

<b>DATE OF STATEMENT</b>	<b>2 November 2017</b>
<b>EXAMINATION</b>	<b>North Hertfordshire Local Plan 2011-2031</b>
<b>MATTER 3</b>	<b>Matter 16 – Transport and infrastructure (Policies SP6, SP7, T1 and T2)</b>
<b>DATE/ SESSION WISH TO SPEAK</b>	<b>Thursday 30 November - Morning session 9.00am</b>
<b>FROM</b>	<b>Carolyn Cottier</b>
<b>TO</b>	<b>C/O Louise St John Howe (Programme Officer) Simon Berkeley BA MA MRTPI (Inspector) PO Services, PO Box 10965, Sudbury, Suffolk, CO10 3BF Tel: 07789-486419 E: louise@poservices.co.uk</b>

**What legal and procedural requirements of the Planning and Compulsory Purchase Act 2004 (as amended) and associated Regulations does the Plan fail to meet?**

**INFRASTRUCTURE - SCHOOL PLACES**

NPPF 72. Requires that a sufficient choice of school places is available to meet the needs of existing and new communities.

NHDC planning authority hasn't taken a proactive, positive or collaborative approach to meeting this requirement, nor to creating a development that will widen choice in education.

The Plan has not given great weight to the need to create, expand or alter schools; and work with schools promoters to identify and resolve key planning issues before applications are submitted.

The Plan is unsound and undeliverable since the Strategic Site is without school places to service the correct number of children in the new population.

**THE EVIDENCE OF UNSOUNDNESS**

**The Plan fails completely to address that 1,844 new school places are needed for its Strategic Site East of Luton.**

The Plan fails to “survey of the area” with this regards. The availability of schools is not assessed. The Plan fails to even state that East of Luton would require this large number of actual school places.

### **How many extra school children and of what ages would 2,105 new houses typically generate?**

2,105 new houses would typically generate a new population of approximately 5,052 people (of all ages).

In 2015, the average number of people per household was 2.4, the same as the European average.

[<http://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/families/bulletins/familiesandhouseholds/2015-11-05>].

**A typical hypothetical cross section of a population of 5,052 people, as associated with East of Luton would contain within it:-**

**8.4 per cent aged 0-4 - 424 new children**

**7.6 per cent aged 5-9 - 784 children**

**6.4 per cent aged 10-14 - 323 children**

**6.2 per cent aged 15-19 - 313 dependents**

**Therefore this new population of 5,052 requires new education across four levels totalling:-**

**424 - new nursery places**

**890 - new primary school places (children start foundation year at aged 4)**

**401 - new secondary school places**

**156 - new further education places (for those aged 16-18)**

**Total New School Places Needed: 1,844**

I base this upon statistics from United Kingdom Census 2011; the borough had a population of 203,201

[<http://www.luton.gov.uk/Environment/Lists/LutonDocuments/PDF/Planning/Observatory/Luton%202015%20Mid%20Year%20Population%20Estimate.pdf>]

“Table 3: Luton Population by Quinary Age Group, 2015” was as follows:

**8.4 per cent of the population was between ages 0-4.**

**7.6 per cent of the population was between ages 5-9.**

**6.4 per cent of the population was between ages 10-14.**

**6.2 per cent of the population was between 15-19.**

## FURTHER EVIDENCE – WHAT DELIVERABILITY ISSUE IS BEING OVERLOOKED AND WHERE?

Cockernhoe has been categorised as a “Class A Village” because it contains a Primary School. However SP 19 site contains the other villages of Mangrove Green, Tea Green, Wandon End which do not have schools. Thus they cannot be categorized as Category A villages.

Yet the only school in Cockernhoe is its tiny Primary School; located in an old village building. The school only has a total of 109 places for children aged 3-11.

[<https://www.schoolguide.co.uk/schools/cockernhoe-endowed-cofe-primary-school-luton>]

The Plan is creating a need for **890 new primary school places alone**.

To fulfil this number they would need not one but two large primary schools. As there is zero facility to accommodate the need anywhere else. The rules of catchment area mean they must be schooled in North Herts. However even if that were not so, Luton’ school are already over-subscribed and unavailable.

## THE VERY SIMPLE DELIVERABILITY RULE:

To deliver 50 per cent of an existent area’s dwelling again. You also need to deliver 50 per cent of that areas entire infrastructure again. Especially when it is already maxed out.

Wigmore is about 4,500 dwellings. To service that number of people they now have in the area:-

- 3 primary schools
- 10 nurseries
- 3 secondary schools

So for 1,844 new little people – North Herts and the developers would need to firmly commit to building between 2-3 new schools to deliver the population with schooling.

