

# Planning and Transportation

## *Infrastructure Delivery Plan 2015 – 2031*

October 2015

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## Table of abbreviations

AGP	Artificial grass pitch
BF&RA	Bedfordshire Fire and Rescue Authority
BT	British Telecommunications
CBC	Central Bedfordshire Council
CCG	Clinical commissioning group
CDA	Critical drainage area
CIL	Community infrastructure levy
CSCO	Carbon saving community obligation
DDA	Disability Discrimination Act
ECO	Energy company obligation
ESF	European social fund
GP	General practitioner
HA	Highways Agency (now Highways England)
ha.	Hectares
HECA	Home Energy Conservation Act
HGV	Heavy goods vehicle
IDP	Infrastructure delivery plan
IRB	International Rugby Board
LBC	Luton Borough Council
LLAL	London Luton Airport Ltd
LLAOL	London Luton Airport Operations Ltd
LLP	Luton Local Plan 2011-2031
LTB	Local transport body
LTP	Local transport plan
NHDC	North Hertfordshire District Council
NHS	National Health Service
NPPF	National Planning Policy Framework
SEMLEP	South East Midlands Local Enterprise Partnership
SME	Small and medium-sized enterprises
Sq.m.	Square metres
TOC	Train operating company
UKPN	UK Power Networks

## **1 Introduction**

The primary function of this infrastructure delivery plan (IDP) is to support the emerging Luton Local Plan 2011-2031 (LLP). It identifies (as far as possible) the critical and other infrastructure necessary to support the delivery of the objectives, spatial development strategy and other policies set-out in the LLP.

The IDP also provides an overarching framework for service providers' plans and programmes, bringing them into one place. This should help all providers to plan for the predicted level and locations of future growth as set out in the LLP.

Another function of this document is to support the development of a community infrastructure levy (CIL) or other mechanisms that secure funds for infrastructure delivery. It can help to identify priorities and support funding bids to bodies such as the local enterprise partnership.

The infrastructure delivery plan (IDP) will be regularly updated and published to provide the latest position on infrastructure delivery.

## 2 Background

Development of this document began in 2012, alongside the first consultation stage of the LLP. The council contacted key stakeholders to identify any known infrastructure requirements and planned works. A review of existing plan-making evidence and local strategies was also undertaken. This resulted in an extensive background document identifying key issues.

Early in 2014, a comprehensive review of infrastructure requirements was undertaken, using the previous background document as a basis. The review included a search for stakeholder asset management plans and similar strategies. Updated plan-making evidence (available to inform a second consultation on the LLP) was also queried. The outcome of this stage was a short document focussing on schedules of infrastructure requirements.

In the autumn of 2014, consultation on the scope and content of an infrastructure delivery plan was carried-out. Specific advice was sought from the Planning Advisory Service and Planning Officers Society to ensure that the schedules could be developed into a document that was fit for purpose.

A draft IDP was produced in June 2015 and issued to stakeholders for further review, resulting in this publication. Chapter 6 (Infrastructure Requirements) confirms the source of infrastructure requirements presented in this document while appendix A details those parties that have been most useful in providing information.

It should be noted that the level of detail on infrastructure requirements does vary across all parties. Some organisations produce detailed and comprehensive asset management plans or equivalent strategies, while others have only been able to indicate summary concerns. While it is accepted that one can only work with the information available, it is expected that detail on requirements will evolve and improve over time.

Funding for infrastructure can come from a variety of different sources. One such source is the community infrastructure levy or similar planning obligations through the provisions of section 106 of the Town and Country Planning Act 1990. Where funds are sought through this approach, the council must be careful that this does not result in a significant adverse effect to the profitability of development. Analysis on the ability of developers to fund infrastructure provision is provided in separate evidence documents that inform the development of the LLP.

While the delivery of infrastructure will be supported by a multitude of other plans and strategies, it is worth making specific reference to the council's Investment Framework 2015-2035. This was developed at the beginning of 2015 and is currently available in draft form. Its purpose is to attract over £1bn of inward investment from public and private sectors to ensure that key strategies (including the LLP) are taken forward in a coordinated manner and that economic growth in Luton is sustainable. Strongly influenced by the objectives of the draft Luton Local Plan 2011-2031 (published 2014), it commits the council to focussed prioritisation of land and other resources. This will ensure that council policies will work well together to improve health and realise local and regional ambitions.

The Investment Framework also introduces new funds for social and commercial investment and identifies opportunities to maximise the benefits derived from Luton's assets: location, available skilled workforce and connectivity. It also levers the assets of London Luton Airport as an economic driver. More information on the links with this framework is provided in chapter 9 (Governance and Review).

Special note should also be given to the role of the South East Midlands Local Enterprise Partnership (SEMLEP). This organisation can help to prioritise investment (particularly from public sector sources) across a large, regional area to ensure that critical infrastructure is delivered to support key objectives.

### 3 The Need to Identify Infrastructure Requirements

The National Planning Policy Framework provides the following directions for the process of plan-making:

*Local planning authorities should set out the strategic priorities for the area in the Local Plan. This should include strategic policies to deliver:*

- *...the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *the provision of health, security, community and cultural infrastructure and other local facilities... (paragraph 156)*

*Crucially, Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework... (paragraph 157)*

*Local planning authorities should work with other authorities and providers to:*

- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
- *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas. (paragraph 162)*

The National Planning Practice Guidance on the preparation of local plans advises that local planning authorities can show that a local plan is capable of being delivered by:

*...identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development.*

*Early discussion with infrastructure and service providers is particularly important to help understand their investment plans and critical dependencies. The local planning authority should also involve the Local Enterprise Partnership at an early stage in considering the strategic issues facing their area, including the prospects for investment in infrastructure.*

*The Local Plan should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development. This may help in reviewing the plan and in development management decisions. For the later stages of the plan period less detail may be provided as the position regarding the provision of infrastructure is likely to be less certain. If it is known that a development is unlikely to come forward until after the plan period due, for example, to uncertainty over deliverability of key infrastructure, then this should be clearly stated in the draft plan.*

*Where the deliverability of critical infrastructure is uncertain then the plan should address the consequences of this, including possible contingency*

*arrangements and alternative strategies. The detail concerning planned infrastructure provision can be set out in a supporting document such as an infrastructure delivery programme that can be updated regularly. However the key infrastructure requirements on which delivery of the plan depends should be contained in the Local Plan itself. (reference ID: 12-018-20140306)*



## 4 Luton Local Plan 2011-2031 (LLP)

Prior to submission for formal examination, the LLP is scheduled to be published for public consultation in the autumn of 2015. That plan sets-out a strategy to deliver a net gain of:

- 6,700 homes
- 18,000 jobs

Eight locations are proposed as strategic allocations, which will accommodate a significant amount of development:

1. **Land South of Stockwood Park:** 3.2 hectares (ha.) of land for sports, 0.3 ha. for retail, 2 ha. for park and ride and 9.5 ha. for office uses
2. **London Luton Airport and Century Park:** Increased passenger capacity and development of 43 ha. of new employment land
3. **Butterfield Technology Park:** 4,800 jobs and park and ride facilities
4. **Napier Park:** 35,000 sq.m. of offices, 20,000 sq.m. of industrial uses, 600 homes, a 2,500 sq.m. food store and a hotel
5. **Power Court:** 600 dwellings and 3,400 sq.m. of convenience retail
6. **High Town:** 750 homes and 350 jobs
7. **Creative Quarter:** Mixed use, town centre re-development between the train station and the Mall
8. **Marsh Farm:** Comprehensive re-development of the existing centre, including a 1,000 sq.m. food store.

Other development is expected across the borough, with a particular focus on a revised network of district and neighbourhood centres.

The key diagram from the draft strategy describes the broad locations of the strategic allocations and network of centres. The key diagram is re-produced on the following page.

Chapter 12 of the pre-submission LLP provides explicit directions on the delivery of infrastructure required to deliver the proposed levels of growth. Policy LP 39 states that:

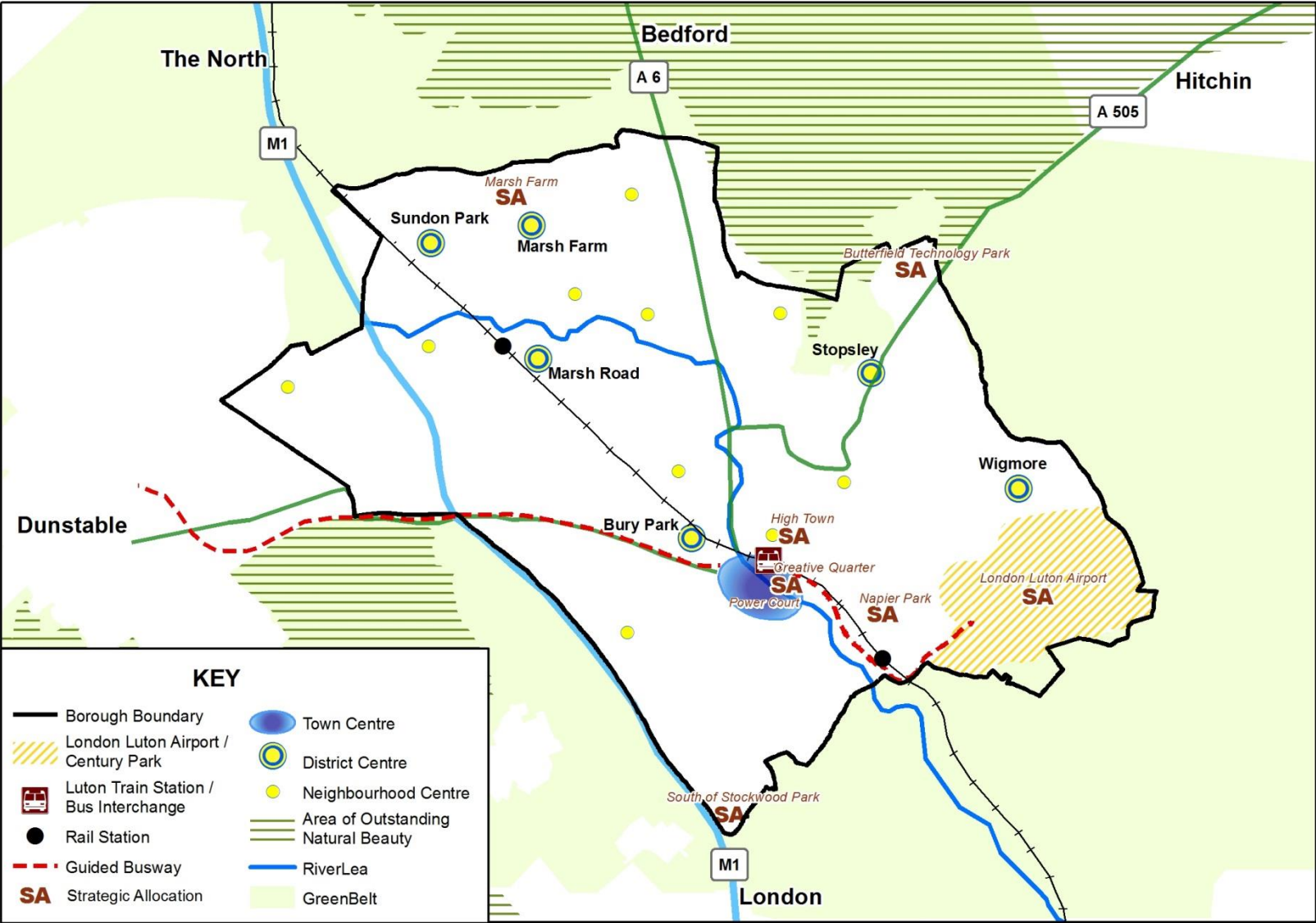
- A. The Local Planning Authority will support development proposals which provide or adequately contribute towards the infrastructure and services needed to support them, which will be delivered using the following approach:*
1. *testing the capacity of existing infrastructure and where there is insufficient capacity securing the timely provision of improvements or additional provision;*
  2. *infrastructure provision or improvements should be provided on-site as an integral part of a development, wherever possible and appropriate;*
  3. *where off-site measures are needed, or on-site provision is not possible, planning obligations will be needed to secure the necessary provision or a financial contribution towards provision;*
  4. *where a contribution towards other infrastructure improvements or provision is needed and viable this will be achieved through planning obligations, planning conditions and / or Community Infrastructure Levy.*

*B. Any on-site provision or financial contribution should:*

- 1. meet the reasonable costs of provision to support the development or offset its impact; and*
- 2. be related to the size and type of each development and the nature of the improvements required; and*
- 3. take account of the cumulative impact of requirements on the viability of development, especially where the development meets a particular local need or provides particular benefits.*

*The Local Planning Authority will support the improvement or development of locally and regionally important infrastructure where needed to serve existing or new development required through this Plan, or to secure long term supply, provided that the need for such facilities is consistent with other policies within this Plan.*

Figure 1: Key Diagram



## **5 Collaborative Planning**

The LLP proposes a level of development that reflects the capacity of the town to accommodate growth sustainably. Not all needs can be met within the borough boundaries and some development requirements will likely be met by neighbouring authorities.

Some planning topics (e.g. natural environment) require cross-boundary co-operation to be addressed in a coherent manner, while strategic infrastructure provision in one authority (e.g. new roads) can help support development in neighbouring areas.

For these and other reasons, there is a need to plan for infrastructure provision collaboratively with neighbouring authorities. Identifying cross-boundary infrastructure needs early-on allows more time to identify mechanisms and reach agreements between authorities and other stakeholders that will ensure timely delivery.

This document identifies relevant aspects of cross-boundary infrastructure requirements. The list of key stakeholders at appendix A includes those that are required to identify cross-boundary needs.

## 6 Infrastructure Requirements

For the purpose of this document, infrastructure is taken to be the services required to deliver jobs and homes and support the sustainability of communities. For example, it might relate to the need for roads that will unlock an employment site, paths through parks to provide safe routes to local facilities or the schools required to educate the children that will live in new homes. Beside the physical structures such as new roads and schools, infrastructure also includes less visible measures like car sharing clubs and community support groups. Homes (including affordable tenures) and employment premises themselves do not fall within this definition of infrastructure.

The following pages describe requirements by category of infrastructure. Informed by paragraphs 156, 157 and 162 of the National Planning Policy Framework (NPPF), the infrastructure categories employed are:

- Transport (including education of road users and other soft measures)
- Telecommunications
- Utilities (including water, sewerage and other waste, electricity, gas and heat supplies)
- Minerals
- Security (including emergency services)
- Flood risk (excluding coastal change management, which is not directly relevant to Luton)
- Health
- Education
- Green Infrastructure (not explicitly stated in the referenced NPPF paragraphs)
- Economy (not explicitly stated in the referenced NPPF paragraphs)
- Other community (including cultural and social care)

It should be noted that some items are applicable to multiple categories. For example, initiatives to promote active travel (e.g. walking and cycling) could be attributed to transport, health or (depending on the details) green infrastructure. Where this is the case, the item is reported only once against the category that relates closest to its evidence source. In this example, if the local transport plan is specifying infrastructure for active travel, it will be reported against the transport category.

The following sections are all structured the same. They start with a table setting-out the key organisations responsible for the planning (if not necessarily the delivery) of infrastructure and the key sources of information produced by them.

This is then followed by a brief summary of critical items and other information of note. Critical infrastructure is explained further in chapter 8.

A table is then provided, summarising:

- details of each scheme
- timing of delivery
- location
- lead provider(s)

- estimated cost
- secured funding
- funding deficits and potential funding sources

Where an item is critical, this is identified by a red background in the scheme details column.

The status of funding has also been colour-coded to assist with the interpretation of the tables. The funding secured and deficit columns have been coded according to the following logic:

- Green: All funding has been secured or it is very likely that funding will be available
- Amber: Part-funded but there is uncertainty around the remaining monies
- Red: No funding identified

## 6.1 Transport

Relevant infrastructure items include new roads, aviation and public transport provision, bridges and maintenance programmes. Beside physical infrastructure, other items can include education and services such as road safety awareness projects and car share clubs.

### Key parties and evidence

<b>Organisation</b>	<b>Evidence</b>
Luton Borough Council	Draft Investment Framework Actions: Business and Growth, June 2015
	Integrated Transport, Highway Maintenance and Local Sustainable Transport Fund Work Programmes, report to LBC Executive, 07/04/14
	Work Programme for Integrated Transport and Highway Maintenance, report to LBC Executive, 07/04/15
	Local Transport Plan 3
	Luton Rights of Way Improvement Plan, 2008
South East Midlands Local Enterprise Partnership	SEMLEP Growth Deal, July 2014
South East Midlands Local Transport Body	Map of LTB transport schemes, July 2013
London Luton Airport Ltd	Email from Chief Finance Officer, September 2015
London Luton Airport Operations Ltd	LLAOL masterplan document, March 2012
Central Bedfordshire Council	Central Bedfordshire Development Strategy Infrastructure Schedule Technical Note, October 2014

### Highlights

Critical items of infrastructure relate to improvements to airport capacity and improved access to and around it. These are required to deliver fundamental economic benefits including jobs, business rates and the development of a new employment area: Century Park.

Non-critical items include the M1-A6 and A6-A505 link roads, which lie outside the borough and will be planned by neighbouring authorities: Central Bedfordshire and North Hertfordshire district councils. While these routes will have significant impacts on transport-related concerns across Luton, they are not critical to the delivery of any of Luton's strategic allocations.

