

DATE OF STATEMENT	6 January 2018
EXAMINATION	North Hertfordshire Local Plan 2011-2031
MATTER 10	Matter 10 - Luton & Cockernhoe
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Matter 10.25

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?
- b) supported by evidence to demonstrate that safe and appropriate access for vehicles and pedestrians can be provided?
- c) deliverable, having regard to the provision of the necessary infrastructure and services, and any environmental or other constraints?

Matter 10.25 - Are all of the proposed housing allocations deliverable?

The most vital thing to understand about The East Luton Strategic site is that there are no roads to cater for it. Not now, and not in the future via the developers' proposed plans, nor in the Luton Local Plan and definitely not in the NHDC Local Plan.

If you look at the master plans the developers have put forward you can see from Luton there is only one narrow road going into it and only one other single lane/ track going out the back of it towards AONB Lilley!

Our community is obviously very angry and we assert that in spite of this obvious huge significant limitation, our voices have been entirely ignored by Cllr Levett and his Team repeatedly over the last five years. The East Luton and Cockernhoe communities feel that their Luton area has been unfairly victimised by NHDC – since they are forcing us to withstand a huge 15 per cent of the North Herts' ENTIRE CLAIMED HOUSING NEEDS – when this is neither wanted by anyone living here, nor even possible. The current ward Luton side is 4,500 houses and we have many congested roads, schools shops, etcetera serving this vicinity. We also have the prospect of an Airport expansion to contend with.

This proposed East of Luton Strategic Site is vast in size. It is for 2100 dwellings (15% of the entire OAN), plus all the additional retail, hotels, flats and schools that come with it – we simply do not have the physical space or roads to cater for this development. It is half the size of the current ward all over again! And our current community will suffer all of the negative impacts of this utter stupidity – not North Herts who have placed it far away from

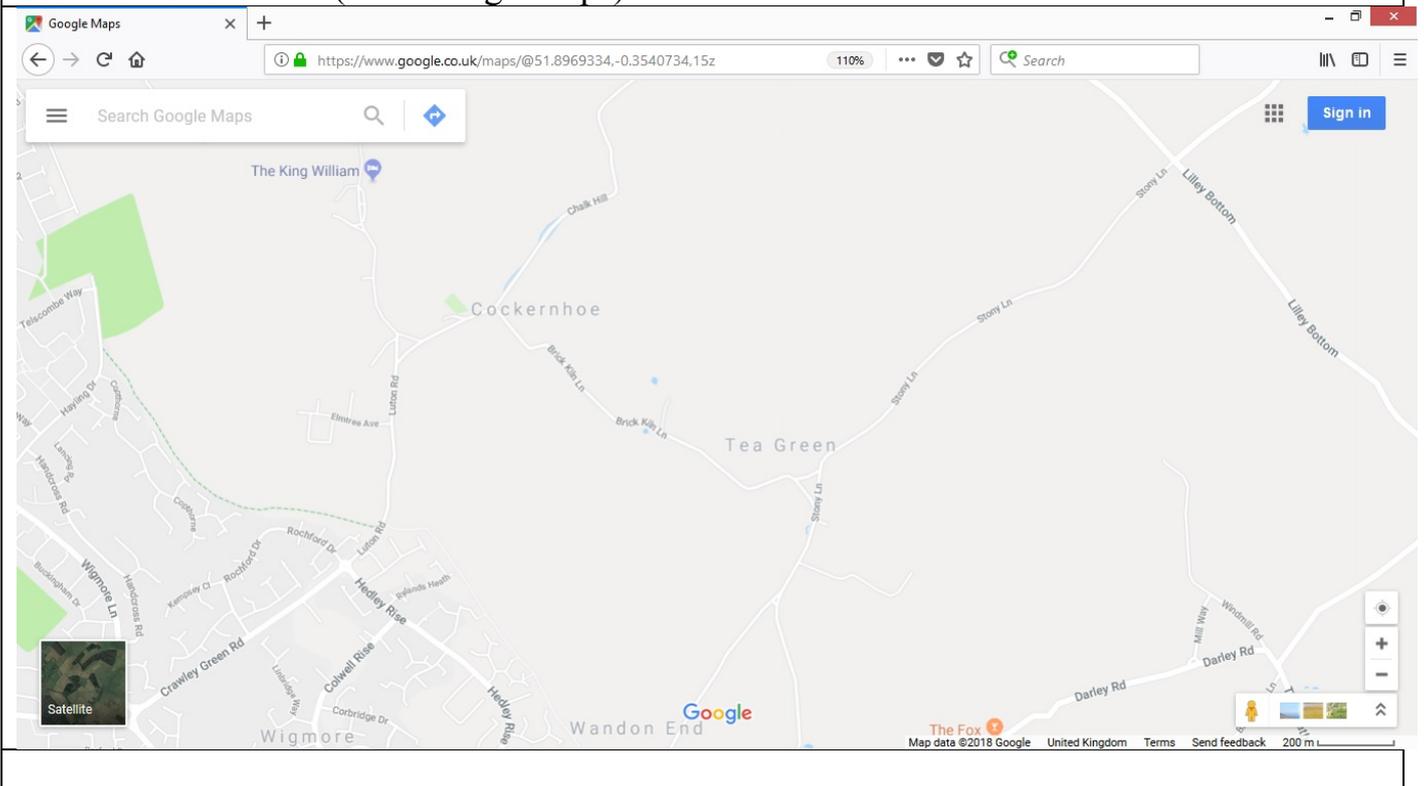
them. It is unbelievable that they would try to fit something half the size again onto land with only one road through it. The current ward has 4,500 houses and XX roads serving it. So claiming one road can serve something half that size again is spatially challenged and below even the reasoning capacity of a 4 year old child.