Because education between ages 4-18 is compulsory in the UK by Law.

Otherwise the project is not deliverable.

## FURTHER EVIDENCE – INSPECTOR YOULE’S WARNING

The Inspectors Report to Luton Borough Council dated 1 Aug 2017 clearly warned about school places not having been met.

**Jeremy Youle (Inspector appointed by the Secretary of State for Communities and Local Government) warns:**

**“128. The analysis is quite stark. Based on a projected housing delivery of only around 6,900 dwellings, an additional 4 or 5 secondary schools are said to be required by 2030.** New primary schools are also thought to be needed. As it stands the Council concludes that it does not currently have land or school expansion options to meet the growth from new development after 2021, even taking into account the site-specific proposals for a new secondary school and a new primary school in Policy LP24. This is said to be a particular problem in central and south Luton.”

Therefore if 6,900 dwellings require 4-5 new secondary schools, he agrees with my conclusion that 2106 (as per East of Luton) dwellings would require 2 new secondary schools. As this would be excluding the primary age group, they would also need at least 2 new primary schools with a capacity of 450 each at least.

Youle continues:

**“127. Although the demand for, and supply of, school places is referred to in the supporting text, this only emerged as a significant issue during the course of the examination. The Council’s difficulties in providing sufficient school places to meet projected housing growth are set out briefly in the notes relating to the 2016 SHLAA.28 The detailed analysis provided with the Council’s hearing statement of August 2016 more clearly indicates the severity of the situation.”**

He criticises:

**“130. Despite the timescale to 2031, the Plan does not make any provision to meet this identified need beyond that set out in Policy LP24. Furthermore, given the limited availability of land and the size of existing schools, the Council was unable to draw my attention to any specific solutions based on the expansion of existing schools or the development of new sites. This points to a need to apply caution when establishing the overall housing capacity figure, at least at this stage. On this basis alone, increasing the Plan capacity beyond 8,500 would not be justified.”**

Therefore we can apply the same criticism to NHDC Plan. Also we the Inspector's report on Luton's Plan clarifies that NHDC cannot expect at all that Luton is in any sort of position to assist in providing the additional school places.

Youle agrees with this:

"133. The MM refers to an assessment of the need for school places taking into account *planned housing growth*. **Clearly education requirements related to any provision to help provide for Luton's unmet housing needs will also need to be considered as local plans are advanced in neighbouring authorities. Accordingly, there is no need for the review policy to specifically mention planning for school places outside of Luton.** However, the new policy does acknowledge that growth outside Luton may have implications within it."

Youle alerts:

"131. **The Framework attaches great importance to ensuring that a sufficient choice of school places is available.** It also requires **that the capacity of education infrastructure is assessed and that required infrastructure should be positively planned for.** The Plan does not meet all of these objectives over the full plan period. **Furthermore, it is unlikely that finding a solution will be a particularly easy task.** This is because sites in the right locations will need to be identified and procured (in an area with a limited supply of land) before specific school proposals can be planned, designed and funded. **This could be an even more difficult prospect if some of the land has to be found in neighbouring authorities outside Luton, possibly in connection with urban extensions, a possibility raised at the hearing session.**"

Sadly we must say the same about the North Herts Plan and its half-baked meander into infrastructure, which threatens to collapse the system.

## FINAL WORD ON SCHOOLING – “NOT AN ENTIRELY SATISFACTORY SITUATION”

Returning to Youle's opinion:

"132. **It is unclear how long finding these site specific solutions might take, but it is unlikely to be quick.** Accordingly, it would not be appropriate to suspend the Plan to allow this work to be done. Instead, this is a matter that will need to be dealt with in the early review and the Plan should be amended to confirm that. **(MM56)** Given the scale of the problem and the implications that flow from it (ie

the potential for there to be a shortfall in school places), this is not an entirely satisfactory solution.”

I am surprised that Youle decides to offer nothing by way of solution; after admitting that 4 to 5 schools are lacking for the current population within 13 years!

Any parent needing to place their child in mandatory full time education would consider this a dire situation not merely just “not an entirely satisfactory situation”.

In the case of East of Luton however it wouldn't even be *that* good. Perhaps the Plan has another Policy to solve this predicament?

Maybe they plan to send all of these poor unschooled children away to work apprenticeships on factory farms out on New Garden City Company Ltd; or maybe they just want them to make their own schools slip-shod out of improvised pre-fab canvas.

## **INFRASTRUCTURE – POLICING**

### **INFRASTRUCTURE - SCHOOL PLACES**

NPPF 72. Requires that a sufficient choice of school places is available to meet the needs of existing and new communities.

NHDC planning authority hasn't taken a proactive, positive or collaborative approach to meeting this requirement, nor to creating a development that will widen choice in education.

