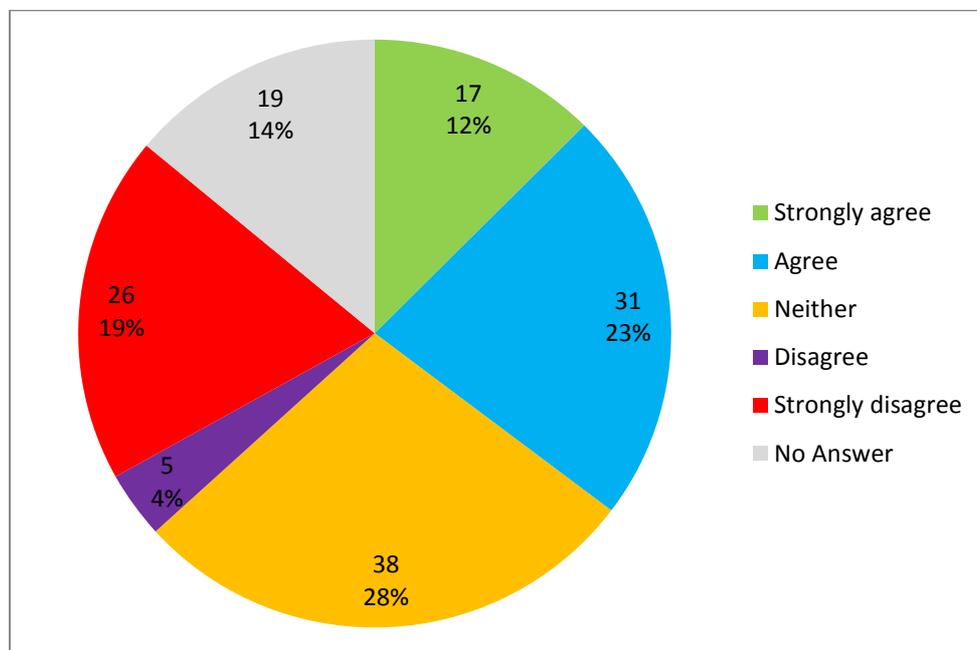
The Framework Plan has been amended to provide some clarity on Sundon Park Road, which will be stopped up to vehicle traffic and turned into a pedestrian and cycle route with at grade access across the Link Road. Vehicle traffic will be routed via a new road to the RFI junction on the Link Road.

The Framework Plan maintains a strong emphasis on providing a well connected development with sustainable transport measures.

**Part 6**

**Community uses (section 4, page 25)**

**18: To what extent do you agree or disagree with the location of the local centre / community hub? This could include a doctor's surgery, community hall and shops**



35% of respondents either strongly agreed or agreed with the location of the local centre/ community hub as illustrated in the Framework Plan.

23% of respondents either disagreed or strongly disagreed with the location of the local centre/ community hub as illustrated in the Framework Plan.

28% of respondents neither agreed nor disagreed with the location of the local centre/ community hub as illustrated in the Framework Plan. A further 14% of respondents did not answer the question.

Overall there was more agreement to the location of the local centre/ community hub as illustrated in the Framework Plan.

**19: Do you have any comments to make about community uses?**

<b>In-principle objection</b>	<b>8</b>
<b>Needs more health facilities</b>	<b>5</b>
<b>Community uses not necessary</b>	<b>1</b>
<b>Community uses may not be delivered</b>	<b>3</b>
<b>Welcomes proposed community facilities</b>	<b>6</b>
<b>Need shops</b>	<b>2</b>
<b>Need leisure/sport facilities</b>	<b>6</b>
<b>Too close to existing community centres</b>	<b>2</b>
<b>Need open space</b>	<b>2</b>
<b>Needs a library service</b>	<b>2</b>
<b>Need early years education</b>	<b>1</b>
<b>Facilities needed before houses</b>	<b>2</b>
<b>Existing facilities inadequate</b>	<b>4</b>
<b>Community hub should be close to hospice to allow integration of facilities</b>	<b>1</b>

The responses to question 19 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about community uses.

