
North Hertfordshire Local Plan

Local Plan Examination
Hearing Statement – Week 6
Matter 10

On behalf of
The Crown Estate



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1. Introduction

- 1.1. This Hearing Statement has been prepared by Savills (UK) Limited on behalf of the Crown Estate.
- 1.2. The Crown Estate is an independent commercial business, established by an Act of Parliament. 100% of its annual profits are returned to the Treasury for the benefit of public finances. It is a successful, commercial enterprise, established as a market leader in its key sectors and known for a progressive, sustainable approach that creates long term value, beyond its financial return.
- 1.3. The Crown Estate controls a large portion of land to the east of Luton, including that which forms proposed allocation EL3. An outline planning application for 660 homes has been submitted to North Hertfordshire District Council (ref: 16/02014/1).
- 1.4. The vast majority of proposed allocations EL1 and EL2, adjacent to EL3, is controlled by Bloor Homes. An outline planning application for up to 1,400 new homes has been submitted to the District Council (ref: 17/00830/1). A separate Hearing Statement relating to Matter 10 is being prepared in relation to these allocations.
- 1.5. The Crown Estate and Bloor Homes have actively participated in the preparation of the Local Plan for North Hertfordshire for a number of years. Consistently, the development proposals for a strategic urban extension to the east of Luton have been favourably considered in assessments of how best to accommodate the future development needs of Luton, for which it is accepted cannot be met within Luton's own administrative boundary.
- 1.6. Savills will attend the Hearing sessions on Matter 10 to expand on the representations made to the Regulation 19 consultation and the content of this Statement.
- 1.7. White Peak Planning act on behalf of Bloor Homes in respect of proposed allocations EL2 and EL3 and will also attend the Hearing sessions on Matter 10 to expand on the representations made to the Regulation 19 consultation and the content of their Statements.

2. Matter 10 – The housing allocations and settlement boundaries: the Towns – Luton (Cockernhoe)

With regard to this matter, Savills will reference the representations submitted to the Regulation 19 consultation. In addition, Savills make the following comments.

2.1. Issue 10.25 (a) to (c):

Are all of the proposed housing allocations deliverable? In particular, are they:

(a) confirmed by all of the landowners involved as being available for the use proposed?

2.1.1. Proposed allocation EL3 is owned solely and in its entirety by The Crown Estate.

2.1.2. The entire allocation is included within the boundary of the submitted planning application (reference 16/02014/1) (see **Appendix 1**).

2.1.3. The submitted application proposes up to 660 dwellings together with associated uses and infrastructure, in accordance with proposed Policy SP19

(b) supported by evidence to demonstrate that safe and appropriate access for vehicles and pedestrians can be provided?

2.1.4. The submitted planning application is accompanied by a Transport Assessment (TA) and Environmental Impact Assessment, as is the application by Bloor Homes pertaining to proposed allocations EL1 and EL2. These assessments comprise the evidence, including a cumulative assessment, to demonstrate that safe and appropriate access can be provided to the proposed allocation, for vehicles, cyclists and pedestrians.

2.1.5. The work underlying the assessments results from several years' worth of constructive liaison between The Crown Estate's highways consultants, the highways consultants acting for Bloor Homes and the Local Highway Authorities (Hertfordshire County Council and Luton Borough Council).

2.1.6. Highways England has withdrawn its holding objection to the submitted planning application (the holding objection was issued whilst it considered the details of the proposal) and confirmed that subject to the inclusion of a planning condition requiring a Framework Travel Plan, it has no objections to the proposal and that the proposal will not adversely affect the operation of the strategic road network (see **Appendix 2**).

2.1.7. Discussions with the Local Highway Authorities are ongoing in respect of the details of the proposed off-site mitigation works and site access arrangements but no in-principle objections have been raised by either authority since the planning application was submitted.

- 2.1.8. Discussions are ongoing between The Crown Estate and Bloor Homes and with respect to the provision of a bus service through the combined East of Luton site, and the route and timetable of this (see correspondence between Bloor Homes and Arriva at **Appendix 3** and TA Figures 4, 7 and 9 at **Appendix 4**).
- 2.1.9. Cycle and pedestrian connections exist between proposed allocation EL3 and Luton, Cockernhoe and the surrounding rural area (see TA Figure 6 at **Appendix 5**).

(c) deliverable, having regard to the provision of the necessary infrastructure and services, and any environmental or other constraints?

- 2.1.10. Proposed allocation EL3 is deliverable in its entirety during the plan period, having regard to the provision of the necessary infrastructure and services, and any environmental or other constraints.
- 2.1.11. The Utilities Statement that accompanies the submitted application demonstrates that services can be provided to the site.
- 2.1.12. The Transport Assessment, Flood Risk Assessment and Environmental Impact Assessment that accompany the submitted planning application demonstrate that there are no highway, drainage or other environmental constraints that would prevent delivery of development.
- 2.1.13. With respect to highways, discussions with the Local Highway Authorities are ongoing in respect of the details of the proposed off-site mitigation works and site access arrangements but no in-principle objections have been raised by either authority since the planning application was submitted. With respect to drainage, a detailed surface water design (at a level of detail beyond that required for outline planning application purposes) is being progressed.

2.2. Issue 10.26:

Are all of the proposed housing allocations justified and appropriate in terms of the likely impacts of the development?

- 2.2.1. The proposed allocations EL1, EL2 and EL3 are justified and appropriate in terms of the likely impacts of development.
- 2.2.2. In accordance with the Duty to Cooperate, the Council has considered whether it is able to meet any of the unmet need for housing arising from Luton. The Luton Local Plan has very recently been considered at Examination and subsequently adopted. The Plan identifies [insert ref] an unmet housing need of some 9,300 dwellings, that fall to be delivered elsewhere outside the administrative boundaries of Luton.
- 2.2.3. Examination document HOU2 (Housing Market Areas in Bedfordshire and surrounding areas) concludes that the extent of the Luton Functional Housing Market Area (HMA) is as shown on Figure 38. Whilst the majority of the Luton HMA outside the administrative boundary of Luton lies within Central Bedfordshire,

there is clearly a relationship between Luton and North Hertfordshire. Almost all of North Hertfordshire identified as falling within the Luton HMA is currently designated as Green Belt.