The Plan has not given great weight to the need to create, expand or alter schools; and work with schools promoters to identify and resolve key planning issues before applications are submitted.

The Plan is unsound and undeliverable since the Strategic Site is without school places to service the correct number of children in the new population.

## **FURTHER EVIDENCE – WHAT DELIVERABILITY ISSUE IS BEING OVERLOOKED AND WHERE?**

**Cost of new policing for two sites, one being East of Luton was approximately £20M annually.**

For the East Luton site, the provision of resources is deficit in Hertfordshire:  
**Hertfordshire Infrastructure & Investment Strategy Final Technical Report - October 2009 stated:**

“Police Anticipated Need

5.102 The Hertfordshire Police Authority (HPA) has stated that **it will have a deficit in the provision of resources** in all of the areas where significant grow this planned. Specifically this relates to North Harlow, **East Luton** and the KCDCs.”

“5.107 The impact of the proposed developments at North Harlow and **Luton East are likely to require not only the creation of a new Intervention Base but also custody provision which would be shared by the respective adjoining Forces (Essex and Bedfordshire). This would represent a significant capital investment which, based on recent developments undertaken, is likely to result in a net cost of approximately £20M (to maximise efficiencies, the HPA would close and dispose of existing inadequate cell accommodation in the surrounding area).**

There is a debate as to how much of this is attributable to these proposed developments and identification of a 'tipping point' associated to these developments. Depending on the exact location and timing of these developments, this 'joint' operational provision could be located in Hertfordshire. HPA are currently engaged with both Essex and Bedfordshire Forces and their respective County Councils to progress this issue.”

The crime in this area is also certain to rise with the expansion of more concentrated populations.

Figure 1 – Chart costing infrastructure taken from the Hertfordshire Infrastructure & Investment Strategy Final Technical Report - October 2009.

5.214 The infrastructure costs by KCDC (within Hertfordshire) are shown in Table 5.12. Approximately 45% of the total infrastructure costs have been assigned to the KCDCs. The costs for individual KCDCs vary substantially, from approximately £90M for the East Luton KCDC to over £275M for the Watford KCDC.

Table 5.12 – Infrastructure costs by KCDC

KCDC	Strategic	Local	Estimated Cost
Stevenage / North Herts	£176.1M	£58.4M	£234.5M
Hemel Hempstead	£202.1M	£26.8M	£228.9M
Welwyn / Hatfield	£137.6M	£31.4M	£169.0M
Watford	£286.1M	£5.3M	£291.4M
Harlow – growth in East Herts	£125.9M	£43.1M	£169.0M
East Luton – growth in North Herts	£68.7M	£21.1M	£89.8M
<b>Total</b>	<b>£996.5M</b>	<b>£186.1M</b>	<b>£1,182.5M</b>

The estimated cost for Infrastructure at East of Luton would be just under 90 million annually.

The big question is whether NHDC can afford the constant costs of providing school places, medical care, waste removal, and policing for the East of Luton site?

This brings into perspective the serious questions infra-structure's deliverability issues. Is any of this achievable for North Herts financially?

Policing will not be Luton or Bedfordshire Police's responsibility but North Hertfordshire shall have to pay.

In the Hertfordshire Infrastructure & Investment Strategy Final Technical Report which is 8 years old, so it will be more now, stated back in 2009 that **the net cost of new policing for two sites, one being East of Luton was approximately £20M annually.**

That's a very big cost. The Strategic Site is so far away from North Herts town centres that they will not be able to merge it with any current policing provisions. They will instead need a new Intervention Base set up permanently managed for this extra area of 6,000 to 8,000 people.

## EYE WITNESS ACCOUNTS OF ACCESSIBILITY PROBLEMS

Figure 2: Congestion on the Luton Road; the Plan's ONLY access road for 8,000 people.



Luton Road and Crawley Green Road can be renamed “Heart Attack Way”. The only solitary entry point to the entire no longer green lung of Wigmore.

Or should it be “Avenue”?

“Let’s be aven’you!” is the phrase the chirpy copper will use, when called out from the new 20 million pound Intervention Base.

We imagine that people working in North Herts will be thrilled to find out that once inside the estate, they can’t escape. If you die once inside you die.

And you must plan a helipad for morning commute, to allow those who work at the Planning Department, to bypass the two thousands cars sitting below on the single lane alley.

Chalk Hill Lane is so narrow, the clogged artery will need two miles worth of stints to widen its channel. Able to currently fit only one car down it at a time, the laybys are here and there; so permission from the farmers, will be needed to mount the banks.