A number of respondents welcomed the proposed community facilities whilst some respondents said community uses were not necessary and are too close to existing community centres. The Development Strategy identifies the need for adequate infrastructure to support the proposed developments. This is also emphasised in the 'Infrastructure Requirements' section of Framework Plan.

Some respondents raised concerns that facilities may not be delivered and that they should be delivered before houses. The phasing for the scheme will be decided at a later stage.

There were requests for:

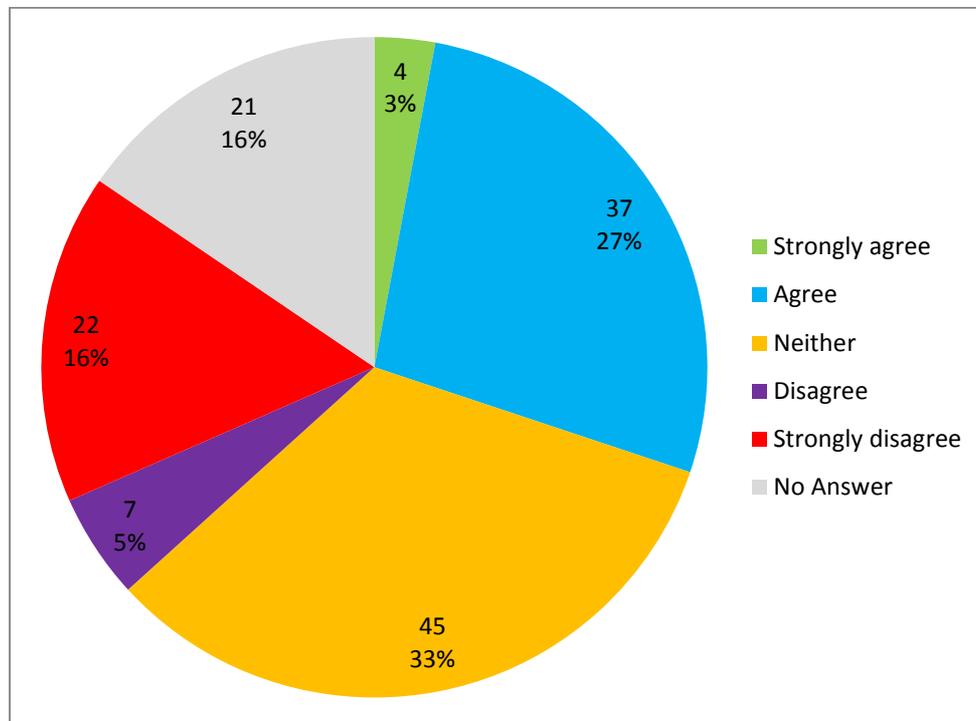
- Health facilities
- Shops
- Leisure/ sport facilities
- Open Space
- Library
- Early years education

The Framework Plan makes provision for the above listed facilities with the exception of health facilities which will be determined in partnership with the NHS/ Clinical Commissioning Bodies at the detailed Masterplanning for the North Luton scheme.

**Part 7**

**Education (section 4, page 25)**

**20: To what extent do you agree or disagree with the potential locations for the schools?**



30% of respondents either strongly agreed or agreed with the potential locations for the schools as illustrated in the Framework Plan.

21% of respondents either disagreed or strongly disagreed with the potential locations for the schools as illustrated in the Framework Plan.

33% of respondents have no view on the potential locations for the schools as illustrated in the Framework Plan. 16% of respondents did not answer the question.

Overall there was slightly more agreement with the potential locations for the schools as illustrated in the Framework Plan however the majority of respondents did not have a preference.

**21: Do you have any comments to make about the potential locations for the schools?**

In principle objection	6
Schools should be further from Sundon Park as parking is difficult	1
Schools not necessary	5
Disagree with school next to A6	3
As long as traffic flows / parking problems are minimised	3
Needs to be good access to schools throughout build period	1
School should be on north east site	1
Too close to existing school catchments	1
Secondary school needed as well as primary	4
Will schools run two-tier system?	3
Opportunity to provide footballing school	1
Need to provide faith schools	1
One of the school sites is at risk of flooding	1
Schools essential to support development	5

The responses to question 21 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about school locations.