- 2.2.4. The Council's SHLAA (document HOU9 / 9a) concludes that the area east of Luton now proposed as allocations EL1, EL2 and EL3 meets the tests set out in the SHLAA. No other site around the eastern periphery of Luton meets these tests.
- 2.2.5. Document HOU8 (Luton HMA and Site Selection Assessment Report – Critical Assessment of Site Selection) provides an assessment of the proposed allocation sites and suitability for development. This document concludes that proposed allocation comprises the most supportable part of the East of Luton site. The document concludes (see Appendix A, Table 1) that the site is well contained in visual terms, and that whilst its character will inevitably change as a result of development, the influence of development will be limited to, and extend to, its boundaries.
- 2.2.6. Even including consideration of its current Green Belt designation, the benefits of developing the proposed allocation, along with proposed allocations EL1 and EL2, including meeting a substantial part of the unmet need for housing within the Luton HMA, clearly outweigh the impacts.

2.3. Issue 10.27:

Are all of the proposed housing allocations the most appropriate option given the reasonable alternatives?

- 2.3.1. The proposed allocations EL1, EL2 and EL3 are the most appropriate option for development to assist in meeting the 9 unmet need arising from within the Luton Housing Market Area (HMA). As noted in relation to Issue 10.26, the Council has considered whether it is able to meet any of the 9,300 dwellings of unmet need for housing arising from Luton, that fall to be delivered elsewhere outside the administrative boundaries of Luton.
- 2.3.2. Examination document HOU7 (Luton HMA Growth Options Study, 11 November 2016) assess the potential ways in which the housing need emanating from the Luton Housing Market Area (HMA) could be accommodated. The only potential growth location identified within the administrative area of North Hertfordshire is that identified as L22, which corresponds to the extents of proposed allocations EL1, EL2 and EL3. Overall, the conclusions of the document support the proposed allocations.
- 2.3.3. Document HOU8 (Luton HMA and Site Selection Assessment Report – Critical Assessment of Site Selection) considers that part of North Hertfordshire that falls within the Luton HMA and then narrows its focus to those sites to the east of Luton promoted for potential allocation / development but also identified independently by the authors. The assessment considers constraints and the suitability of sites, hence being robust, even if the availability of some sites considered is questionable.
- 2.3.4. Of all the other sites considered by the assessment, none meet the requirements of availability, deliverability and suitability more so than do the proposed allocation sites EL1, EL2 and EL3.

2.4. Issue 10.28 (a):

Sites EL1, EL2 and EL3 comprise of land in the Green Belt. For each:

(a) Do exceptional circumstances exist to warrant the allocation of the site for new housing in the Green Belt? If so, what are they?

2.4.1. As set out in the Examination Hearing Statement on Matter 7, prepared by White Peak Planning on behalf of both The Crown Estate and Bloor Homes, exceptional circumstances exist to warrant the allocation of proposed allocations EL1, EL2 and EL3 for new housing in the Green Belt.

2.4.2. Again, as noted in relation to Issue 10.26, the Council has considered whether it is able to meet any of the 9,300 dwellings of unmet need for housing arising from Luton, that fall to be delivered elsewhere outside the administrative boundaries of Luton. Indeed, if the standard methodology for calculating housing need as recently consulted on by the Government were to be adopted, this figure would be substantially higher (as would the figures for North Hertfordshire and Central Bedfordshire).

2.4.3. Notably, Policy SP2 of the adopted Luton Local Plan states (our emphasis):

“Luton Borough Council will continue to work with neighbouring and nearby local authorities to help ensure delivery of the Borough’s unmet needs in other local authority areas under the ‘duty to cooperate’. Luton BC will continue to work with its neighbouring authorities to help ensure the needs of the Luton HMA are met within the HMA.”

2.4.4. Also notable is that the Inspector’s report into the Luton Local Plan acknowledges (see paragraph 140 – **Appendix 6**) the proposed contribution of 1,950 dwellings within North Hertfordshire.

2.4.5. The Central Bedfordshire Local Plan was published for Regulation 19 consultation on 11th January 2018. This plan proposes (see paragraph 6.2.1 – **Appendix 7**) to meet unmet need from Luton of 7,350 dwellings, clearly the balance when the 1,950 proposed within North Hertfordshire is deducted from the unmet 9,300.

2.4.6. Given the inability of Luton to meet its own housing need, and the housing need in the HMA seemingly set to increase, there is an urgent need to ensure that these housing needs are met. Central Bedfordshire will clearly play a role in this, the part of that District that surrounds Luton is also designated as Green Belt and releases from the Green Belt are being actively pursued. Hence there are clear and exceptional circumstances to warrant the allocation of the proposed sites for new housing in the Green Belt.

(b) What is the nature and extent of the harm to the Green Belt of removing the site from it?

2.4.7. The nature and extent of harm to the Green Belt resulting from the removal of proposed allocation EL3 would be very limited.

2.4.8. Whilst the proposed allocation site would itself be removed from the Green Belt, the wider Green Belt would persist (and would be extended elsewhere as proposed by the Council). It would continue to fulfil

the five purposes (see NPPF paragraph 80), and the fundamental aim of preventing unrestricted urban sprawl – the proposed allocations EL1, EL2 and EL3 representing a carefully-planned and landscape-led sustainable urban extension.

- 2.4.9. By way of its location and nature, the land comprising proposed allocation EL3 currently serves, by definition, a role in checking the unrestricted sprawl of Luton and safeguarding the countryside from encroachment. However, as a planned development, the fulfilment of these roles would then fall to the resulting surrounding area of Green Belt.
- 2.4.10. The land fulfils almost no role in preventing neighbouring towns from merging into one another, this purpose specifically relating to ‘towns’ and not smaller settlements, or in preserving the setting or special character of any historic town. The analysis in Examination document CG1 (see below) reaches the same conclusion.
- 2.4.11. In respect of urban regeneration, both the recently adopted Luton Local Plan and the emerging North Hertfordshire Local Plan seek to do their utmost to facilitate urban regeneration where required and the redevelopment and recycling or derelict and other urban land; yet despite this there remains the need for greenfield land to meet remaining unmet housing need. Thus the land comprising the proposed allocation fulfils only a limited, if any, role in respect of this purpose. The analysis in document CG1 reaches the same conclusion, not even considering this purpose when assessing the role played by each sub-parcel.
- 2.4.12. Examination document CG1 (North Hertfordshire Green Belt Review, 2016) follows from an earlier review – the North Hertfordshire Green Belt Review 2014, which considered the role played by different parts of the Green Belt in very broad brush terms (it considered very large areas).
- 2.4.13. In the former, the proposed allocation falls within Green Belt sub-parcel (2c). Whilst the Review concludes that the proposed allocation makes a ‘moderate’ contribution to Green Belt (Table 5.3, page 118), this is predicated on it only fulfilling a role in containing the growth of Luton and hence protecting the countryside. (The 2014 Review also concluded that the proposed allocation only makes a moderate contribution – see Table 9 Once a requirement to meet Luton’s unmet housing need is identified, this limited contribution should be balanced with that requirement.