Figures 3 & 4: Chalk Hill Lane, the narrowest of tracks overlooking the beautiful Area of Outstanding Natural Beauty of across Lilley. Natural England is currently reviewing the case of whether to extend this designation to this greater area across the proposed West of Cockernhoe Strategic Site.





It won't even be "gridlock" as there aren't enough lanes. The passing view will be of yurts set up in the fields; the improvised schools for 1,844 forgotten children.

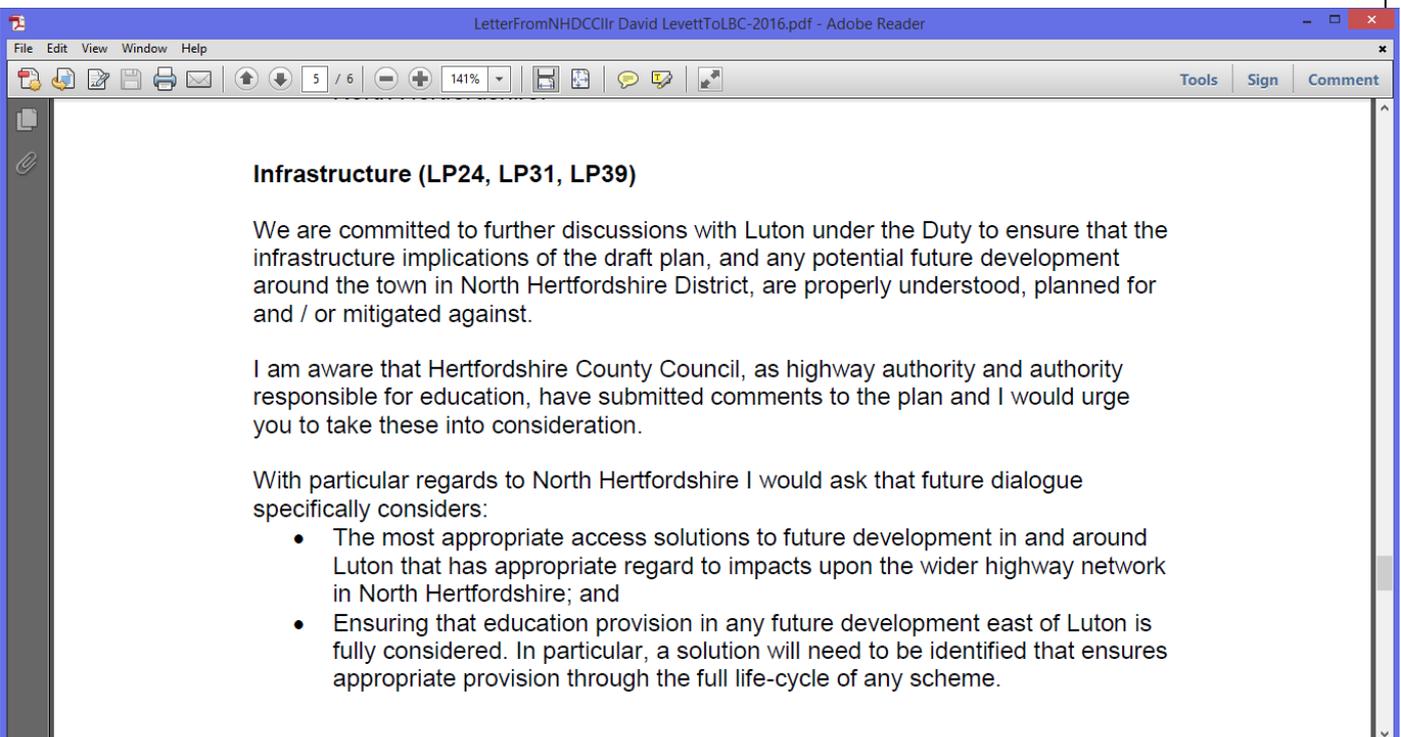
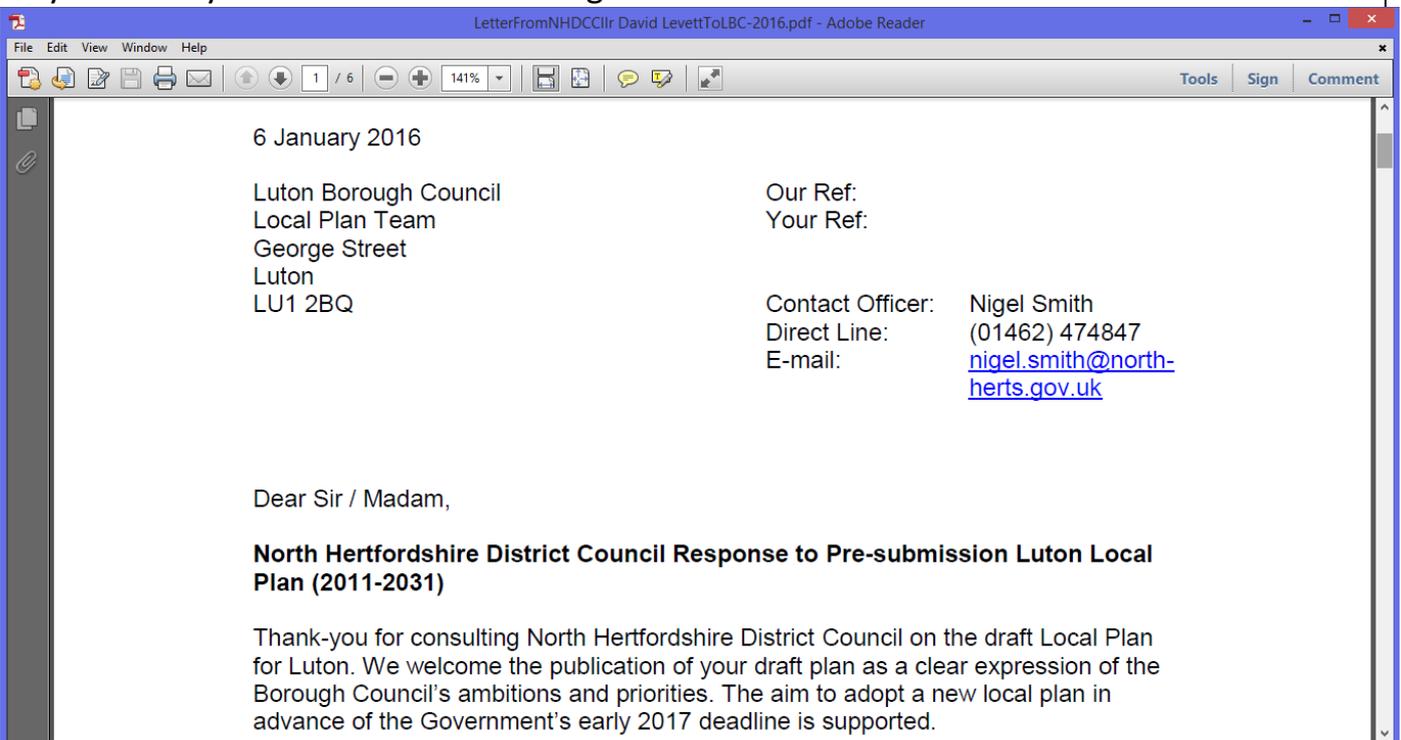
Moving on, unlike anyone in those vehicles, to the final infrastructure number cruncher – that of traffic studies.