A number of respondents have highlighted the provision of schools as essential to supporting the development. A number of respondents consider schools to be unnecessary; with one respondent mentioning that the schools are positioned too close to existing school catchments. The Council's Education Officers have been engaged in the preparation of the Framework Plan to assist with planning to meet the needs of the development. Consultation has also taken place with Luton Borough Council's Education Officers.

Some respondents have questioned whether the schools will adopt a two tier system. It is considered that a two tier system will be adopted for this development but this matter will be decided at the detailed application stage.

Some respondents disagree with the school next to the A6. One respondent requested that schools should be positioned away from Sundon Park on the basis that parking is difficult. Whilst another has suggested that a school should be positioned to the north east of the site.

A number of respondents have highlighted the importance of good access and the need to minimise traffic and parking at the school locations.

There also were requests for a football school and a faith school.

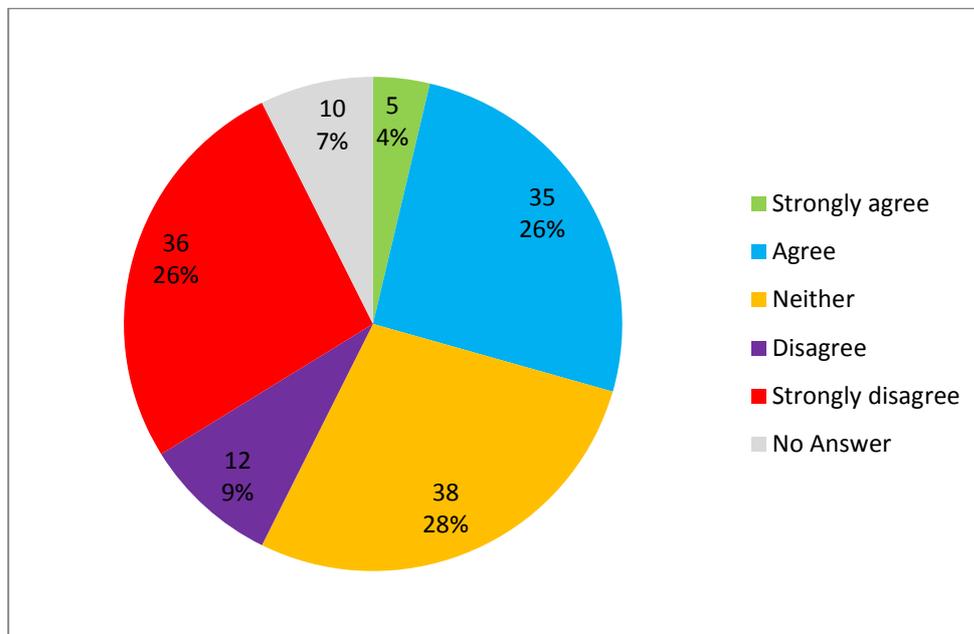
One respondent raised concern about flood risk at one of the school locations.

The Framework Plan will retain the two options for the secondary school location, both of which require further technical assessment. The exact location will be dependent on the outcomes of this technical work and determined through further detailed masterplanning.