The development of an east-west rail network linking Norwich to Oxford via Cambridge and Milton Keynes would take place well beyond Luton's boundaries but would facilitate economic growth and create new sustainable transport links.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
BG2: Mass passenger transit system from London Luton Airport Parkway to the airport	2015-2020	All	LBC	Unknown	Unknown	LLAL expected to invest
Century Park link		Wigmore	LLAL	£7,900,000	£7,900,000	£0
Luton Station Redevelopment: new entrance and DDA compliant access to platforms		South High Town	Network Rail/ TOC	Unknown	Unknown	Unknown
Luton Airport taxiway extensions, rationalisation of aircraft parking and new/ improved stands		Wigmore	LLAOL	£37,000,000	£37,000,000	£0
Luton Airport terminal improvements		Wigmore	LLAOL	£68,000,000	£68,000,000	£0
London Luton Airport Access (Percival Way - Terminal). Dualling of airport access road and junction improvements		Wigmore	LLAOL			
Hitchin Road/Stopsley Way/Ashcroft Road roundabout. Junction improvements		Stopsley				
Hitchin Road/Vauxhall Way roundabout. Junction improvements		Stopsley Round Green				
Vauxhall Way/Crawley Green Road roundabout. Junction improvements		Round Green Crawley				
Vauxhall Way/Kimpton Road roundabout. Junction improvements		Crawley Wigmore				
Airport Way/Link to Gypsy Lane signals		South Central Bedfordshire				
Wigmore Lane/Eaton Green Road roundabout. Junction improvements		Wigmore				
Accident remedial measures	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Busway extensions & bus services to connect development NE of Houghton Regis to Luton	2014-2026	Lewsey	LBC/ CBC	Unknown	Unknown	Developer funding
Continue to reduce street clutter by removal and consolidation of existing signs	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport & Maintenance grants
Continue to review the existing controlled parking zones and other parking to manage the available space in favour of residents and businesses (and their customers and visitors)	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant



Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Deliver park and ride site(s) and priority route to the town centre(s), focussing on A505 (Hitchin Road corridor). Review potential to reduce town centre long-stay parking	2014-2026	Stopsley Round Green High Town South	LBC	Unknown	Unknown	Integrated Transport grant (site) Developer funding (site) Bus operators Local Sustainable Transport Fund (buses)
Establish Strategic Lorry Routes and improve/ provide more signing for HGVs. Includes signing at M1 Junction 10a/ 11a proposals and HGV ban on Poynters Road	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Expand a direct, convenient and safe strategic cycling and walking network	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant Local Sustainable Transport Fund
Expand the existing control centre to receive and disseminate information about travel conditions	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant Local Sustainable Transport Fund
Footpaths/Bridleways in area NE of Houghton Regis to be incorporated into development of the area and improved	2014-2026	Lewsey	LBC/ CBC	Unknown	Unknown	Developer funding
Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Implement measures to reduce traffic noise	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport & Maintenance grants
Improve interurban coach services. Increase frequency of VT99 Luton-Milton Keynes service to half hourly	2014-2026	South	Stagecoach group	Unknown	Unknown	Bus operators Local Sustainable Transport Fund
Improve the street scene with materials appropriate to each area	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport & Maintenance grants
Increase the amount of secure and convenient parking for motorcycles and cycles together with initiatives to reduce their theft	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant Local Sustainable Transport Fund
Negotiate and promote discounted taxi fares.	2014-2026	All	LBC	Unknown	Unknown	Participating employers
Permit system for all highway works	2014-2026	All	LBC	Unknown	Funded by cost of permits	£0
Provide pedestrian/cycle underpass under railway to improve connectivity of area NE of Houghton Regis with north of Luton	2014-2026	Lewsey Leagrave	LBC/ CBC	Unknown	Unknown	Local sustainable transport fund
Provide residents of new homes with information packs about public transport, walking and cycling in the local area. Applies to major development at Napier Park/ Stirling Place, High Town East Village and NE of Houghton Regis	2014 - 2031	Crawley High Town	LBC/ CBC	Unknown	Unknown	Developer funding
Small scale measures to improve safety in local neighbourhoods	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Work with the HA to ensure smoother traffic flows on the M1 during pollution episodes	2014-2026	Farley Dallow Challney Leagrave	LBC/ HA	Unknown	Unknown	National Major Schemes fund

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Luton Northern Bypass: M1 to A6	2014-2026	N/A	CBC	£100,000,000	£100,000,000 (developer and local growth fund)	£0
Luton Northern Bypass: A6 to A505	2014-2026	N/A	CBC/ NHDC	Unknown	Unknown	Unknown
Ensure that paths adjacent to the highway and particularly on routes to schools, parks and public open spaces are trimmed on a regular basis.		All	LBC	Unknown	Unknown	Unknown
Ensure the appropriate management of hedges and vegetation, in parks and County Wildlife Sites, identified in the condition survey are included in Park Management Plans and Stewardship Agreements.		All	LBC	Unknown	Unknown	Unknown
Luton Airport Parkway Station. Enhanced northern entrance and bus tunnel	2014-2026	Crawley South	LBC Network Rail	Unknown	Unknown	Developer funding LTB
Smarter Routes to Employment projects in Luton and Dunstable	2015/16	All	LBC	Unknown	£750,000 (SEMLEP) £800,000 (Central Government)	Unknown
5-year modernisation programme of traffic signals	2015/16 to 2019/20	All	LBC	Unknown	£250,000	Unknown
5-year street lighting replacement programme	2015/16 to 2019/20	All	LBC	£4,500,000	£750,000	£3,750,000
Bridge maintenance	2015/16 to 2019/20	All	LBC	Unknown	£40,000	Unknown
Carriageway re-surfacing and reconstruction 5-year programme	2015/16 - 2019/20	All	LBC	£15,000,000	£1,868,000	£13,132,000
Complete implementation of the Area Studies programme	2015/16	Bramingham Icknield Crawley Wigmore Limbury	LBC	£592,000	£592,000	£0
Local safety schemes and road safety initiatives	2015/16 to 2019/20	All	LBC	Unknown	£100,000	Integrated transport grant
LTP modelling and monitoring	2015/16	All	LBC	£35,000	£35,000	£0
Priority cycling schemes	2015/16 to 2019/20	All	LBC	Unknown	£60,000	Unknown
Priority parking schemes	2015/16	All	LBC	£90,000	£90,000	£0
Priority pedestrian schemes	2015/16 to 2019/20	All	LBC	Unknown	£70,000	Unknown
Priority public transport measures	2015/16	All	LBC	£70,000	£70,000	£0
Reconstruction and resurfacing inner ring road between Telford/ Hatters ways and St Mary's gyratory	2015-2018	Dallow South	LBC	£10,000,000	£10,000,000	£0
Safer Routes to School Challenge	2015/16	All	LBC	£50,000	£50,000	£0

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Traffic management and small-scale schemes	2015/16-2019/20	All	LBC	Unknown	£100,000	Unknown
A5-M1 link including new junction 11a	2017	N/A	CBC	£191,000,000	£191,000,000	£0
East West Rail including Stewartby Chord	Ongoing	N/A	Network Rail	>£550,000,000	£545,800,000	Unknown

## 6.2 Telecommunications

Relevant infrastructure items include internet (particularly broadband) provision and mobile and land-line telephone services.

### Key parties and evidence

Organisation	Evidence
Luton Borough Council	Email from Parks Development & Business Support Manager, July 2015
	LBC internet news item, 28/05/15

### Highlights

No critical requirements have been identified for telecommunications. Those items listed below serve to enhance current provision.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
WiFi points in district and neighbourhood parks		All	LBC	Unknown	None	Unknown
Central Superfast Broadband project	2015-2019	All	BT	Unknown	£11,200,000	Unknown

### 6.3 Utilities

Relevant infrastructure items include sewers, drains and mains water supplies, electricity and gas services. Waste services and initiatives to promote recycling are also applicable. Less conventional systems such as district heating systems and renewable energy generation would also be attributed to this category.

#### Key parties and evidence

Organisation	Evidence
Affinity Water	Affinity Water Final Water Resources Management Plan, 2015-2020
National Grid	Email from National Grid to LBC, February 2013
Luton Borough Council	Email from LBC Strategic Waste Manager, 13/11/13
	Luton Water Cycle Study, 2015

#### Highlights

Reinforcement of gas infrastructure in Wigmore is critical to the delivery of Century Park and the new jobs that it will support. New electricity substations and networks will be required for the strategic allocations at Napier Park, Power Court, Century Park and land at junction 10a.

Non-critical items include support for support waste management services and the promotion of efficient/ reduced water use.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Community integrated automated meter reading and water efficiency	2018	All	Affinity Water	Unknown	Unknown	Unknown. Likely to be funded by Affinity Water and its customers
Enhancements to waste recycling/ processing centres	2011-2031	All	LBC	Unknown	Unknown	Unknown. Developer contributions likely to be required
Expanding fleet of waste collection vehicles	2011-2031	All	LBC	£120,000 per vehicle	Unknown	Unknown. Developer contributions likely to be required

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Major reinforcement works to the gas infrastructure to support development at Century Park.		Wigmore	Developer	Unknown	Unknown	Unknown
Water efficiency promotion	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown
Water efficiency retrofitting	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown
Extending the 11kV network from Capability Green Primary Substation to serve development at Jct 10a		Farley South	Developer	£725,000	Unknown	Unknown
New Primary Substation to serve Century Park		Wigmore	Developer	£6,000,000	Unknown	Unknown
New Primary Substation to serve Napier Park to be built either within the development area or in UKPN owned land adjacent to Luton South Grid (Kimpton Road).		Crawley	Developer	£6,000,000	Unknown	Unknown
Reinforcement of Luton St Mary's Primary Substation to serve Power Court.		South	Developer	£6,000,000	Unknown	Unknown

**6.4 Minerals**

Relevant infrastructure items include the extraction, processing and movement of minerals and aggregates.

Key parties and evidence

<b>Organisation</b>	<b>Evidence</b>
N/A	N/A

Highlights

No new infrastructure requirements have been identified for minerals purposes. The town already hosts rail-served aggregates depots that are sufficient to meet future needs.