(c) To what extent would the consequent impacts on the purposes of the Green Belt be ameliorated or reduced to the lowest reasonably practicable extent?

- 2.4.14. As the proposed allocation site would itself be removed from the Green Belt, the impact of its development on the persisting area of Green Belt would be limited to that of an adjacent development site.
- 2.4.15. The proposed site layout (see the Combined Parameters Plan submitted as part of the planning application – **Appendix 8**) retains virtually all existing vegetation and includes a significant extent of public open space and planting (over 40%) with enhanced boundary and buffer planting, strengthening the new defensible boundaries of the Green Belt.

2.4.16. As noted in relation to Issue 10.26, Examination document HOU8 concludes (see Appendix A, Table 1) that proposed allocation EL3 is well contained in visual terms and that the influence of development will be limited to, and extend to, its boundaries (even without the enhanced boundary and buffer planting proposed).

(d) If this site were to be developed as proposed, would the adjacent Green Belt continue to serve at least one of the five purposes of Green Belts, or would the Green Belt function be undermined by the site's allocation?

2.4.17. If the proposed allocation EL3 were to be developed as proposed, along with proposed allocations EL1 and EL2, an enhanced defensible boundary would be created (see Issue 10.28 (e) below).

2.4.18. There is no suggestion that the extensive tract of Green Belt that would continue to surround the proposed allocation (noting the proposal to also remove Cockernhoe from the Green Belt) would not continue to serve at least one of the five purposes of Green Belts; there is no suggestion that the function of the Green Belt in this area would be undermined.

(e) Will the Green Belt boundary proposed need to be altered at the end of the plan period, or is it capable of enduring beyond then?

2.4.19. There is no suggestion that the proposed Green Belt boundary will need to be altered at the end of the plan period, and hence it is capable of enduring beyond then.

2.4.20. Clearly, by the end of the plan period there will be additional needs for housing within the Luton Housing Market Area (HMA), however how and where these will be met will be a consideration for all Local Planning Authorities whose administrative areas comprise part of the HMA (as per the current requirements of the NPPF).

2.4.21. The detailed evidence prepared in support of Local Plan has identified proposed allocations EL1, EL2 and EL3 as being appropriate for development.

(f) Are the proposed Green Belt boundaries consistent with the Plan's strategy for meeting the identified requirements for sustainable development?

2.4.22. The proposed Green Belt boundaries are consistent with the Local Plan strategy to meeting the requirements for sustainable development – economically, socially and environmentally.

2.4.23. The delivery of the proposed allocations will assist in driving the economic growth of Luton and North Hertfordshire, meeting the unmet need for housing in the Luton Housing Market Area and protecting the surrounding environment, as evidenced in the Environmental Impact Assessment that accompanies the submitted planning application.

(g) Has the Green Belt boundary around the site been defined clearly, using physical features that are readily recognisable and likely to be permanent? Does it avoid including land which it is necessary to keep permanently open?

- 2.4.24. The proposed boundary of allocation EL3 has been drawn using physical and readily recognisable features that are likely to be permanent. These comprise tree belts, field boundaries with trees and hedgerows, boundaries to existing residential development (including Luton) and Luton Road.
- 2.4.25. The removal of Cockernhoe from the Green Belt is consistent with the approach taken to other Category A villages (see Policy SP2). However, it is noted from previous Examination hearing sessions that the Inspector is considering the need for Policy SP2 and also whether to tighten the Green Belt / settlement boundary around Cockernhoe. On the face of it, any such tightening might result in the revised Green Belt boundary being more contiguous with the proposed boundary of EL3, however this will have no effect on the proposed allocation itself.
- 2.4.26. Additional planting around the periphery of the allocation will further strengthen the existing physical features and ensure that the boundary is permanent.

2.5. Issue 10.29 (a) and (b):

Is the proposed settlement boundary:

(a) consistent with the methodology for identifying the settlement boundaries?

(b) appropriate and justified?

- 2.5.1. The removal of Cockernhoe from the Green Belt is consistent with the approach taken to other Category A villages (see Policy SP2).
- 2.5.2. The proposed 'settlement boundary' would encompass proposed allocations EL1, EL2 and EL3 along with Cockernhoe, however no additional land is identified for release from the Green Belt and thus the approach taken to identifying the settlement boundary is both appropriate and justified.