**Part 8**

**Homes (section 4, page 26)**

**22: To what extent do you agree or disagree with the proposed location for homes on the site?**



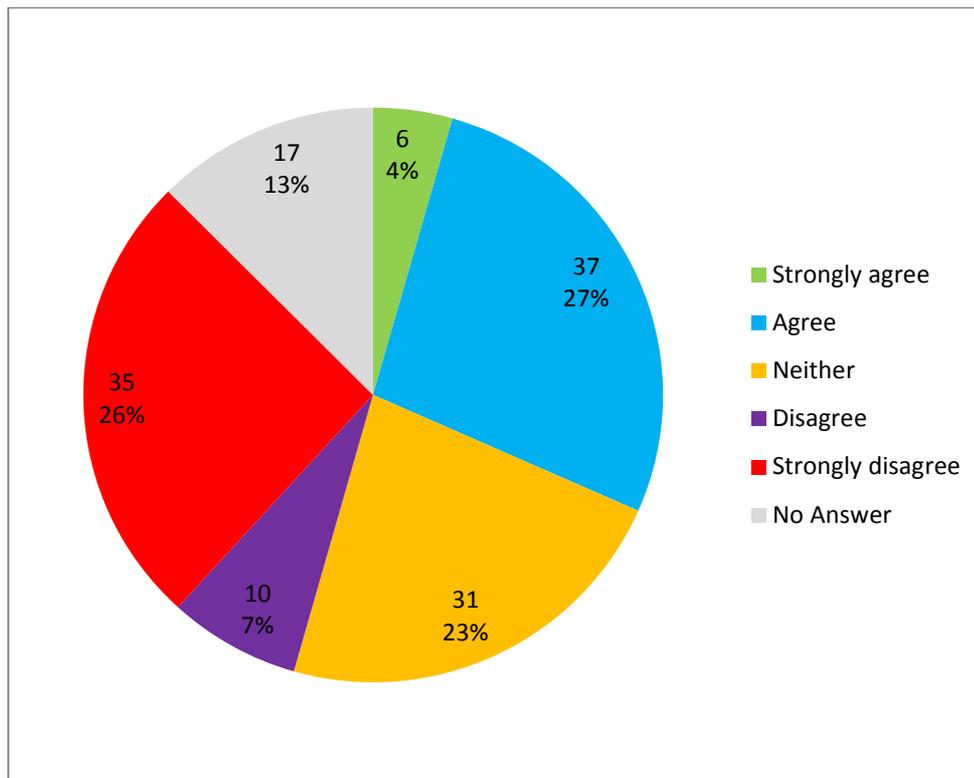
30% of respondents either strongly agreed or agreed with the proposed location for homes on the site as illustrated in the Framework Plan.

35% of respondents either strongly disagreed or disagreed with the proposed location for homes on the site as illustrated in the Framework Plan.

28% of respondents neither agreed nor disagreed with the proposed location for homes on the site as illustrated in the Framework Plan. A further 7% of respondents did not answer the question.

Overall there was slightly more disagreement with the proposed location for homes on the site as illustrated in the Framework Plan.

**23: To what extent do you agree with the approach to varying the density of the development across the site?**



31% of respondents either strongly agreed or agreed with the approach to varying the density of the development across the site as illustrated in the Framework Plan.

33% of respondents either strongly disagreed or disagreed with the approach to varying the density of the development across the site as illustrated in the Framework Plan.

23% of respondents neither agreed nor disagreed with the approach to varying the density of the development across the site as illustrated in the Framework Plan. A further 13% of respondents did not answer the question.

Overall there was slightly more disagreement with the approach to varying the density of the development across the site as illustrated in the Framework Plan.

## 24. Do you have any comments to make about the provision of homes in the Framework Plan?

In principle objection	18
Needs bigger buffer to existing homes	2
Homes will be too dense	3
Risks coalescence with other villages	3
Need to deal appropriately with Keech Hospice	3
Needs more social housing	6
Do not want large amounts of social housing	4
Need a full range of types/sizes of house	3
Layout must facilitate good bus services	1
Need sheltered accommodation and care facilities	1
Housing should include roosting spaces for birds	1

The responses to question 24 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about the provision of homes.

Some respondents have requested a full range of house types and sizes. It is intended that the North Luton scheme will provide a full range of housing in accordance with policy.

A number of respondents have highlighted the importance of affordable housing. In contrast to this a number of respondents have said they do not want large amounts of social housing. The Development Strategy and Framework Plan seeks to deliver up to 30% affordable housing, to be delivered in accordance with CBC's policies.

Some respondents have raised concern about coalescence with other villages. Additional wording has been inserted into the Framework Plan to address these concerns.