## 6.5 Security

Relevant infrastructure includes items relating to the fire, police and ambulance services. Aviation security would also be covered by this topic, as well as local initiatives to address crime and the fear of crime.

Many projects to identify and address local safety concerns will be managed by the local community safety partnership, soLUTiONs. That partnership comprises Bedfordshire Fire and Rescue Service, Bedfordshire Police, Bedfordshire Probation, Luton Borough Council and Luton Clinical Commissioning Group with additional support from a much wider range of other parties.

### Key parties and evidence

Organisation	Evidence
Bedfordshire Fire and Rescue Authority	Letter from BF&RA to LBC 23/10/12
Local Community Safety Partnership	soLUTiONs Partnership Plan 2014-2017

### Highlights

The installation of new fire hydrants is considered to be critical to the delivery of strategic allocations.

Non-critical items relate to the targeted work of the local community safety partnership that strives to make significant improvements to the quality of life for individuals and communities across Luton.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Projects relating to soLUTiONs priority 1: vulnerable victims and repeat victimisation	2015 - 2017	All	soLUTiONs	Unknown	Unknown	Unknown. Likely to be funded by partner organisations
Projects relating to soLUTiONs priority 2: offenders and offending groups	2015 - 2017	All	soLUTiONs	Unknown	Unknown	Unknown. Likely to be funded by partner organisations
Projects relating to soLUTiONs priority 3: areas of the town most affected by crime and disorder	2015 - 2017	All	soLUTiONs	Unknown	Unknown	Unknown. Likely to be funded by partner organisations



## 6.6 Flood Risk

Relevant infrastructure includes items that address flood risk from all sources: rivers, surface water run-off, sewers and groundwater. Sustainable drainage systems would be an example of this. There will be significant cross-over between this category and that of 'utilities'.

### Key parties and evidence

Organisation	Evidence
Luton Borough Council	De-Culverting of Luton Town Centre Watercourse Feasibility Report, draft 2013
	Email from LBC Local Flood Authority Manager, July 2015
	Email from Parks Development & Business Support Manager, July 2015
	LBC Capital Programme 2015-2020
	LBC Draft Local Flood Risk Management Strategy, 2015
	LBC Surface Water Management Plan, draft 2012
	Luton Water Cycle Strategy, 2015

### Highlights

All identified infrastructure will help to reduce and manage flood risk, though none are critical to the development of strategic allocations.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
De-culverting the River Lea at the gap site (between the central library and hotel)		South	LBC	£221,200	None	£221,200
De-culverting and re-routing the River Lea at Power Court		South	LBC	£2,622,150	None	£2,622,150

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Walls around playing fields in Lewsey Park and Markham Crescent with SUDs along Poynters Road. Property protection at Poynters Road and Braintree Close	2015-2020	CBC Lewsey	LBC	£618,000	£15,000	£603,000 Potential funding from flood defence grants and local levy
Improve flood capacity (and biodiversity) at Manor Park		South	LBC	Unknown	None	Unknown
Silt removal programme at Wardown Park lake (every 2-3 years)	2016 - 2031	High Town	LBC	£750,000 (£50k per year)	None	£750,000
Silt traps north of Wardown Park lake		High Town	LBC	Unknown	None	Unknown
Silver Street culvert repairs	2016	South	LBC	£627,000	£627,000	None
Creation of dry water storage areas north of Bramingham Park	2015-2020	Central Bedfordshire	CBC	£1,540,000		
Implement de-mountable individual property flood defences and warning system (any flood depth below 600mm)	2015-2020	Bramingham Northwell Icknield	LBC	£5,000,000		
General SuDS (permeable paving) throughout the Barton Road/ Great Bramingham critical drainage area	2015-2020	Bramingham Northwell Icknield	LBC	£88,000	£20,000	£6,608,000 Potential funding sources includes Flood Defence Grant in Aid
Solutions to address property flooding at Icknield Way/ Catsbrook	Ongoing	Limbury Bramingham	LBC and Thames Water	Unknown	Unknown	Unknown
Solutions to the flooding in the Barnfield West Academy / Poynters Road CDA. Potentially including silt removal from watercourse, new sewer outfall grilles, increased pipe sizes, below ground storage and property level protection	2015-2020	Lewsey Central Bedfordshire	LBC and Thames Water	£3,680,000	None	£3,680,000 Potential funding sources includes Flood Defence Grant in Aid
Construction of flood storage areas on Houghton Brook between the M1 and Houghton Park	2015-2020	Central Bedfordshire	Environment Agency	£2,167,000	£2,167,000	None
Above ground storage at the upstream end of Camford Way and creating a bund along this road; Implementing individual property protection; Green roofs for the Industrial Estate buildings.	2020+	Sundon Park	LBC	£4,600,000	None	£4,600,000
Above ground surface water storage around Parkway Road	2015-2020	South	LBC	£330,000	None	General Motors, Environment Agency and water provider might contribute
Below ground storage around Selbourne Road; Implementing flood gates; Additional gullies on Dunstable Road.	2015-2020	Biscot Saints	LBC	£1,100,000	None	£1,100,000
Below ground storage near Connaught Road and Dunraven Avenue; Introduce property level protection; Additional gullies along Kingsway.	2015-2020	Dallow	LBC	£500,000	None	£500,000
Construct new surface water sewers around Cromer Way, The Magpies and Rookery Drive; Create a dry storage area by bunding along Cromer Way; Below ground storage at the upstream end of Old Bedford Road; Property level flood protection	2015-2020	Barnfield	LBC	£1,500,000	None	£1,500,000
Create a series of above ground, surface water stores along Vauxhall Way	2015-2020	Round Green Crawley	LBC	£198,000	None	Funding might be available from General Motors
Flood attenuation pond and preferential overland flows near the Houghton Brook. Permeable paving around the Herculean Buildings; Temporary/ demountable defences; Green roof areas in business parks.	2020+	Central Bedfordshire	CBC	£1,700,000	None	£1,700,000

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Flood storages; implementing individual protection for the properties near Derby Road, green roof for the Challney School; Inclusion of SuDS and related education programme for Challney School; additional gullies for the M1 within the CDA	2020+	Challney	LBC	£2,800,000	None	£2,800,000
Implement flood gates for the industrial yard near Vauxhall Way (including a flood warning system for the Vauxhall Way critical drainage area)	2015-2020	Crawley	LBC and General Motors	£700,000	None	General Motors might contribute
Increase inlet capacity in the Vauxhall Way critical drainage area		Round Green Crawley	LBC	£8,000	None	£8,000
Increase pipe conveyance at southern end of Vauxhall Way critical drainage area	2015-2020	Crawley South	LBC	£810,000	None	£810,000
Increase pipe sizes in the local road network; Increase size of existing balancing ponds; protect at risk houses	2015-2020	Wigmore	LBC	£2,300,000	None	£2,300,000
Increasing pipe capacity around Linden Road & Mostyn Road; Below ground storage near Beechwood Primary School; Introducing individual property protection; Additional gullies along Linden Road and Mostyn Road.	2020+	Leagrave Limbury	LBC	£3,800,000	None	£3,800,000
Increasing pipe diameter; Implement individual property protection; Improve the existing flood storage near B4540/Newlands Road and also create new flood storage north west of Lawn Cottage	2015-2020	CBC Farley	CBC/ LBC	£900,000	None	£900,000
Increasing the conveyance of flood water along London Road, Castle Street & Chapel Street	2015-2020	Farley South	LBC	£1,080,000	None	£1,080,000
Introduce new surface water sewers around Tudor Drive; Individual property protection	2020+	Central Bedfordshire	CBC	£600,000	None	£2,300,000
Introducing additional surface water gullies along Chapel Street, Castle Street and London Road		Farley South	LBC	£7,000	None	£7,000
Introducing individual property protection; Localised inlet capacity improvement.	2020+	High Town	LBC	£400,000	None	£400,000
Introducing new pipes near Kent Road/Sundon Road; Improve the overland drainage channel between the College and Houghton Park Road; Introduce individual property protection;	2020+	Central Bedfordshire	CBC	£600,000	None	£600,000
Introducing pipes around Foxhill Road & increase pipe size around Avebury Avenue and Stratton Gardens. Above ground storages along flow route; Introducing flood gates and SuDS for remaining flooded properties.	2020+	Barnfield	LBC	£900,000	None	£900,000
New surface water pipeline from George Street into Manor Park	2015-2020	South	LBC	£2,813,000	None	£2,813,000
Property level flood protection for houses (including warning system) throughout the Chapel Street/ Arndale Centre critical drainage area	2015-2020	Farley South	LBC	£1,050,000	None	£1,050,000
SuDS integrated with other options (including downpipe disconnection in combined areas) throughout the Vauxhall Way critical drainage area		Round Green Crawley	LBC	£440,000	None	£440,000
Flood storage area downstream from East Hyde WwTW		Hertfordshire	Internal drainage board	Unknown	Unknown	Unknown. Potential sources include flood defence grants

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Flood storage area on Ouzel Brook upstream of Thorn Road to mitigate flood risk from Dunstable WwTW		Central Bedfordshire	Internal drainage board	Unknown	Unknown	Unknown. Potential sources include flood defence grants
Further study and modelling to assess the risk of flooding from Chalton WwTW		Central Bedfordshire	Internal drainage board	Unknown	Unknown	Unknown. Potential sources include flood defence grants

## 6.7 Health

Relevant infrastructure items include new GP surgeries, dentists and hospitals. Infrastructure that supports active lifestyles (e.g. sports provision) and addresses fuel poverty is also relevant. Beside physical infrastructure, other items can include education and healthy eating initiatives.