Appendix 1
Planning Application – Site Location Plan

PROJECT TITLE
LAND WEST OF COCKERHOE

DRAWING TITLE
LOCATION PLAN

ISSUED BY London
DATE 25.05.2016
SCALE@A2 1:2500
STATUS Final

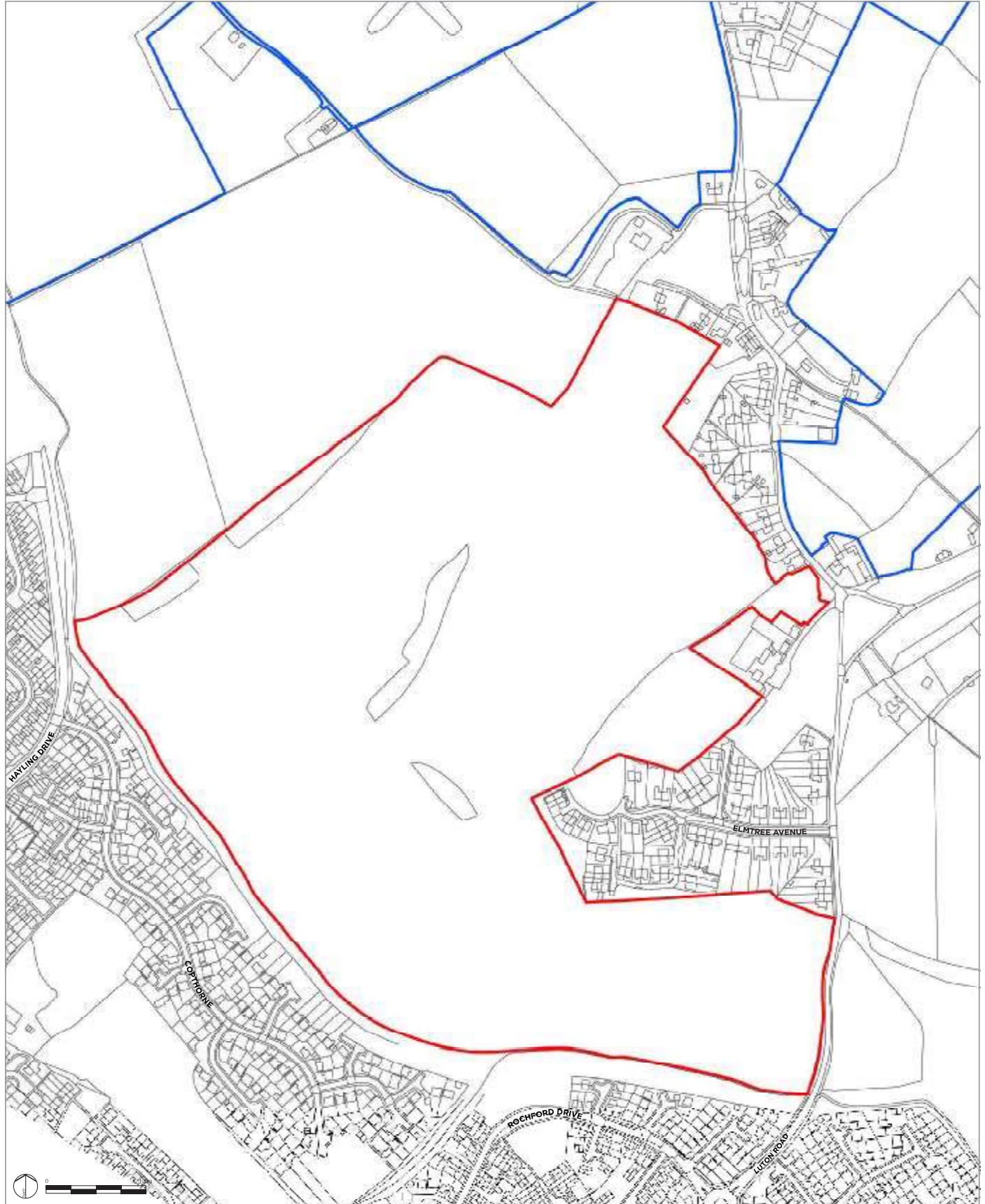
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APPROVED JI

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Source: Ordnance Survey

DWG. NO. 1074803_504_REV4

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Application Site Boundary

Other Land owned by The Applicant



Appendix 2

Highways England Consultation Response to Planning Application



Developments Affecting Trunk Roads and Special Roads
Highways England Planning Response (HEPR 16-01)
Formal Recommendation to an Application for Planning Permission

From: Martin Fellows
Operations (East)
planningee@highwaysengland.co.uk

To: North Herts District Council FOA – Simon Ellis

CC: transportplanning@dft.gsi.gov.uk
growthandplanning@highwaysengland.co.uk

Council's Reference: 16/02014/1

Referring to the planning application referenced above, dated 5 September 2016, Erection of 660 dwellings (Class C3), together with associated public open space, landscaping, highways and drainage infrastructure works, – Land west of Cockernhoe/Land east of Cophthome, notice is hereby given that Highways England's formal recommendation is that we:

- a) ~~offer no objection;~~
- b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – Highways England recommended Planning Conditions);
- c) ~~recommend that planning permission not be granted for a specified period (see Annex A – further assessment required);~~
- d) ~~recommend that the application be refused (see Annex A – Reasons for recommending Refusal).~~

Highways Act Section 175B is / is not relevant to this application.¹

¹ Where relevant, further information will be provided within Annex A.

This represents Highways England formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should you disagree with this recommendation you should consult the Secretary of State for Transport, as per the Town and Country Planning (Development Affecting Trunk Roads) Direction 2015, via transportplanning@dft.gsi.gov.uk.

Signature:  Date: 19 December 2016
Name: Rio D'Souza Position: Assistant Asset Manager
Highways England: Woodlands, Manton Lane Bedford MK41 7LW
rio.dsouza@highwaysengland.co.uk

Annex A Highways England recommended further assessment required

HIGHWAYS ENGLAND ("we") has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

This response represents our formal recommendations with regard to planning application 16/02014/1 and has been prepared by Rio D'Souza

North Herts District Council is forwarding in the post a disc containing all information supporting the application relating to highway matters. Highways England will require to review and assess the information submitted to determine if there is sufficient capacity at M1 Junction 10 which is the first point of contact on the Strategic Road Network to operate safely or identify mitigation required

Highways England have reviewed the Transport assessment supporting the planning application and determined based on the total number of development trips predicted at M1 Junction 10, for the 660 dwelling proposal under consideration) it considers that the impact is unlikely to be severe and that junction capacity assessments are not required for this specific application.

Highways England is satisfied development traffic will not have a material impact on M1 Junction 10. The Planning Authority

In the event of the planning authority granting planning consent Highways England recommend the following conditions should apply:

Prior to first occupation the Travel Plan prepared is to be approved in writing by the Local Planning Authority in conjunction with the Highways England. The Travel Plan shall include the following:

- The identification of targets for trip reduction and modal shift;***
- The methods to be employed to meet these targets;***
- The mechanisms for monitoring and review;***
- The mechanisms for reporting;***
- The penalties to be applied in the event that targets are not met;***
- The mechanisms for mitigation;***
- Implementation of the travel plan to be agreed timescale or timescale and its operation thereafter;***

- ***Mechanisms to secure variations to the travel plan following monitoring and reviews.***

- ***The completed development shall be occupied in accordance with the approved travel plan which shall be retained in place thereafter unless otherwise amended in accordance with a review to be agreed in writing by the Local Planning Authority in conjunction with Highways England***

Prior to first occupation the Travel Plan is to be reviewed by the planning authority in consultation with Highways England to take on board conditions prevailing at the time and adjustments made to accommodate them.

REASON: To ensure the M1 Junction 10 continues to serve its purpose as part of a national system of routes for through traffic, to satisfy the reasonable requirements of road safety on the M1 Motorway and connecting roads in accordance with section 10 of the Highways Act 1980.



Appendix 3

Correspondence between Bloor Homes and Arriva

FAO Mr David Joseph
Bloor Homes Limited
2 Primus House
Swan Valley
Northampton
NN4 9BS

Dear Mr Joseph,

Thank you for continuing to involve Arriva in the planning of the transport provision for the Land East of Luton site (Local Plan submission version refs EL1, EL2 and EL3) substantially under the control of Bloor Homes and The Crown Estate, through your transport consultants DTA. We are grateful for being kept informed of the changes to the development proposals and the opportunity to contribute to the bus service proposals that has been provided to us since 2013.