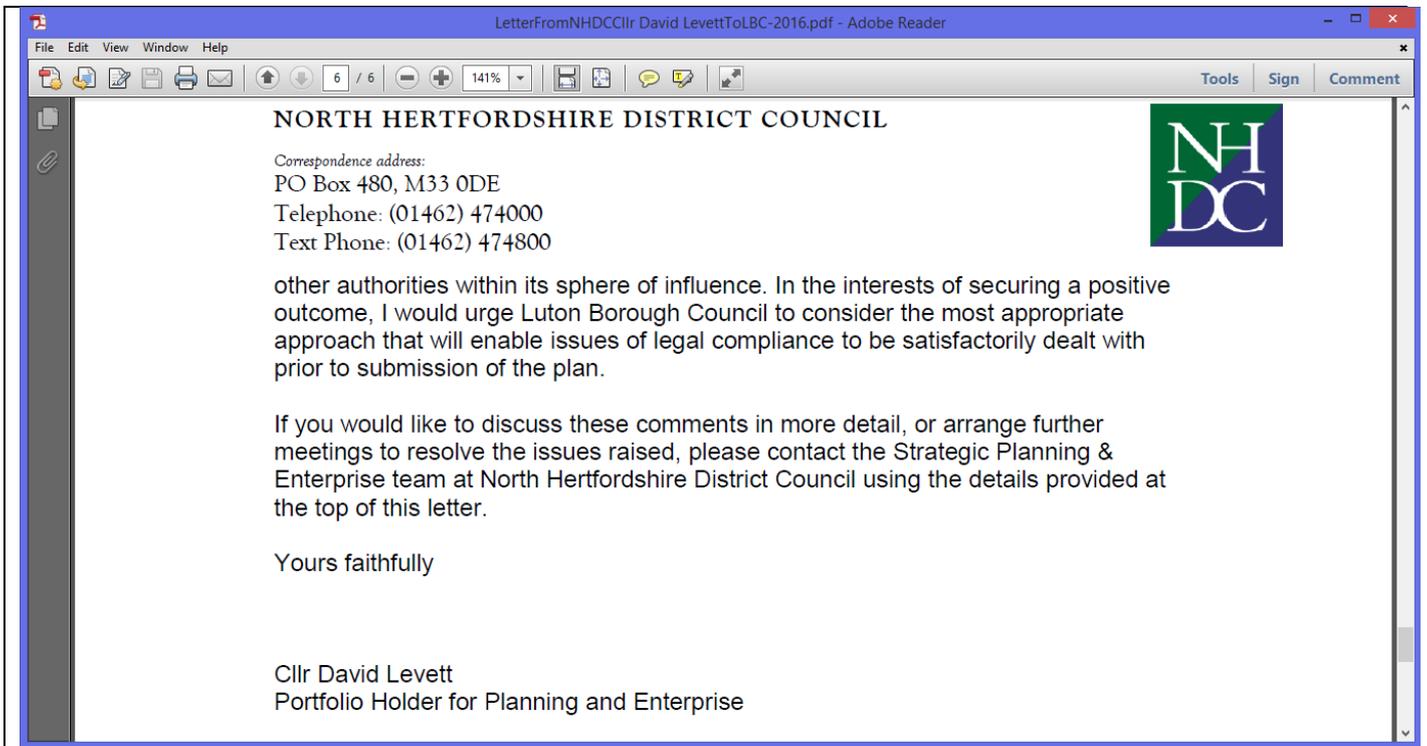
Luckily you will be relieved to know that we don't actually have any numbers to crunch. **North Herts and Luton haven't done any traffic studies on either of these two roads whatsoever to date.**