### Key parties and evidence

<b>Organisation</b>	<b>Evidence</b>
Luton Clinical Commissioning Group	Agenda item 11, Luton CCG Board Meeting, August 2015
Luton Borough Council	Draft Investment Framework Actions: Safe, Supported and Healthy, June 2015
	Email from Parks Development & Business Support Manager, July 2015
	LBC Capital Programme 2015-2020
	HECA Further Report, draft 2013
	Luton Indoor Sports Facilities Strategy, January 2015
	Luton Indoor Sports Facilities Strategy - Developer Contributions, February 2015
	Luton Playing Pitch Strategy 2014 - 2021, January 2014
	Luton's Flying Start Strategy 2014 – 2024, June 2015
NHS England	LBC meeting with NHS England and Luton CCG, April 2015

## Highlights

All items will help to support health and wellbeing, though none are critical to the development of strategic allocations.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Extension and improvements to Lister House Surgery		Dallow	Luton CCG	£250,000	None	Unknown though potential to be funded through the Primary Care Infrastructure Fund
Improvements to Woodland Avenue Practice		Biscot	Luton CCG	Unknown	All (Primary Care Infrastructure Fund)	£0
Relocation of Conway Medical Centre		Biscot	Luton CCG	Unknown	None	Unknown though potential to be funded through the Primary Care Infrastructure Fund
SSH1: Stronger Families programme	2015-2020	All	Stronger Families Programme Board	Unknown	Government PbR funding secured	Unknown
Enhance Kidney Wood trail and playglades		Central Bedfordshire	LBC	Unknown	Unknown	Unknown
New play facility at Stopsley Common district park (former regional sport centre site)		Stopsley	LBC	£70,000	None	£70,000
Refurbish Wardown Park tennis courts		High Town	LBC	Unknown	Unknown	Unknown
Relocation of Stockwood Park play area to a location adjacent to Farley Hill estate and reinstate ha-ha		Farley	LBC	Unknown	Unknown	Unknown
Upgrade play facilities in district and neighbourhood parks (2 per year)	2015-2031	All	LBC	£1,500,000 (£100k per year)	None	£1,500,000
Restoration of Wardown Park cricket terraces	2017/18	High Town	LBC	£215,000	£215,000	None
Application of energy efficiency measures in non-CSCO areas to address fuel poverty		Farley, South, High Town, Biscot, Saints, Challney, Dallow, Stopsley, Icknield, Round Green, Northwell, Lewsey and Leagrave	LBC Registered Providers	Unknown	Potential funding from ECO/ Green Deal finance	Unknown

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Application of solid wall insulation (and other energy efficiency measures) to domestic properties in Carbon Saving Community Obligation (CSCO) Areas		High Town South Dallow Biscot	LBC Registered Providers	Unknown	Potential funding from ECO/ Green Deal finance	Unknown
Refurbish Lothair Road pavilion	2015/06	Stopsley	LBC	£250,000	£250,000	None
Improvements to Stopsley Village Practice		Stopsley	Luton CCG	Unknown	Unknown	Unknown
Increase capacity of Castle Street Surgery		South	Luton CCG	Unknown	Unknown	Unknown
Relocation of Sundon Medical Centre		Sundon Park	Luton CCG	Unknown	None	Unknown though potential to be funded through the Primary Care Infrastructure Fund
Sports hall provision equivalent to 4 badminton courts		All	LBC/ Active Luton	£2,620,000	Unknown	Unknown
Swimming pool provision equivalent to 3 lanes		All	LBC/ Active Luton	£3,860,000	Unknown	Unknown
1 senior match rugby pitch to meet future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
11 additional cricket grounds to address future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
5 additional cricket grounds to meet current overplay and unmet demand	2014 - 2021	All	LBC	Unknown	None	Unknown
5 additional senior pitches or an IRB compliant AGP to meet current overplay	2014 - 2021	All	LBC	Unknown	None	Unknown
Additional floodlighting for training pitches	2014 - 2021	All	LBC	Unknown	None	Unknown
Football pitch(es) to service clubs at Step 5 and above, including a cup final standard pitch, to meet current demand	2014 - 2021	No specific location	LBC	Unknown	None	Unknown
Gaelic football pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Hockey pitches to support latent demand for 3 senior and 3 junior teams	2014 - 2021	All	LBC	Unknown	None	Unknown
Improve hockey pitch quality at Venue 360	2014 - 2021	South	Venue 360	Unknown	None	Unknown
Increasing the quality of existing rugby pitches to improve capacity	2014 - 2021	All	LBC	Unknown	None	Unknown
One additional youth (11v11) football pitch to meet current deficiency	2014 - 2021	Stopsley Round Green Crawley Wigmore	LBC	Unknown	None	Unknown
One netball venue with 4+ floodlit courts	2014 - 2021	All	LBC	Unknown	None	Unknown
Provision of clubhouse facilities for hockey pitches	2014 - 2021	All	LBC	Unknown	None	Unknown
Provision of hockey pitch floodlights at Luton 6th Form College	2014 - 2021	Barnfield	6th Form College	Unknown	None	Unknown

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Provision of separate throwing area at Stockwood Park athletics centre	2014 - 2021	All	LBC	Unknown	None	Unknown
Two additional youth (11v11) football pitches to meet current overplay	2014 - 2021	Sundon Park Northwell Bramingham Icknield Limbury	LBC	Unknown	None	Unknown
Two youth (11v11) and one (9v9) pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Delivery of Flying Start (health and wellbeing for 0-5 year olds)	2015 - 2024	All	Pre-school Learning Alliance	£27,000,000	£27,000,000	None



## 6.8 Education

Relevant infrastructure items include new schools and higher education establishments.

### Key parties and evidence

Organisation	Evidence
Luton Borough Council	Draft Investment Framework Actions: Education and Lifelong Learning, June 2015
	Email from LBC School Admissions Officer, June 2015
	Schools Capacity Survey 2015

### Highlights

Additional school provision is critical to the delivery of strategic allocations in the South (e.g. Power Court), High Town and Crawley (e.g. Napier Park) wards. Without sufficient education provision to support new homes, development in these areas might not be able to come forward.

Other items relating to extra school places are required to support population increases elsewhere in the town and enhance specialised education provision.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
ELL1: Develop a Luton skills academy	2015-2020	All	LBC	£820,000	Unknown	£50,000 expected from LBC £750,000 expected from ESF £20,000 expected from airport
Additional 840 primary school places	post-2020	All	LBC	Unknown	Unknown	Unknown
Additional form of entry for Wigmore Primary School	2016	Wigmore	LBC	Unknown	Unknown	Unknown
Additional primary school capacity in the central planning area	2019	High Town Biscot Saints Barnfield	LBC	Unknown	£0	Unknown
Additional primary school capacity in the western planning area	2016	Lewsey Challney Leagrave	LBC	Unknown	Unknown	Unknown
Additional special school places at Woodlands Secondary School	2016	Northwell	LBC	Unknown	All (Capital Funding)	£0

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Additional specialist facilities at Farley Junior School		Farley	LBC	Unknown	£0	Unknown
At least 30 new primary school places in the southern planning area	2017	Dallow Farley South	LBC	Unknown	£0	Unknown
Expansion of Richmond Hill Primary School	2016	Round Green	LBC	Unknown	All (Basic Need Funding)	£0
Re-build Putteridge High School		Stopsley	LBC	Unknown	Unknown	Unknown
Re-build Stopsley High School	2016	Stopsley	LBC	Unknown	All covered by priority schools building programme	£0
Additional 2,100 secondary school places across central and southern planning areas	post-2018	Dallow Farley South High Town Biscot Saints Barnfield	LBC	Unknown	Unknown	Unknown
New secondary school on Gipsy Lane (900 places)	2018	South	LBC	£10,000,000	£5,000,000	£5,000,000

## 6.9 Green Infrastructure

Relevant infrastructure items include enhancements to parks and wildlife sites. 'Blue infrastructure' (that which is related to rivers and other watercourses) is also covered by this category. The town's network of parks and other open spaces benefit the health and wellbeing of communities while improving air quality and managing flood risk.

Overall, Luton is deficient in every type of green infrastructure and population growth will further increase this deficiency. With little room to provide new spaces, it is important that the quality of existing provision is improved.

The town is well represented by voluntary and other community groups interested in the protection and enhancement of the natural environment, including the Friends of Parks and The Conservation Volunteers. Such organisations will play a significant role in the delivery of local objectives.

