

Update - Land North of Luton and Sundon RFI Framework Plan

Since Sustainable Communities Overview and Scrutiny Committee on 19 February 2015, the summary of David Logan's comments in Appendix E (reference EM1) has been amended at his request. The Council have responded to each of the points in the revised summary.

The rest of Appendix E remains the same.

Proposed changes to the North Luton and Sundon RFI Framework Plan – non-questionnaire responses

Reference	Name	Summary of Key issues	Response	Changes to the Framework Plan
EM1	David Logan	<p>a. Objects to the principle of development on greenfield land on the southern side of the Chiltern ridge because it would destroy the ‘sense of place’ of the Chiltern Hills in this locality – the principle topographical and historical feature in this part of England.</p> <p>b. Comments on CBC’s predictions regarding growth in background traffic and additional post development traffic within Luton’s highway network (and the nearby section of the M1) as being both unsound and that they are likely to be double what has been asserted.</p> <p>c. Objects to building new houses in close proximity to and as an extension of Luton’s existing urban area as this would maximise the proportion of cars related to new houses which would enter the already congested roads within Luton, the A6 in particular. Furthermore, very concerned that increased congestion will threaten Luton as a sub-regional centre for shopping, for other business and for emergency responses.</p> <p>d. Objects to CBC (and others) pursuing unsustainable housing demand largely caused by ongoing inward migrations into this locality and misleadingly referring to it as housing need (which really ought to be based upon the natural growth of the population).</p> <p>e. Objects to the promotion of a</p>	<p>a. The principle of development will be tested through the Development Strategy examination and cannot be considered through changes to the Framework Plan. The Chilterns AONB has been a key consideration in developing the Framework Plan and a number of mitigation measures are identified.</p> <p>b. Future detailed transport modelling/assessments will further consider and identify the level of traffic, and identify mitigation measures that address the issue of congestion, particularly on the A6. Section 4.11 of the Framework Plan sets out the need for increasing the attractiveness of sustainable transport to reduce car dependency. These demand management measures are also in line with Luton Borough Council’s approach to tackling congestion as set out in a number of their strategy documents.</p> <p>c. See comment b. above.</p> <p>d. This is a strategic level issue being considered through the Development Strategy and therefore falls outside the scope of the Framework Plan. The Development Strategy makes provision for 5,400 homes that will help meet the identified housing needs of Luton which cannot be met within the borough boundary. The North of Luton site will provide homes to help meet this need.</p>	<p>a. No change required.</p> <p>b. No change required.</p> <p>c. No change required.</p> <p>d. No change required.</p> <p>e. Paragraph 4.2.1 revised to clarify that a link to the A505 falls beyond the remit of the Framework Plan and the CBC will work with neighbouring local authorities to assess its feasibility further . . .</p> <p>f. Reference to John Bunyan Trail and Icknield Way Path included in paragraph 3.2.5.</p>

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		<p>non-strategic M1 to A6 road link, misleadingly referred to as a strategic link, which, in the absence of links being in place beforehand to both the A505 East of Luton and to Airport Way, will drag strategic traffic and additional local traffic onto already congested local roads within Luton and along rural roads in CB and NHD.</p> <p>f. Need to recognise the historical significance of the greenfield areas to the south and west of Streatley Village, notably their connection with John Bunyan and his allegorical references to this locality in 'Pilgrim's Progress'.</p>	<p>e. The M1-A6 Link Road will benefit the wider transport network and provide access to the strategic allocations (Land North of Luton and Sundon RFI). It forms part of a wider east-west orbital route around the Luton, Dunstable and Houghton Regis conurbation linking to the A5-M1 Link via the new Junction 11A. An extension of this strategic link between the A6 and A505 is not required to support the North of Luton and Sundon RFI developments and cannot be addressed through changes to the Framework Plan. CBC will however actively pursue separately with LBC, to look at the options and funding opportunities to take this forward in terms of wider sub-regional infrastructure requirements.</p> <p>f. The M1-A6 Link Road will provide a long term defensible northern boundary to Luton and the proposed development will provide a softer edge to the urban area through lower density development and landscaping along the northern edge. Reference can be made to the John Bunyan Trail and Icknield Way in the Framework Plan text.</p>	
EM2	Anglian Water	a. Set out the infrastructure requirements for the site.	a. This will be considered through future detailed masterplanning and planning applications.	a. No change required.
EM3	Aylesbury Vale DC	a. Support the proposal	a. Support welcomed.	a. No change required.