We consider that the proposed development is in a good location to be served as part of the Luton local bus network, which also offers good connections with inter-urban bus services and regional and national train services. The scale of development, combined with residential catchments in existing neighbourhoods in Luton, means that a new bus service seems to be the best way of serving the site. We envisage that it would be routed via the Wigmore Park local centre, near to the Luton Airport auxiliary employment areas, and past Luton Airport Parkway station. The new service would substantially improve our bus service provision for residents in the Wigmore Park and Vauxhall Park areas of Luton.

When the development is fully-built, it seems likely that a new bus service would be commercially viable and provide a frequent service throughout commuter and shopping periods, and a service extending into the evening and on Sunday. It would be operationally feasible to provide the service from the early stages of the development if suitable on-site roads and a turning point are provided. The service would require financial support through the construction phases, which we understand you are prepared to provide.

Regarding the Memorandum of Understanding that we have signed with you, while this has now expired during the extended Local Plan preparation period, we will be happy to renew it and extend our collaboration to cover the current Local Plan period and the determination of full planning applications. We look forward to working with Bloor Homes to plan the bus service for this development and the delivery of the service when the development is underway.

Best regards,

Paul Morgan

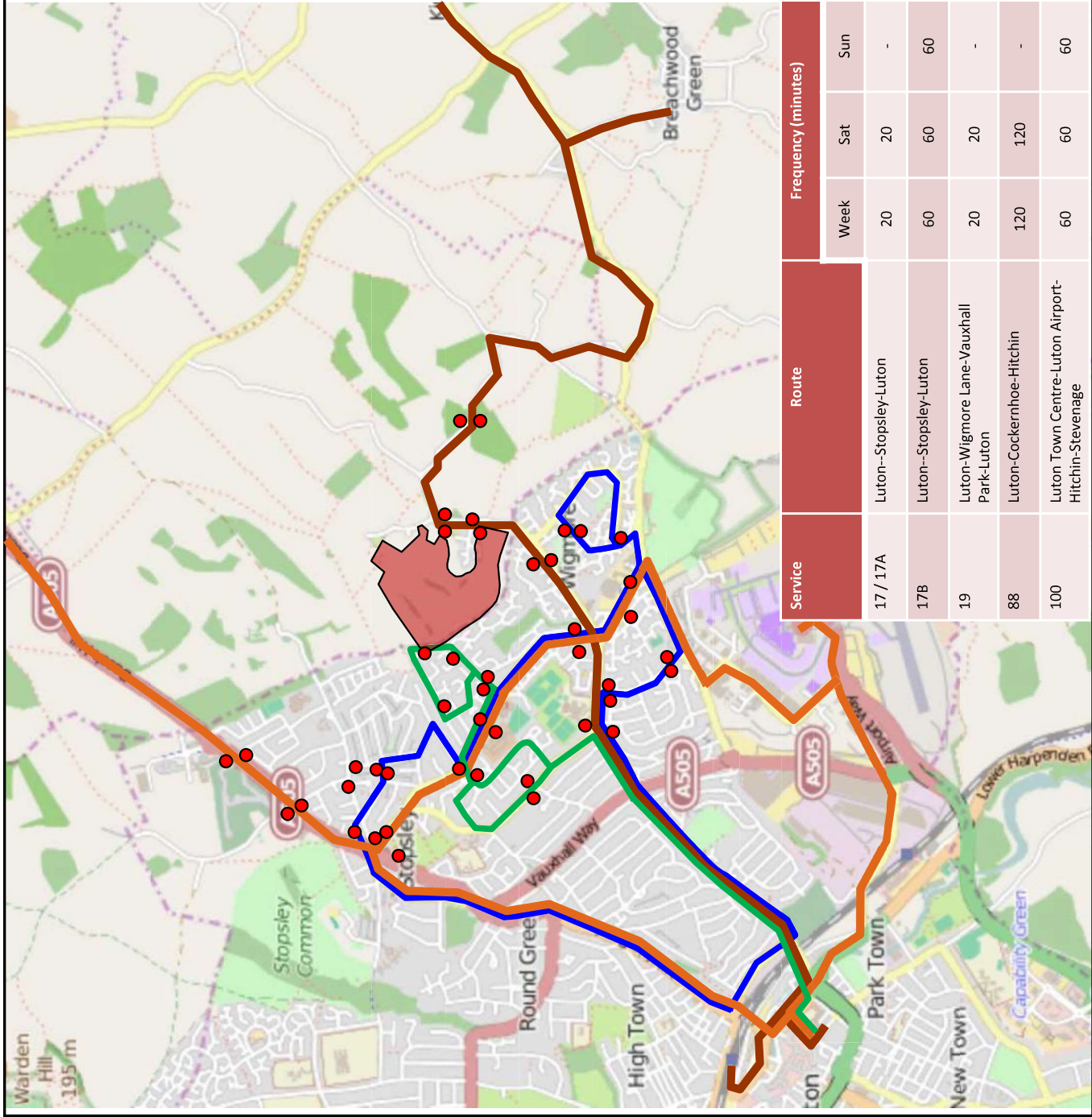
Commercial Development Manager
Arriva the Shires Ltd, 487 Dunstable Road, Luton LU4 8DS





Appendix 4

Planning Application TA Figures 4,7 and 9



Key

- The Site
- 17/17A/17B
Luton Town Centre
- 19
Luton Town Centre
- 88
Luton Station Interchange
- 100
Luton Town Centre
- Bus Stops within Walking
Distance