### Key parties and evidence

Organisation	Evidence
Luton Borough Council	Discussion with Allotment and Play Officer, July 2015
	Discussion with Parks Development & Business Support Manager, July 2015
	Draft Greenspace Strategy, 2008
	Email from Parks Development & Business Support Manager, July 2015
	Luton and Southern Bedfordshire Green Infrastructure Plan, 2009
	Green Space Strategy Review, 2014

### Highlights

There are no items of green infrastructure that are critical to the delivery of any strategic allocations.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Provision of bandstand in Wardown Park	2016	High Town	Charitable Trust (Rotary)	Unknown	All	None
Wardown lake bankside improvements		High Town	LBC	Unknown	Unknown	Unknown
Develop a green bridge linkage across the M1 motorway to Dallow Downs		Dallow Central Bedfordshire	LBC/ CBC	Unknown	Unknown	Unknown
Develop broad green corridors incorporating walking and cycling routes to Sundon Hills Country Park		Sundon Park Northwell Bramingham	LBC/ CBC	Unknown	Unknown	Unknown
Develop district parks, enhancing the quality of Great Bramingham Park, Leagrave Park, Wigmore Valley Park, Lewsey Park, Stopsley Common and Wardown Park		Bramingham Leagrave Wigmore Lewsey Stopsley High Town	LBC	Unknown	Unknown	Unknown
Enhance existing recreation grounds over 2ha in size, providing multi-functional green spaces with improved paths		All	LBC	Unknown	Unknown	Unknown
Link Bramingham Wood to Great Bramingham Park and develop broad green corridors along the Thedeway		Bramingham	LBC/ CBC	Unknown	Unknown	Unknown
Provide new, local multi-functional green spaces (minimum of 0.2ha) in areas of open space deficiency		All	LBC	Unknown	Unknown	Unknown
Develop additional allotment sites on existing larger areas of amenity green space (Riverside Park, Blundell Park and land at Whitehorse Vale)	2015-2031	Barnfield Bramingham Saints	LBC	Unknown	Unknown	Unknown
Provide new strategic green space site over 60ha to the north of Luton and address deficiencies to the south and east		Central Bedfordshire North Hertfordshire	CBC NHDC	Unknown	Unknown	Unknown
Connect River Lea corridor with wider network of green spaces in residential areas. Conservation and enhancement of the setting and quality of the upper Lea corridor, forming a linear park, including conservation work at Sundon Park		South Biscot High Town Barnfield Icknield Saints Limbury Northwell Sundon Leagrave	LBC	Unknown	Unknown	Unknown
Maintenance of Wardown Park suspension bridge	Yearly	High Town	LBC	Unknown	None	Unknown
Application of the Chalk Living Landscape project to enhance Dallow Downs		Dallow	LBC	Unknown	Unknown	Unknown
Enhancement of Luton Airport - Chiltern Green dipslope around Someries Castle		Wigmore	LBC	Unknown	Unknown	Unknown

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Enhancement of South Dunstable Chalk Escarpment, through softening the urban edge		Challney	LBC	Unknown	Unknown	Unknown
Enhancement of Warden Hill - Stopsley Common escarpment		Bramingham Icknield Barnfield Stopsley	LBC	Unknown	Unknown	Unknown

## 6.10 Economy

This category includes infrastructure that supports economic activity across the town. Relevant items include the promotion of land and premises to employers as well as skills development.

### Key parties and evidence

Organisation	Evidence
Luton Borough Council	Draft Investment Framework Actions: Business and Growth, June 2015
	Draft Investment Framework Actions: Education and Lifelong Learning, June 2015
	Draft Investment Framework Actions: Playing our Part, June 2015

### Highlights

Critical items encompass supporting activities that will support the success of Butterfield Technology Park and development at the airport.

The council's Investment Framework will be a key delivery mechanism for all identified economic infrastructure.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
BG6: Development of 5 new hotels in Luton	2015-2020	All	LBC	Unknown	Unknown	Unknown
BG7: Butterfield Technology Park - occupation drive	2015-2020	Stopsley	LBC	Unknown	Unknown	Potential funding from regional growth fund
ELL2: Match skills pipeline	2015-2020	All	LBC	Unknown	Unknown	Unknown
ELL3: Luton postcodes for Luton jobs	2015-2020	All	LBC	Unknown	£40,000	Unknown
ELL4: Support SME development	2015-2020	All	LBC	Unknown	Unknown	Unknown
ELL5: Develop community and volunteering opportunities to improve employability chances for those aged over 18	2015-2020	All	LBC	Unknown	Unknown	Unknown
ELL6: National Citizen Service	2015-2020	All	LBC	Unknown	Unknown	Unknown
POP1: Business incentive scheme - kick starting investment	2015-2020	All	LBC	Unknown	Unknown	Potential funds from SEMLEP and business rate retention
POP2: Business focused resource as growth ambassador to Luton – 10 new key businesses	2015-2020	All	LBC	Unknown	Unknown	Unknown
POP3: Develop "Think Luton" brand across LBC and promote branding and image of Luton – building business and building social cohesion	2015-2020	All	LBC	Unknown	Unknown	Funds expected from participating organisations

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
POP4: Develop bid support for increasing access by the voluntary sector and businesses to funding sources that support Luton's vision	2015-2020	All	LBC	Unknown	Unknown	Unknown
POP5: Establish a Luton Social Investment Fund – modelled on payment by results	2015-2020	All	LBC	Unknown	£15,000	Funds expected from Government, lottery and a new investment bond
POP6: Maximise opportunities through the development of London Luton Airport as an asset driving economic growth and in the provision of its community programmes	2015-2020	All	LBC	Unknown	Unknown	Expected to be supported by LBC, LLAL and LLAOL

## 6.11 Other Community

This category effectively encompasses everything not covered by the other categories. Relevant infrastructure items include new community centres and libraries. Beside physical infrastructure, other items can include social cohesion and inclusion projects.

### Key parties and evidence

Organisation	Evidence
Luton Borough Council	Email from LBC Parks and Cemeteries Manager, September 2015
	LBC Capital Programme 2015-2020

### Highlights

No critical requirements have been identified.

Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Extension to Vale cemetery	2028	Stopsley	LBC	Unknown	None	Unknown
Community centre refurbishment	2017-2019	All	LBC	£900,000	£900,000	None
Refurbish Lea Manor recreation centre	2015/16	Northwell	LBC	£500,000	£500,000	None



## 6.12 Summary of Costs and Funds

The following tables summarise the total costs and funds for each category of infrastructure. Costs should be considered as minimums as there are currently many unknowns.

As no single category is fully costed, it is impossible to calculate the total funding gap. Table 4 would indicate that this gap is £84,122,350 although this will likely be significantly lower than reality in the absence of full and accurate details of costs and funds.

**Table 4: All infrastructure**

<b>Category</b>	<b>Cost (£)</b>	<b>Funding Secured (£)</b>
Transport	990,437,000	971,525,000
Telecommunications	Unknown	11,200,000
Utilities	18,725,000	Unknown
Minerals	n/a	n/a
Security	Unknown	Unknown
Flood risk	46,449,350	2,829,000
Health	35,765,000	27,465,000
Education	10,820,000	5,000,000
Green Infrastructure	Unknown	Unknown
Economy	Unknown	55,000
Other Community	1,400,000	1,400,000
<b>Total</b>	<b>1,103,596,350</b>	<b>1,019,474,000</b>

## 7 Strategic Allocations

The spatial development strategy set-out by the LLP focuses the majority of new development on eight strategic allocations. These locations will witness the most significant change in terms of new dwellings, jobs, retail, and improvements to the built and natural environment. Butterfield Technology Park, land south of Stockwood Park and Century Park (combined with the airport) represent the last three remaining, suitable greenfield sites for strategic development. Napier Park, Power Court, the creative quarter, High Town and Marsh Farm are all previously developed sites that are in need of redevelopment and improvement.

The following subsections summarise the development objectives for each allocation and the infrastructure required to support those areas. The infrastructure items are drawn from the previous tables (and are not additional) provided in chapter 6 (Infrastructure Requirements) and retain the colour coding for critical infrastructure and funding concerns.

### 7.1 Land South of Stockwood Park

#### Characteristics and Development Objectives

The site comprises 14 hectares in a gateway location. Bounded by the M1 to the west and the spur to junction 10a to the south-east, this has been allocated for the relocation of Luton Town Football Club and enabling development. By doing so, it will relieve traffic and associated amenity and community safety issues away from a dense and congested part of the town (where the football club is currently located). The site offers opportunities for improved public transport links to the town centre and Luton Airport Parkway railway stations. Other proposals include offices on the remainder of the site to address an identified need for such uses over the plan period.

#### Specific Proposals

- 15,000 seat football stadium
- 0.7 hectares of uses ancillary to the stadium (e.g. conference rooms and training pitches)
- 0.3 hectares of retail (including food and drink) associated with stadium events
- 2 hectares to support and new park and ride facility
- 9.5 hectares of office space

#### Specific Infrastructure Items

Extended power networks and fire hydrants are critical to serve any new development on the site. Due to its location adjoining Stockwood Park, the development could contribute to the provision of public WiFi in that area.

Public transport services are required to meet the expected demand arising from the development. While it is expected that a park and ride scheme will be operational, this may not be critical if additional, special bus services are provided on days when the stadium is in use.