## ALL WORDS AND NO ACTION

Figure 5: A letter from Entrepreneur and Councillor David Charles Levett who says, they are committed to infrastructure, but then didn't do any traffic studies upon the actual only two entry roads to the whole thing - not even one between them!





Thanks, you've done a great job.



## WORDS BUT NO ACTION

Figure 6: A response to a Freedom of Information Request, from Entrepreneur and Councillor David Charles Levett who says, they are committed to infrastructure, but then no traffic studies upon the actual only two entry roads to the whole thing - not even one has been done between them!

Contact:	Paul Barton	Place & Infrastructure
Direct line:	01582 546311	Town Hall
Email:	paul.barton@luton.gov.uk	Upper George Street
Our ref:	910229	Luton Beds
Your ref:		LU1 2BQ
www.luton.gov.uk		

Ms Carolyn Cottier  
29 Rushall Green  
Luton  
Beds  
LU2 8TL

13<sup>th</sup> June 2016

Dear Ms Cottier,

### Freedom of Information Act 2000 – Request for Information

I respond to your request via email received on the 25<sup>th</sup> May 2016 under the Freedom of Information Act with regards to the new special needs school under construction on Crawley Green Road, next to Wigmore Primary School.

The new school was the subject of a planning application (ref: 14/00176/REG3) for which approval was granted on the 8<sup>th</sup> December 2014. The background documents are available to view on the council's planning portal.

Please find below the information as requested.

**1. Were the original plans for this school for it to be a two story building or a three story building?**

The plans have always been a 2 storied build.

**2. Please provide me with the original plans for this school.**

The original plans have not been changed and are available of the planning portal.

**3. How many children can the new school facilitate?**

110 pupils

**4. Please provide me with any traffic and transportation studies carried out for this new school.**

A Transport Assessment (TA), Travel Plan (TP) and Design & Access Statement produced in support of the application contain information on the transport aspects of the new school and can be accessed via the planning portal.

**5. How many of the children will be expected to arrive at the school in buses?**

Of the 112 additional pupils, it is estimated that 89% (100) will be transported by mini bus (all pupils with special needs are entitled to free transport).

**6. How many of the children are expected to arrive in cars?**

The remaining 11% of pupils (12) are estimated to travel by car/taxi

**7. How much extra traffic is this new school expected to generate?**

The TA provides details of the likely additional trips based on the assessments of transport (as summarised in points 5 and 6 above)

**8. At what times of day is this new school expected to generate the most traffic?**

The school day starts at 9am and finishes at 310pm so the busiest times would be in the half an hour before and after school opening/closing times

**9. From what areas will this traffic be coming in from?**

The TP contains details of the school catchment area. In addition, conditions will be monitored on a regular basis as part of the TP

**10. When is the school expected to be operational?**

September 2016

**11. Have there been any studies on air pollution on Crawley Green Road and Luton Road? If so please provide me with the copies of those most recent.**

All of LBCs nitrogen dioxide monitoring data (including for LN70) is available at <http://www.hertsbedsair.net/> (click on "NO2 Diffusion tube data" on the LHS of the screen). This spreadsheet provides locations and measured monthly concentrations. \*Please note that this information has not been bias adjusted.