A number of respondents have raised concern that the scheme is too dense whilst others have requested a larger buffer between the development and existing homes to the north of Luton. The precise details will not be provided within the Framework Plan but will be considered at the application stage.

Some respondents have requested that additional consideration be given to Keech Hospice and the proximity of new housing. The Concept Plan has been updated and to reflect these concerns.

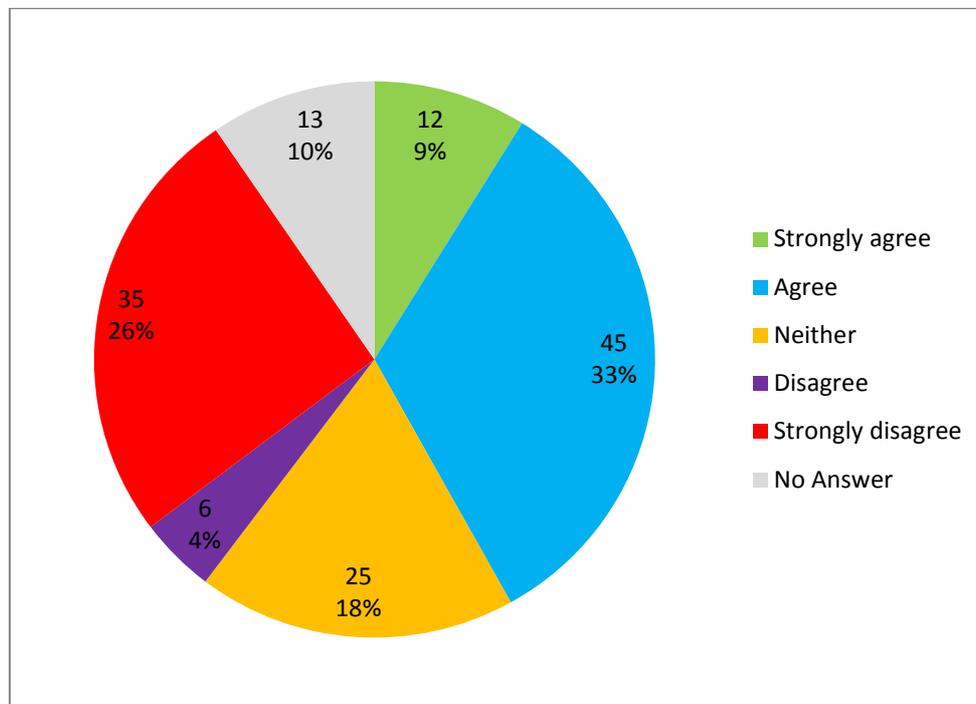
One respondent requested the provision for sheltered accommodation and care facilities. This is a requirement of the Development Strategy. The detailed provision of these facilities will be considered at the application stage.

With regard to ecology one respondent requested that housing should accommodate roosting spaces for birds. This will be informed by detailed ecological assessments which will support the applications for residential development.

**Part 9**

**Employment (section 4, page 26)**

**25: To what extent do you agree or disagree with locating the commercial/employment uses to the west of the site?**



42% of respondents either strongly agreed or agreed with the approach to locating the commercial/employment uses to the west of the site as illustrated in the Framework Plan.

30% of respondents either strongly disagreed or disagreed with the approach to locating the commercial/employment uses to the west of the site as illustrated in the Framework Plan.

18% of respondents neither agree nor disagree with the approach to locating the commercial/employment uses to the west of the site as illustrated in the Framework Plan. A further 10% of respondents did not answer the question.

Overall the majority of respondents agreed with the approach to locating commercial/employment uses to the west of the site.

**26: What other land uses do you think could be appropriate in this location?**

In-principle objection	15
No need for RFI	3
Already enough warehousing	1
Need more land for schools	1
Site opposite Vauxhall should not be developed – too close to motorway	1
RFI makes sense	1
Football stadium	7
Area does need employment opportunities	1
West of the site closest to motorway will be most suitable for industry	1
Shopping mall / retail	2
Restaurant	2
Passenger railway station	2
Sports / leisure facilities	2
Premises for start-ups	2
Green space	3
Hotel	2

The responses to question 26 illustrate that a number of respondents had an in principle objection to the proposals rather than commenting about alternative uses at the site.