With the level of development proposed, this will generate significant amounts of trips to the site and so electric vehicle charging points should be made available to support those who use such vehicles. Water efficiency promotion and waste management facilities should also be provided as a matter of course.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	Deliver park and ride site(s) and priority route to the town centre(s), focussing on A505 (Hitchin Road corridor). Review potential to reduce town centre long-stay parking	2014-2026	Stopsley Round Green High Town South	LBC	Unknown	Unknown	Integrated Transport grant (site) Developer funding (site) Bus operators Local Sustainable Transport Fund (buses)
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Telecommunications	WiFi points in district and neighbourhood parks	All	LBC	Unknown	None	Unknown	WiFi points in district and neighbourhood parks
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Utilities	Water efficiency promotion	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown
Utilities	Extending the 11kV network from Capability Green Primary Substation to serve development at Jct 10a		Farley South	Developer	£725,000	Unknown	Unknown
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required

## 7.2 London Luton Airport and Century Park

### Characteristics and Development Objectives

The total extent of this allocation covers 325 hectares. The airport handled 11 million passengers in 2014 and has the potential to grow substantially. It supports low cost and business-related aviation as well as freight, generating significant employment for residents of the town and surrounding areas. This includes engineering and other aviation-related service jobs. The airport also stimulates jobs through other, connected businesses sectors across Bedfordshire, Hertfordshire and Buckinghamshire. It has successfully obtained planning permission to expand to 18 million passengers per annum through a phased development of infrastructure funded by private investment of approximately £105m. Development of the airport will help safeguard Luton's sub-regional economic contribution. Century Park (43 hectares of land) is included within the strategic allocation for a range of aviation-related employment uses to be delivered adjacent to the airport.

### Specific Proposals

- Expansion of the airport within its current boundary
- Additional airport-related employment
- Airport-related car parking
- Small-scale retail and leisure uses to support workers in the area
- 1 new hotel

### Specific Infrastructure Items

Due to the increase in traffic generated by increased airport capacity and associated development, it is critical that access to Century Park is provided. To ensure the success of that development, it is also vital that related schemes within the council's Investment Framework are implemented.

New fire hydrants, gas pipes and electricity substations are also critical to the delivery of development at the airport.

To further assist with the management of traffic, HGV signage and the completion of a transport study for the area will be beneficial. A new mass passenger transit system will also be useful in managing surface access and improving customer experiences.

Due to the allocation incorporating Wigmore Valley Park, the development could contribute to the provision of public WiFi in the area, as well as upgrade play facilities. This general location has also been identified for improved broadband connections.

Careful consideration will need to be given to neighbouring areas of local landscape value, historic features, sports pitches, play areas and parks (Wigmore Valley district park as well as green belt to the south and the setting of Someries Castle) and it may be appropriate for development of the airport to fund or otherwise deliver improvements to these items of green infrastructure.

Although the majority of the airport allocation lies outside the Vauxhall critical drainage area (CDA), it is located on a plateau above. Surface water from the airport will therefore drain (at least partly) towards the CDA and it may be appropriate for development activity to help fund improvements to surface water drainage across a wider area. The management of contaminated surface water is a specific concern for airport development.

With the level of development proposed, this will generate significant amounts of trips to the site and so electric vehicle charging points should be made available to support those who use such vehicles. Fire hydrants and waste management facilities should also be provided as a matter of course.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	BG2: Mass passenger transit system from London Luton Airport Parkway to the airport	2015-2020	All	LBC	Unknown	Unknown	LLAL expected to invest
Transport	Century Park link		Wigmore	LLAL	£7,900,000	£7,900,000	£0
Transport	London Luton Airport Access (Percival Way - Terminal). Dualling of airport access road and junction improvements		Wigmore			£6,200,000 (SEMLEP and S106)	£0
Transport	Hitchin Road/Stopsley Way/Ashcroft Road roundabout. Junction improvements		Stopsley				
Transport	Hitchin Road/Vauxhall Way roundabout. Junction improvements		Stopsley Round Green				
Transport	Vauxhall Way/Crawley Green Road roundabout. Junction improvements		Round Green Crawley				
Transport	Vauxhall Way/Kimpton Road roundabout. Junction improvements		Crawley Wigmore				
Transport	Airport Way/Link to Gypsy Lane signals		South CBC				
Transport	Wigmore Lane/Eaton Green Road roundabout. Junction improvements		Wigmore				
Transport	Luton Airport terminal improvements		Wigmore				
Transport	Luton Airport taxiway extensions, rationalisation of aircraft parking and new/ improved stands		Wigmore	LLAOL	£37,000,000	£37,000,000	£0
Transport	Establish Strategic Lorry Routes and improve/ provide more signing for HGVs. Includes signing at M1 Junction 10a/ 11a proposals and HGV ban on Poynters Road	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport		2015/16	Bramingham Icknield Crawley Wigmore Limbury	LBC	£592,000	£592,000	£0
Transport	Complete implementation of the Area Studies programme						
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Telecommunications	WiFi points in district and neighbourhood parks		All	LBC	Unknown	None	Unknown
Telecommunications	Central Superfast Broadband project	2015-2019	All	BT	Unknown	£11,200,000	Unknown
Utilities	Major reinforcement works to the gas infrastructure to support development at Century Park.		Wigmore	Developer	Unknown	Unknown	Unknown
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC		Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£20 per bin £2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Utilities	New Primary Substation to serve Century Park		Wigmore	Developer	£6,000,000	Unknown	Unknown
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue		Unknown	Unknown. Developer contributions likely to be required
Flood Risk	Increase pipe conveyance at southern end of Vauxhall Way critical drainage area	2015-2020	Crawley South	LBC	£810,000	None	£810,000
Flood Risk	Create a series of above ground, surface water stores along Vauxhall Way	2015-2020	Round Green Crawley	LBC	£198,000	None	Funding might be available from General Motors
Flood Risk	SuDS integrated with other options (including downpipe disconnection in combined areas) throughout the Vauxhall Way critical drainage area		Round Green Crawley	LBC	£440,000	None	£440,000
Flood Risk	Increase inlet capacity in the Vauxhall Way critical drainage area		Round Green Crawley	LBC	£8,000	None	£8,000
Health	Upgrade play facilities in district and neighbourhood parks (2 per year)	2015-2031	All	LBC	£1,500,000 (£100k per year)	None	£1,500,000
Green Infrastructure	Develop district parks, enhancing the quality of Great Bramingham Park, Leagrave Park, Wigmore Valley Park, Lewsey Park, Luton Regional Recreation Ground and Wardown Park		Bramingham Leagrave Wigmore Lewsey Stopsley High Town	LBC	Unknown	Unknown	Unknown
Green Infrastructure	Enhance existing recreation grounds over 2ha in size, providing multi-functional green spaces with improved paths		All	LBC	Unknown	Unknown	Unknown
Green Infrastructure	Enhancement of Luton Airport - Chiltern Green dipslope around Someries Castle		Wigmore	LBC	Unknown	Unknown	Unknown

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Economy	POP6: Maximise opportunities through the development of London Luton Airport as an asset driving economic growth and in the provision of its community programmes	2015-2020	All	LBC	Unknown	Unknown	Expected to be supported by LBC, LLAL and LLAOL

### 7.3 Butterfield Green Technology Park

#### Characteristics and Development Objectives

Occupying a gateway position and located near to wildlife sites and areas of outstanding natural beauty, low-rise and low density development is considered most appropriate. The main purpose of this site is to support knowledge-based business and advanced manufacturing. 40% of the area is already developed, leaving 23 hectares to be built-out through the plan period. Although it has suffered from long-term vacancies, the town does have a shortage of land for offices (including for research and development), which results in a need to retain this important employment site.

#### Specific Proposals

- 5.5 hectares of office space
- 2 hectares to support a new park and ride facility

#### Specific Infrastructure Items

The installation of fire hydrants is critical items to the delivery of this allocation.

The council's Investment Framework also contains a range of promotional measures that will be vital to the success of the technology park.

Park and ride services are required to address wider issues of congestion across the east of Luton. Development of the strategic allocation must make room for this facility as there are limited (if any) alternative sites.

The level of development proposed will generate additional car trips and so electric vehicle charging points should be made available to support those who use such vehicles. This is particularly pertinent to the Butterfield Green technology park, which supports and promotes technological innovation.

Waste management facilities should also be provided as a matter of course.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
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Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	Deliver park and ride site(s) and priority route to the town centre(s), focussing on A505 (Hitchin Road corridor). Review potential to reduce town centre long-stay parking	2014-2026	Stopsley Round Green High Town South	LBC	Unknown	Unknown	Integrated Transport grant (site) Developer funding (site) Bus operators Local Sustainable Transport Fund (buses)
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Economy	BG7: Butterfield Technology Park - occupation drive	2015-2020	Stopsley	LBC	Unknown	Unknown	Potential funding from regional growth fund

## 7.4 Napier Park

### Characteristics and Development Objectives

Covering around 24 hectares, Napier Park is a large brownfield site that can contribute considerably to the growth of the town. The former Vauxhall factory is suitable for a wide range of uses including housing, offices, light industry, warehousing, retail, leisure, tourist accommodation and car parking. A new northern access for Luton Airport Parkway railway station has already been delivered that, combined with the proximity to the Luton - Dunstable busway, provides excellent access to public transport.

Across its slopes and plateaus, the key aim for this site is to deliver high quality housing, offices and light industry with a neighbourhood centre composed mostly of retail units clustered around a vibrant public space.