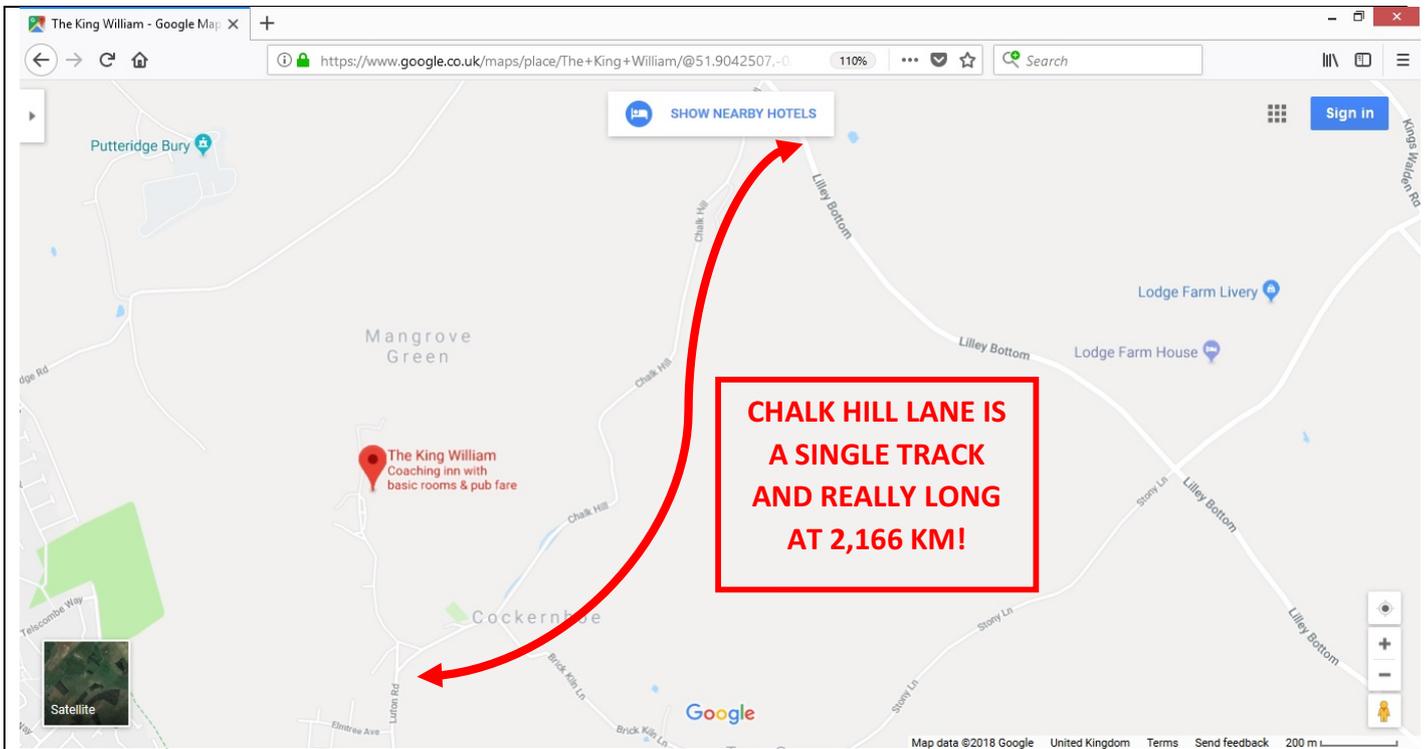
However our repeated expression of this during public consultation has been entirely ignored. Why? When it is undeliverable; further illustrations of why below.