Some respondents have questioned the need for the RFI whilst other respondents have agreed to the provision of the RFI. Additional wording has been inserted into the Framework Plan about the RFI proposals.

One respondent has questioned the need for warehousing whilst another has highlighted the need for employment opportunities. One respondent considers that the land adjacent to Vauxhall building should not be developed because it's too close to motorway whilst another has highlighted that land to the west of the scheme is most suitable for industry. This view was supported by the majority in response to question 25.

Some respondents have requested the following uses which are intended to be provided by the Sundon RFI and North Luton schemes:

- Schools
- Local retail
- Sports and leisure facilities
- Premises for start up businesses
- Green space

Other requested uses include:

- Shopping Mall
- Football stadium
- Restaurant
- Passenger railway station
- Hotel

## 27: Do you have any comments about the employment section of the Framework Plan?

In principle objection	2
Need higher value jobs	1
Welcomes employment provision	2
Will there be enough employment	7
Noise will impact on surrounding properties	1
Depends on the kinds of business	1
Need more manufacturing	1
Football stadium could generate jobs	1
Will RFI generate the number of jobs promised?	1
Has rail capacity been considered	1
Too many warehouses as is	2
Green roofs should be specified for industrial buildings	1
Need to strike a balance with airport	1
Need starter units / apprentice type jobs	3

The responses to question 26 illustrate that a few respondents had an in principle objection to the proposals rather than commenting about the employment section of the Framework Plan.

A few respondents welcomed the employment provision. Some respondents requested the need for starter units and apprentice type jobs, another respondent said that there is a need for higher value jobs; another identified a need for more manufacturing. The detailed nature of employment provision will be secured at the application stage.

A number of respondents question whether there will be enough employment at the site. Whilst one respondent highlighted that there needs to be a balance between the employment provisions provided at the airport. A few respondents consider there to be too many warehouses at present. The amount of employment development required is set out in proposed policy 61 of the Development Strategy.

Another respondent requested noise mitigation for the existing residential properties. The Framework Plan already mentions the use of such mitigation.

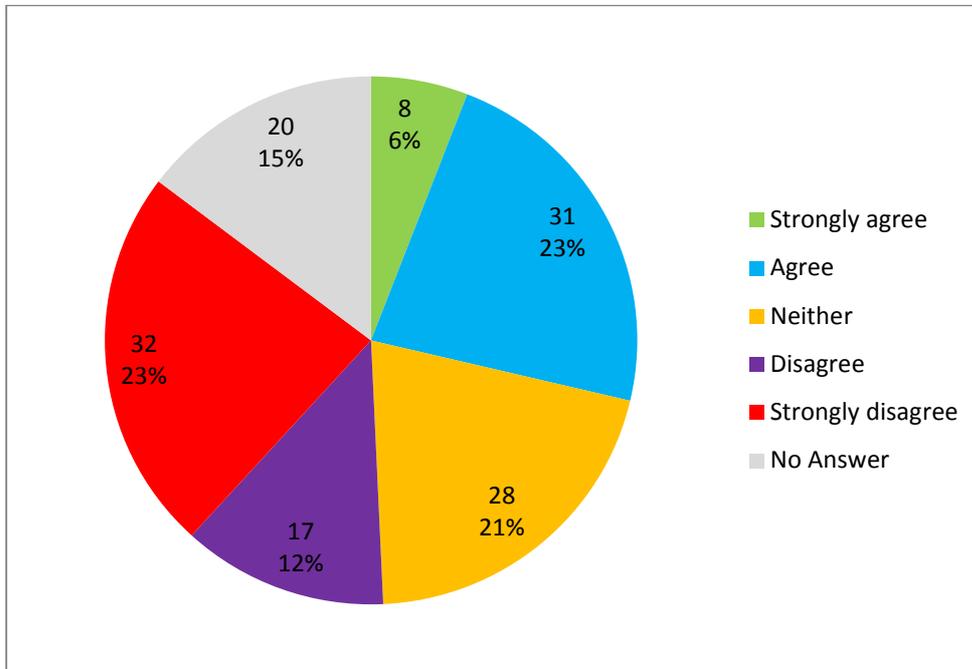
One respondent queries the amount of jobs the RFI will generate whilst another questions whether the rail capacity has been considered at this stage. Additional wording has been provided within the Framework Plan to support the RFI.