LBC has not undertaken any detailed assessments of Crawley Green / Luton Road. Luton Road is situated in North Hertfordshire District Councils Area who may be able to advise regarding this location.

**12. Have there been any studies carried out on noise pollution along Crawley Green Road and Luton Road? If so please provide me with the copies of those most recent.**

Environmental Protection has not carried out any noise pollution studies along Crawley Green Road. Luton Road as per question 11 is outside the borough boundary and is part of North Hertfordshire District Council.

If you are unhappy with our response, please write to Natalie Jones, Business Support Coordinator, Environment and Regeneration, 2<sup>nd</sup> Floor Town Hall, George Street, Luton, LU1 2BQ or email [erfoi@luton.gov.uk](mailto:erfoi@luton.gov.uk). If you remain unhappy after the conclusion of the Council's internal complaints procedure you may apply to the Information Commissioner, Wycliffe House, Water Lane, Wilmslow SK9 5AF

Yours sincerely,



Paul Barton  
Acting Service Director, Planning and Transportation

## MODELLING IS NOT MEASURING

This response was received in answer to the another Freedom of Information Request asking for the transportation studies that NHDC had given Luton in support of their East Luton development. It also requested the results of Luton's studies.

To Carolyn Cottier<[cazad1@yahoo.com](mailto:cazad1@yahoo.com)>  
From: Ms Sonal Patel<[sonal.patel@luton.gov.uk](mailto:sonal.patel@luton.gov.uk)>  
Date: Sep 20 at 7:20  
Tel: 01582 547068  
Our ref: 923239

Dear Ms Cottier,

I am writing in respect of your request for information held by the Council under the Freedom of Information Act. Please find below my response to your enquiry.

Firstly, may I apologise most sincerely on behalf of the authority for not responding promptly to your request.

A response was collated but unfortunately Luton failed to send it to you over a mix up in communication and it not being subsequently picked up. The response that was collated is set out below to your queries.

In relation to the third question, given that North Herts are the lead (as I have indicated in the second para of the response to the first question) it would be appropriate to seek North Hertfordshire's consent to release the notes of any meeting. In this context it may be best that you make enquiry direct to North Herts.

I hope that this response provides you with the information you need. The Council's position on development to the east of Luton is to support it in principle - provided that appropriate transport infrastructure and mitigation is provided and that development should be at a scale to the east of Luton sufficient to deliver necessary strategic infrastructure such as a link road. Please review the council's democracy pages for the Executive responses to North Hertfordshire's Local Plan preparation consultation stages.

Are the studies conducted so far to assess the potential traffic implications of the housing developments proposed in the North Herts Local Plan adequate? Have any conclusions, accurate or otherwise been drawn?

Under the Freedom of Information Act (2000) please could you provide the following information in as much detail as possible:-

**Evidence that LBC has assessed the potential traffic implications of the housing developments proposed in the North Herts Local Plan.**

Luton Borough Council (LBC) has undertaken **transport modelling to support the preparation of its Local Plan** which includes the development east of Luton which, under the Duty to Cooperate, includes 2100 homes in North Hertfordshire to the east of the town. This transport modelling includes the alignment of the proposed spine road through that development site, and LBC have also assumed by 2031 that will be extended at its northern end to join the A505 near its junction with the road into Lilley. This is just a high level operational assessment and, as more detailed design of the transport network associated with that development is progressed, a more detailed operational assessment based on current and future traffic conditions will be undertaken as part of the Transport Assessments and Sustainable Travel Plans as proposals for development of that site are brought forward. In this context it should be noted that North Hertfordshire District Council will receive, and be required to make a decision on, any planning applications associated with this site. However they have agreed to liaise closely with both LBC and Hertfordshire County Council as these proposals come forward.

**Any evidence that conclusions were drawn from the LBC assessments.**

The report on the transport modelling of Luton's Local Plan, which includes the east of Luton development and related highway infrastructure (see response 1 above for more details) shows that, based on a comparison of the traffic flows and the "capacity" of those improvements to cater for those flows, the roads will be able to cater for the traffic. However it does indicate that there could be a problem where the new road joins Hitchin Road, but that will be examined further at the detailed design stage.

**Any evidence that clear records were kept of any LBC Officers' discussions and meetings about this information and the conclusions drawn from it.**

From a Planning perspective, this is recorded in the notes of Duty to Cooperate (DTC) meetings of which there were several over the period 2014 to 2015. In relation to discussions about the transport assessment of that development, whilst some meetings were held in 2013-14 between North Hertfordshire District Council, Hertfordshire County Council and Luton Borough Council together with the developers of the east of Luton site, there have been no meetings since that time with regard to that site.