The Crown Estate

Land West of Cockernhoe

Existing Bus Routes

NTS			
SCALES:		DATE:	REVISION:
DRAWN:	CHECKED:	DATE:	REVISION:
LK	KH	22/05/15	1

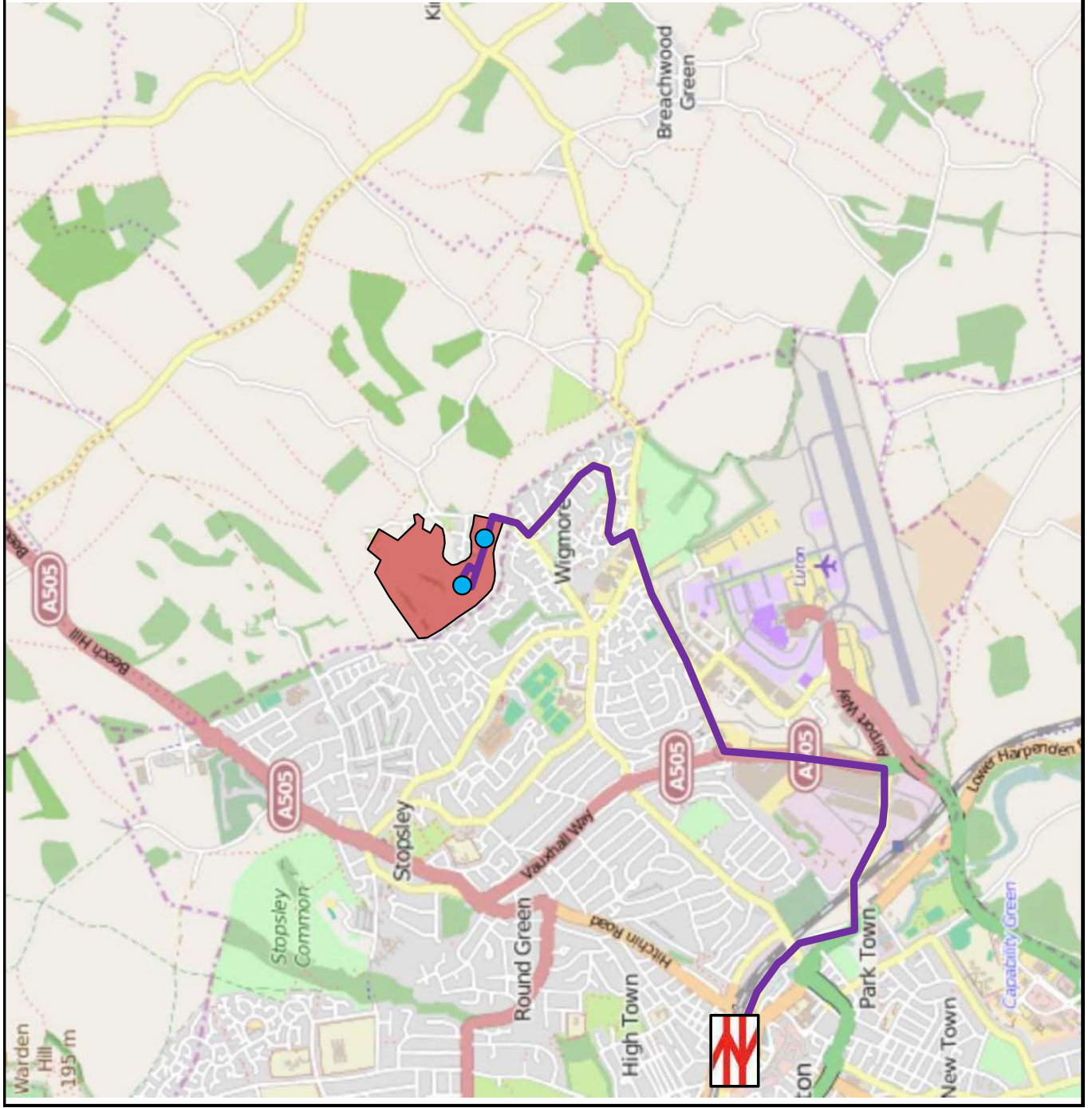


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DRAWING REFERENCE:

Figure 4

Service	Route	Frequency (minutes)			
		Week	Sat	Sun	
17/17A	Luton--Stopsley-Luton	20	20	-	60
17B	Luton--Stopsley-Luton	60	60	60	60
19	Luton-Wignore Lane-Vauxhall Park-Luton	20	20	-	-
88	Luton-Cockernhoe-Hitchin	120	120	-	-
100	Luton Town Centre-Luton Airport-Hitchin-Stevenage	60	60	60	60



Key

-  The Site
-  Proposed Bus Stops
-  Proposed Bus Route
-  Luton Railway Station

The Crown Estate

Land to the West of Cockernhoe

Potential Public Transport Route

NTS

SCALE:

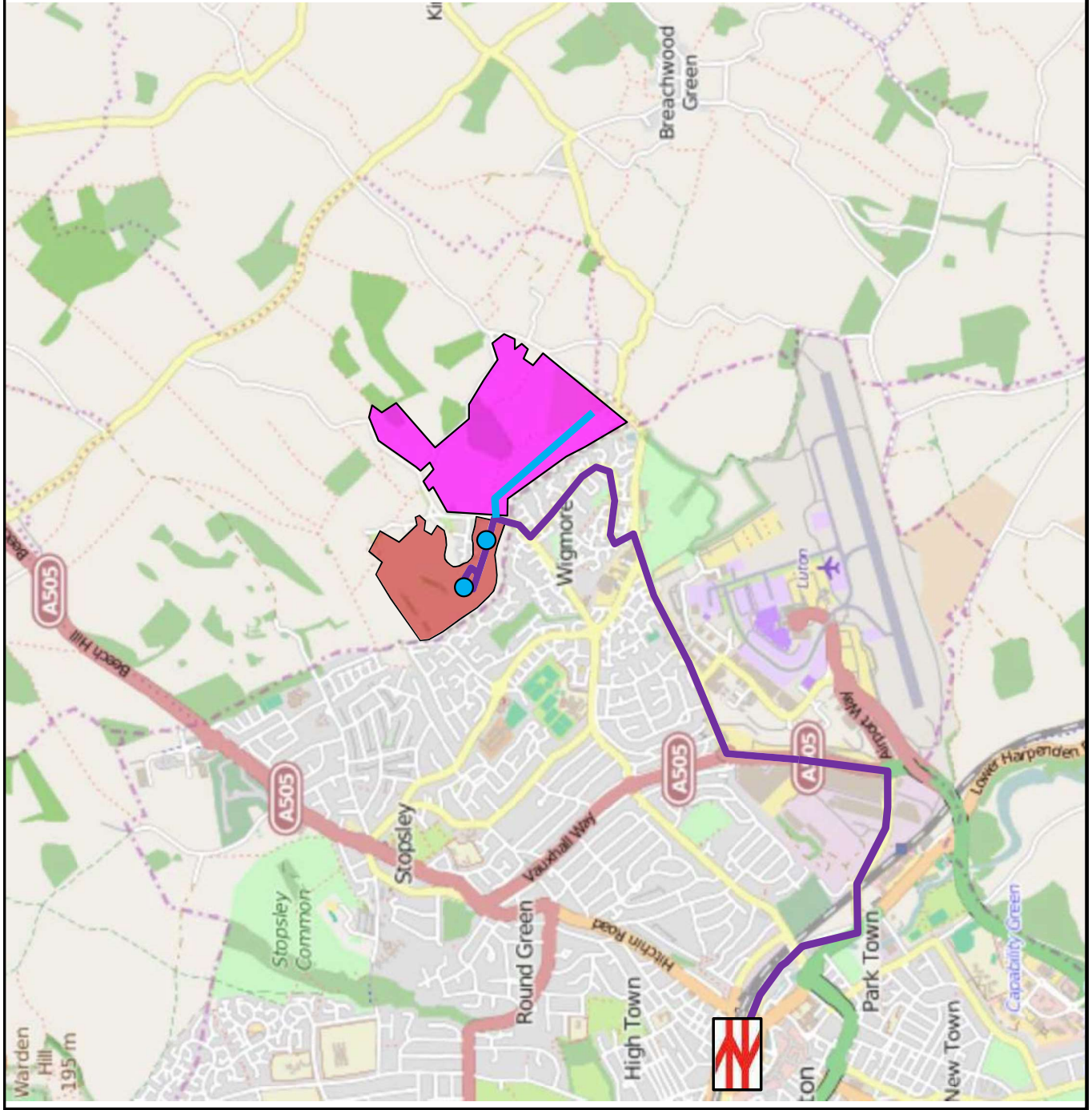
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