Matter 10.25 a - Are the proposed housing allocations confirmed by all of the landowners involved as being available for the use proposed?

No. because the road out of the back called Chalk Hill Lane is about XX KM long and crosses multiple landholders' properties. It also passes an entire Area of Outstanding Natural Beauty which has delicate hedgerows all the way along it. Currently the long single lane track can only process one car at a time, so it would have to be widened all the way along it - The developers are able to do this? They will pay for it? Where is the evidence they have consulted with the landowners, to check they even can widen the very long, one car wide lane onto others' land.

Let us analyse a map of the one connected roadway under needful scrutiny. See below an overview of the area (Ref: GoogleMaps)





According to the map the entire length of Chalk Hill Lane is 10.83 times the 200m scale. Thus Chalk Hill Lane is 2166.66kilometres long.
 How much will it cost everybody to widen 2166.66kilometres of narrow lane and turn it into a functional dual lane road?

To enable us to approximately calculate the cost, here are some road pricings from 4 years ago:

Motorway

M74 (extension)
 Actual cost = £692,000,000
 Length (km) = 8
 Cost/km = £86,500k

A-road (dual)

Aberdeen western peripheral route (estimated)
 Actual cost = £395,000,000
 Length (km) = 29
 Cost/km = £13,621k

A-road (single)

Average based on costs of A737, A75 and A82 bypasses;
 Actual cost = £58,000,000
 Length (km) = 8.57
 Cost/km = £6800k

If you have to move a lot of earth to build cuttings / embankments or had bridges to build, then the cost goes up exponentially.

The A82 Crianlarich bypass is 770m of single carriageway and comes in about £5,700k per km.

Borders railway (upper estimate) comes in at £6,020k per km.

Building or widening roads is very expensive.

The cheapest A-road single scenario – for expansion to Chalk Hill Lane would be 2,166 (KM) x £6,800 which would mean a huge cost of £18,627,000 to create any access to the site into Hertfordshire. This is not deliverable.

A-road (single)

Average based on costs of A737, A75 and A82 bypasses;

Actual cost = £58,000,000

Length (km) = 8.57

Cost/km = £6800k

The dual A-road scenario would be even more - 2,166 (KM) x £13,621 which would mean a huge cost of £29,503,286 to create dual road access into the site from Hertfordshire. This is less deliverable still.

A-road (dual)

Aberdeen western peripheral route (estimated)

Actual cost = £395,000,000

Length (km) = 29

Cost/km = £13,621k

Further pricing can be found at:

<http://wehearhart.co.uk/wp-content/uploads/2015/02/Road-costs.pdf>

Investing in Roads: Pricing, Costs and New Capacity By Christopher Archer , Stephen Glaister – Nov2006

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