**Any evidence that you may have showing LBC has been given the results of any work done by North Herts?**

LBC agreed to North Hertfordshire undertaking an assessment of the impacts of the east of Luton development site using Luton's transport model. A Technical Note of that work is available on North Hertfordshire's website using the attached link. [East of Luton Traffic Modelling Results - Draft Feb 2016](#)  
The main difference compared to the LBC report (see response 1 above) is that North Hertfordshire's assessment did not include the new road between the A505 and the northern end of the spine road through the development site.

**What were the conclusions of any work done by NHDC, if indeed any have been given?**

The conclusions are set out in section 4 of the Technical Note prepared by North Hertfordshire District Council.

NOTES

1 / 2 The evidence published that cover these questions to some extent, are available at:

<http://www.luton.gov.uk/Environment/Planning/Regional%20and%20local%20planning/evidence-base/Pages/default.aspx>

By following the above link you can access the following documents prepared in the formulation of evidence behind the submitted Luton local plan 2011-2031 (currently under examination) which will be of relevance.

In particular, the transport evidence documents accessible via the first link above – are as follows:-

TRA 001 - Facilitating growth background paper - April 2016

TRA 001A - Luton Local Plan - 2015 Pre-submission transport evidence - April 2016

TRA 006 - Luton Local Plan: Initial transport evidence base (SATURN Model) - November 2013

TRA 008 - Luton Local Plan junction assessment - technical note - July 2014 - AECOM Luton

TRA 009 - Luton development plan - Junction mitigation assessment - June 2015 – AECOM

All notes associated with the DTC meetings explain the cross-boundary plan-making activities that have been undertaken with our neighbours. These will include discussions around transport modelling and impact in particular, in the menu of links accessible from the above link you may want to review document DTC001 specifically – using this link

<http://www.luton.gov.uk/Environment/Lists/LutonDocuments/PDF/Local%20Plan/Duty%20to%20cooperate/DTC%20001.pdf>

Yours sincerely

Ms Sonal Patel

Information Governance Senior Assistant

Business Intelligence Team

1st Floor, Town Hall, Annexe

George Street

Luton

Beds

LU1 2BQ

Tel: 01582 547068

LBC's Transport Modelling was so inadequate, it literally assumed a magic road appearing from nowhere (their words):

"This transport modelling includes the alignment of the proposed spine road through that development site, and LBC have also assumed by 2031 that will be extended at its northern end to join the A505 near its junction with the road into Lilley." (*\*why would they do such a thing when one isn't there?\**)

However LBC admit that NHDC did not include any imaginary road in their recent transportation study:

"The main difference compared to the LBC report (see response 1 above) is that North Hertfordshire's assessment did not include the new road between the A505 and the northern end of the spine road through the development site."

**So they need to do their first actual traffic study that also doesn't include any non-existent roads, and base it on real traffic.**

That reality being heavy traffic congestion building up along Wigmore, Crawley Green, and Luton Road. There are four schools along this road.

## **CONCLUSION**

**So the over-riding conclusion from all of this is LBC and NHDC rather than actual studies both did fantasy modelling based on non-existent roads – which do not exist now, and for which there are no plans for them, to exist in the future.**

**NHDC has therefore failed to gather the actual traffic data to ensure legality. Modelling in cyberspace doesn't count.**

**LBC has failed to gather the data. No actual traffic counts based on the real roads exist.**

**And knowing that Luton based its fantasy model up on a non-existent road. NHDC has not requested the actual data. No plans to get the data exist.**

**Is it sound in accordance with the National Planning Policy Framework? – No.**

**Positively Prepared? – No, it is not consistent with achieving sustainable development.**

**Justified? – No, it is not based on proportionate evidence.**

**Effective? – No, it is not based on effective joint working on cross-boundary strategic priorities.**

We see no evidence that infrastructure needs have been adequately accounted for.

It's not an entirely satisfactory situation.

### **BIBLIOGRAPHY:**

Report to Luton Borough Council by Jeremy Youle (Inspector appointed by the Secretary of State for Communities and Local Government, Date 1 Aug 2017)

United Kingdom Census 2011; for the Borough of Luton

URL:

<http://www.luton.gov.uk/Environment/Lists/LutonDocuments/PDF/Planning/Observatory/Luton%202015%20Mid%20Year%20Population%20Estimate.pdf>

Cockernhoe Primary School Guide

URL: <https://www.schoolguide.co.uk/schools/cockernhoe-endowed-cofe-primary-school-luton>