There was a continued request for a football stadium which is not required by the emerging policy nor included in the Framework Plan.

**Part 10**

**Infrastructure (section 6, page 31)**

**28: To what extent do you agree or disagree that the required infrastructure has been identified and included?**



29% of respondents either strongly agreed or agreed to the required infrastructure which has been identified and included in the Framework Plan.

35% of respondents either disagree or strongly disagree to the required infrastructure which has been identified and included in the Framework Plan.

21% of respondents neither agree nor disagree to the required infrastructure which has been identified and included within the Framework Plan. A further 15% of respondents did not answer the question.

Overall more respondents disagree to the required infrastructure which has been identified and included in the Framework Plan.

**29: Do you have any comments about the infrastructure requirements for the sites?**

In principle objection	3
Inadequate infrastructure / utilities	7
Needs eastern bypass to A505	2
Need to minimise ecological impact	1
RFI should be away from domestic houses	1
No need for RFI / not clear	2
Noise needs to be controlled	1
Additional passenger rail station needed	1
Maintain open areas	1
Would like to see expanded approach to sustainability	1
Run link road further north	1
Need to enforce traffic regulations	2
Need to provide broadband internet	1
Need to provide community meeting spaces	1
RFI is welcomed	1
Insufficient capacity on Thameslink rail	1

The responses to question 29 illustrate that a few respondents had an in principle objection to the proposals rather than commenting about the infrastructure requirements to support the Framework Plan.

The comments provided request infrastructure which is already being addressed by the Framework Plan.

A number of other responses have been addressed in response to other questions.

**And finally... 30: Do you have any further comments to make about the Framework Plan?**

In-principle objection	27
Would like more detail on the proposals	3
Ensure public footpath remains in place	1
Lower Sundon / Chalton Cross should be connected to mains sewers	1
Need to ensure green spaces are useful to all ages	1
Need to ensure good infrastructure	5
Proposed link road will not alleviate traffic	1
Well-constructed exhibition and knowledgeable staff	2
Risk of anti-social behaviour	1
Need sound reducing measures	1
Need manufacturing, not warehouses	1
Need facilities for older people	1
Plan needs to refer to A505 bypass	1
New football stadium for Luton Town Football Club	2
Welcomes proposal	1
Need more affordable housing	1
Need assurances over delivery of infrastructure	2
Maintain separation/ gap with existing Luton houses	1
Need for design codes to encompass the vision and to seek to innovate	1
Too much flexibility in plan as it stands	1
Maintain integrity of local environment	4
A very difficult exercise – well done	1
Hospice keen to engage with developers	1
RFI unsuitable as proposed	1
Area should transfer from CBC to Luton	1

The responses to question 30 illustrate that 27 of respondents had an in principle objection to the proposals rather than providing detailed comments about the Framework Plan.

Some respondents would like to see further detail on the proposals and some respondents said that the Framework Plan was too flexible. The level of detail provided is sufficient for a high level Masterplan which demonstrates how the policy requirements can be accommodated and delivered on site. Future masterplanning will be in greater detail. The Concept Plan has been updated to provide additional certainty as far as possible.

One respondent has requested the use of design codes. The Council's Development Strategy Policy requires design codes to be implemented on large schemes such as this.

A number of respondents congratulated the Council on a well-constructed exhibition with knowledgeable staff.

All other responses have been addressed in response to other questions.