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DRAWING REFERENCE:

Figure 7



Key

-  The Site
-  Bloor Homes Site
-  Proposed Bus Stops
-  Proposed Bus Route from Site
-  Proposed Extension from Bloor Homes Site
-  Luton Railway Station

The Crown Estate			
Land West of Cockernhoe			
Potential Public Transport Route (Strategic Site)			

NTS			
SCALE:	CHECKED:	DATE:	REVISION:
LIK	KH	22/05/15	.



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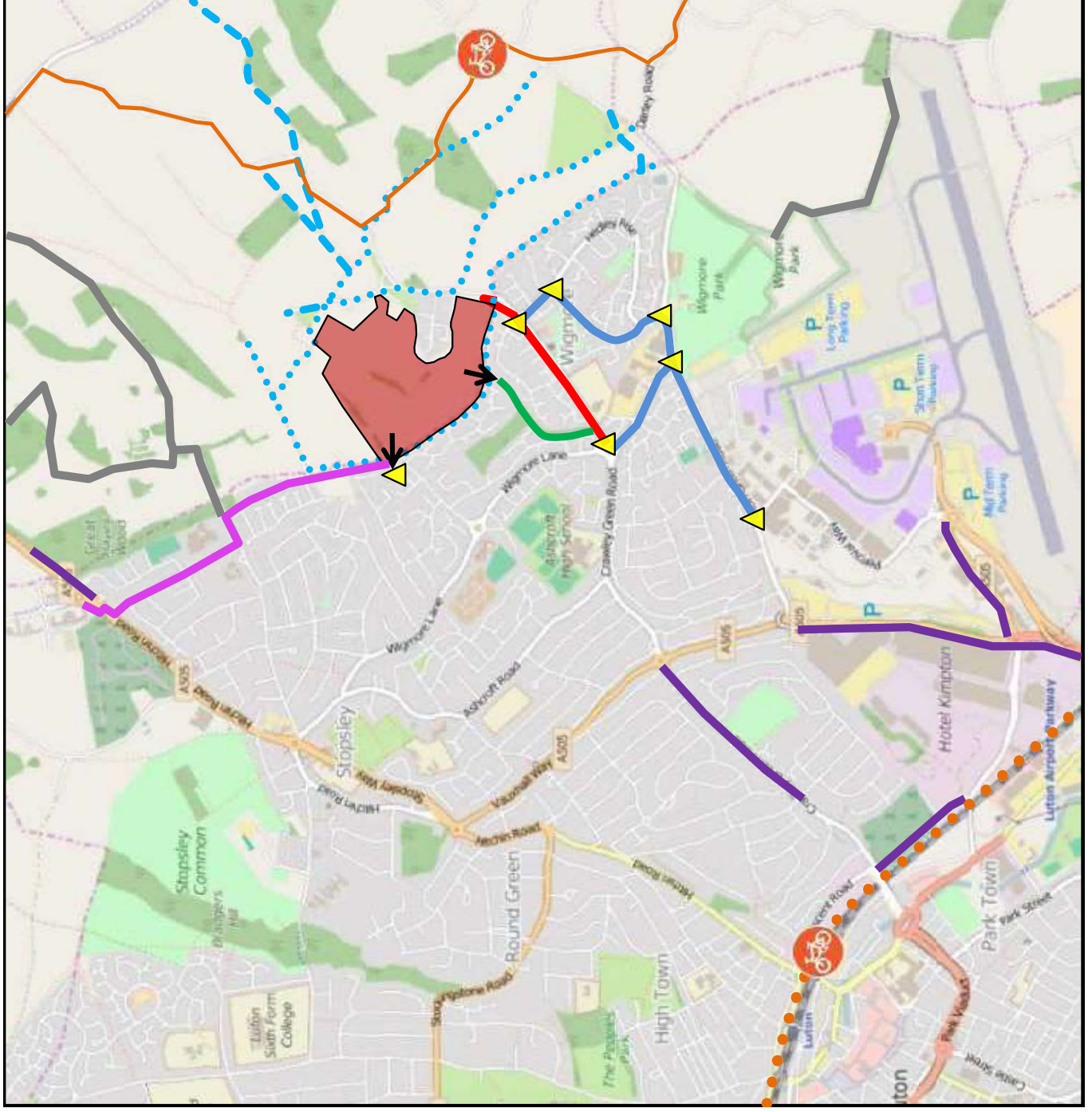
Figure 9

DRAWING REFERENCE:



Appendix 5

Planning Application TA Figure 6



Key		The Site
		Potential Pedestrian Links
		Green Corridor
		Existing Shared Footway/Cycleway
		Existing Pedestrian Route
		Existing On-road Cycle Route
		Proposed Shared Footway/Cycleway
		Tracks & Bridleways that Cyclists may Use
		Chilterns Cycleway
		Potential Pedestrian/Cycle Routes
		Proposed Fingerpost Locations

The Crown Estate
Land West of Cockernhoe
Proposed Pedestrian & Cycle Strategy

NTS			
SCALE: NTS			
DRAWN: LK	CHECKED: KH	DATE: 04/06/15	REVISION: .

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 Tel: 020 7580 7373 Email: london@vectors.co.uk www.vectors.co.uk

DRAWING REFERENCE: **Figure 6**



Appendix 6
Luton Local Plan Inspector's Report
Paragraph 140

Issue 6 - Does the Plan adequately deal with the issue of where and how Luton's unmet housing needs will be provided? Has the plan been positively prepared in this respect?

139. The Framework states that joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas.
140. The emerging North Hertfordshire Local Plan includes a contribution of 1,950 homes towards meeting Luton's needs. However, the main options for accommodating most of Luton's unmet needs lie within Central Bedfordshire. At this stage, there is little certainty regarding the scale or location of any contribution from CBC, including in respect of the consented development at Houghton Regis. The position is similar in Aylesbury Vale. At this stage, therefore, it is not possible to be sure that Luton's needs will be met in full or how and where this will be achieved.
141. However, I have already concluded that the Council has adequately engaged with neighbouring authorities³² on this matter and that it is broadly agreed that these authorities will consider how they will contribute to meeting Luton's needs as they prepare their own development plans, including through review or modification process depending on timing.³³ This will be informed by the joint Growth Options Study. At this stage Central Bedfordshire have committed to helping meet a proportion of Luton's unmet needs.³⁴ North Hertfordshire have confirmed, in addition to the allocation referred to above, that they will assess the implications of the Growth Options Study before their own plan is submitted for examination.³⁵ Aylesbury Vale have not yet made any firm commitment, beyond their involvement in the Growth Options Study. However, given the geography of neighbouring HMAs, Aylesbury Vale is unlikely to be a prime candidate to receive any very significant quantity of Luton's unmet needs.
142. The Growth Options Study was carried out during 2016 and the final report was made public in March 2017. However, the findings within it will need to be agreed by each of the commissioning authorities and decisions will need to be made about how to progress growth options through their own development plan process. Each of these plans and the proposals within them will then need to be subject to SA, consultation and examination. Inevitably, a final position on providing for Luton's unmet needs is some way off.
143. At this stage, there is little more that the Council could have done to secure a firmer commitment from any of its neighbours on housing numbers and there would be little merit in suspending this plan to allow that to be achieved, given the likely timescales. Indeed, it is difficult to see how that course of action might realistically speed up progress in neighbouring authorities. Furthermore, as I have already concluded, there is logic in the *exporting* authority adopting their plan first because this then quantifies the extent of

³² Principally, the Councils of Central Bedfordshire, North Hertfordshire and Aylesbury Vale.

³³ In the various SoCG and in Aylesbury Vale's Stage 2 hearing statement

³⁴ CBC Matter 7 statement (77.4)

³⁵ North Hertfordshire Stage 2 statement on Matter 7



Appendix 7
Regulation 19 Central Bedfordshire Local Plan
Paragraph 6.2.1

6 The Proposed Locations for Growth

6.1 Overview

In developing the Local Plan, the Council has consulted through a series of initiatives as set out in Chapter 3 and the outcomes of these have influenced both the initial Draft Plan and this Pre-submission Plan. To reflect the very different capacities and constraints for growth potential these consultations have drawn on the characterisation of Central Bedfordshire into component areas according to their main spatial, settlement, environmental and infrastructure features:

- The South Area – close to Luton and extending west to Leighton Linlade and north to Flitwick
- The A1 Corridor – Arlesey, Biggleswade, Sandy and north to Tempsford
- The East-West axis – from the M1 through Marston Valley to Wixams
- The Central Area – small towns and villages, from Ampthill to Moggerhanger

The following sections set out broadly the potential for growth proposed in this Plan for each of these areas.

6.2 South Area

- 6.2.1 This plan identifies a requirement to accommodate ‘unmet need’ as Luton is a highly constrained urban area. Some of this need is being met by North Hertfordshire District Council; however through Duty to Co-operate discussions; the Council has committed to providing for 7350 homes within Central Bedfordshire and within the Luton Housing Market Area (HMA).
- 6.2.2 As the Luton HMA is largely comprised of Green Belt land, this has necessitated proposals that require some release of land within the Green Belt as ‘exceptional circumstances’⁵ can be demonstrated. Small villages ‘washed over’ by Green Belt generally have limited capacity to grow, but there is potential for medium scale growth along the major transport corridors following the M1, A5 and the railway (Midland Main Line), or large scale growth for sites in close proximity to Luton that could be linked to the Luton-Dunstable Busway and/or the strategic transportation network. The lack of new sites within the urban areas of Luton, Dunstable and Houghton Regis mean that significant further growth on greenfield land is required.
- 6.2.3 Consultation told us that growth in the south was supported because of the proximity to key services in the urban centres of Dunstable, Houghton Regis and Luton.

⁵ The National Planning Policy Framework 2012, Paragraph 83





Appendix 8

Planning Application Combined Parameters Plans



KEY

- Application site boundary
(red line; drawn to features on Ordnance Survey mapping; exact alignment to be confirmed on the ground)
- Main spine street
(exact alignment subject to detailed design and engineering considerations and approved at detailed/reserved matters stage)
- Public open planted greenspace
(incorporating access, parking, servicing, and drainage infrastructure; no built development; extent, configuration and exact areas to be determined at detail/reserved matters stage).
- Buffer planting / structural landscaping
(including existing trees and planting reinforced/supplemented by additional native species).
- Attenuation features
(including swales, attenuation ponds, other drainage infrastructure and public open greenspace and planting); exact configuration subject to detailed design and engineering considerations and approval at detailed design/reserved matters stage)
- Existing trees on or adjacent to the site to be retained
(no trees to be removed/for details see Tree Survey)
- Access zones
(highways works to provide access - exact location and design of access point subject to detailed design and engineering considerations and approval at detailed/reserved matters stage)

- Approximate maximum extent of residential built development:
(all areas also incorporating areas of greenspace, access, parking and service infrastructure)
- Higher density development
(up to 3 storeys/1.2m ridge)
35-42.5 DPH
 - Medium density development
(up to 2.5 storeys/1.1m ridge)
30-37.5 DPH
 - Lower density development
(up to 2 storeys/1.0m ridge)
25-32.5 DPH
 - NEAP*
Minimum activity zone 1000m² plus 10m buffer
 - LEAP*
Minimum activity zone 400m² plus 30m buffer

*shown for illustrative purposes only

The Crown Estate
Land West of Cockernhoe
Combined parameters plan
1:5000@A3 / 1:2500@A1
Dwg. No: RGPL/371336/001

August 2016