### Specific Proposals

- 3.5 hectares of office space
- 2 hectares of light industry
- 600 homes
- 0.25 hectare foodstore
- 1 hotel

### Specific Infrastructure Items

A new electricity substation and fire hydrants are critical to the delivery of Napier Park.

To further assist with the management of traffic, HGV signage and the completion of a transport study for the area will be beneficial. At a more personal level, information packs can be given to new residents to help them access public transport, walking and cycling routes.

As the site will support a significant amount of residential development, the delivery of additional school places (both primary and secondary) is critical to ensure that all children can access education.

The additional population that will reside in the area will also place strains on existing sports provision. It may be appropriate for the development to fund or otherwise provide additional football, cricket, rugby and Gaelic football facilities. There will also be additional use of existing parks (e.g. Manor Park), which would require appropriate enhancement.

Much of the allocation lies within the Vauxhall critical drainage area (CDA) and it would be appropriate for development activity to help deliver improvements to surface water drainage.

With the level of development proposed, this will generate significant amounts of trips to the site and so electric vehicle charging points should be made available to support those who use such vehicles. Fire hydrants and waste management facilities should also be provided as a matter of course. Water efficiency measures are also to be promoted.

While not necessary to support the development of Napier Park, this strategic allocation is expected to host one terminus of a mass passenger transit site that will serve the airport.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	BG2: Mass passenger transit system from London Luton Airport Parkway to the airport	2015-2020	All	LBC	Unknown	Unknown	LLAL expected to invest
Transport	Provide residents of new homes with information packs about public transport, walking and cycling in the local area. Applies to major development at Napier Park/ Stirling Place, High Town East Village and NE of Houghton Regis	2014 - 2031	Crawley High Town	LBC/ CBC	Unknown	Unknown	Developer funding
Transport	Establish Strategic Lorry Routes and improve/ provide more signing for HGVs. Includes signing at M1 Junction 10a/ 11a proposals and HGV ban on Poynters Road	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Transport	Complete implementation of the Area Studies programme	2015/16	Bramingham Icknield Crawley Wigmore Limbury	LBC	£592,000	£592,000	£0
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Utilities	Community integrated automated meter reading and water efficiency	2018	All	Affinity Water	Unknown	Unknown	Unknown. Likely to be funded by Affinity Water and its customers
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Utilities	Water efficiency promotion	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown
Utilities	New Primary Substation to serve Napier Park to be built either within the development area or in UKPN owned land adjacent to Luton South Grid (Kimpton Road).		Crawley	Developer	£6,000,000	Unknown	Unknown

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Flood Risk	Increase pipe conveyance at southern end of Vauxhall Way critical drainage area	2015-2020	Crawley South	LBC	£810,000	None	£810,000
Flood Risk	SuDS integrated with other options (including downpipe disconnection in combined areas) throughout the Vauxhall Way critical drainage area		Round Green Crawley	LBC	£440,000	None	£440,000
Flood Risk	Increase inlet capacity in the Vauxhall Way critical drainage area		Round Green Crawley	LBC	£8,000	None	£8,000
Health	Two youth (11v11) and one (9v9) pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	11 additional cricket grounds to address future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	1 senior match rugby pitch to meet future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	Gaelic football pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Education	At least 30 new primary school places in the southern planning area	2017	Dallow Farley South	LBC	Unknown	£0	Unknown
Education	Additional 2,100 secondary school places across central and southern planning areas	post-2018	Dallow Farley South High Town Biscot Saints Barnfield	LBC	Unknown	Unknown	Unknown
Education	New secondary school on Gipsy Lane (900 places)	2018	South	LBC	£10,000,000	£5,000,000	£5,000,000
Green Infrastructure	Enhance existing recreation grounds over 2ha in size, providing multi-functional green spaces with improved paths		All	LBC	Unknown	Unknown	Unknown

## 7.5 Power Court

### Characteristics and Development Objectives

Redeveloped in the 1970s for a mix of manufacturing and general industrial uses, the site is now mostly vacant. Comprising 7 hectares of land adjacent to the main shopping area in the town centre, it is considered a key gateway from the east. The site is close to the main town centre bus and train services and the university campus. Power Court is a major redevelopment opportunity within the town centre and needs to deliver a high quality scheme that improves the image of Luton and respects the setting of St Mary's Church and its grounds, immediately to the south.

With the River Lea running through the site within a culvert, the land is susceptible to flooding originating from the river and also heavy rainfall events. Although close to the town centre, it is separated by a major road. Development is expected to overcome this separation. The location is one of the few town centre sites where new and contemporary retail space can be provided to meet identified needs.

### Specific Proposals

- 600 homes
- 0.34 hectares of convenience retail
- Varied mix of other, main town centre uses

### Specific Infrastructure Items

The provision of fire hydrants and the reinforcement of an existing electricity substation are critical to the delivery of Power Court.

As the site is in a central area, the application of new controlled parking zones may be required. This could then necessitate reviews of existing parking zones in the vicinity.

As the site will support a significant amount of residential development, the delivery of additional school places (both primary and secondary) is critical to ensure that all children can access education.

The additional population that will reside in the area will also place strains on existing sports provision. It may be appropriate for the development to fund or otherwise provide additional football, cricket, rugby and Gaelic football facilities. There will also be additional use of existing parks (e.g. Manor and Wardown parks), which would require appropriate enhancement.

With the river running under the site in a culvert, there has been a long-term policy objective to open up the river and enable it to better integrate with and support existing networks of green spaces. Due to local surface water flooding concerns, delivery of property-level flood protection and development of a warning system is recommended.

With the level of development proposed, this will generate significant amounts of trips to the site and so electric vehicle charging points should be made available to support those who use such vehicles. Water efficiency and waste management facilities should also be provided as a matter of course.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	Continue to review the existing controlled parking zones and other parking to manage the available space in favour of residents and businesses (and their customers and visitors)	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Utilities	Community integrated automated meter reading and water efficiency	2018	All	Affinity Water	Unknown	Unknown	Unknown. Likely to be funded by Affinity Water and its customers
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Utilities	Water efficiency promotion	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown
Utilities	Reinforcement of Luton St Mary's Primary Substation to serve Power Court.		South	Developer	£6,000,000	Unknown	Unknown
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Flood Risk	De-culverting the River Lea at Power Court		South	LBC	£2,622,150	None	£2,622,150
Flood Risk	Property level flood protection for houses (including warning system) throughout the Chapel Street/ Arndale Centre critical drainage area		Farley South	LBC	£1,050,000	None	£1,050,000
Health	Two youth (11v11) and one (9v9) pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	11 additional cricket grounds to address future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	1 senior match rugby pitch to meet future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	Gaelic football pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Education	At least 30 new primary school places in the southern planning area	2017	Dallow Farley South	LBC	Unknown	£0	Unknown
Education	Additional 2,100 secondary school places across central and southern planning areas	post-2018	Dallow Farley South High Town Biscot Saints Barnfield	LBC	Unknown	Unknown	Unknown
Education	New secondary school on Gipsy Lane (900 places)	2018	South	LBC	£10,000,000	£5,000,000	£5,000,000
Green Infrastructure	Enhance existing recreation grounds over 2ha in size, providing multi-functional green spaces with improved paths		All	LBC	Unknown	Unknown	Unknown
Green Infrastructure	Connect River Lea corridor with wider network of green spaces in residential areas. Conservation and enhancement of the setting and quality of the upper Lea corridor, including conservation work at Sundon Park.		South Biscot High Town Barnfield Icknield Saints Limbury Northwell Sundon Leagrave	LBC	Unknown	Unknown	Unknown

## 7.6 High Town

### Characteristics and Development Objectives

High Town is a historic area, situated immediately to the north of the town centre with excellent access to public transport services. The central part includes a Victorian and Edwardian parade of shops designated as the High Town Road Conservation Area, having a distinctive character and buildings of architectural merit. The shops accommodate specialist retailers, restaurants and pubs. Suffering from poor trade and some empty premises, the council has recently invested in environmental improvements and funded the temporary use of empty shops. This investment is bringing life back into the area, however it is in need of significant further investment to fully realise its potential as a vibrant, historic mixed use neighbourhood with opportunities for start-up business and creative activities. A similar role is expected for the Creative Quarter of the town centre, which is in close proximity, and both should link with and complement each other.

A High Town Team works alongside the community to devise projects and programmes to improve the image of the area and attract funding. Beside the policies of the LLP, supplementary planning documents also exist to provide more detailed guidance to development in this area.

### Specific Proposals

- 750 homes
- 350 jobs
- Varied mix of other, main town centre uses

### Specific Infrastructure Items

As the site is in a central area, the application of new controlled parking zones may be required. This could then necessitate reviews of existing parking zones in the vicinity. At a more personal level, information packs can be given to new residents to help them access public transport, walking and cycling routes.

This general location has been identified for improved broadband connections.

Additional fire hydrants may be a critical requirement for development to take place.

As the site will support a significant amount of residential development, the delivery of additional school places (both primary and secondary) is critical to ensure that all children can access education.



The additional population that will reside in the area will place strains on existing sports provision and it may be appropriate for development to fund or otherwise provide additional facilities. There will also be additional use of existing parks (e.g. People's Park), which would require appropriate enhancement. Wardown Park is in the vicinity and is a district park with specific needs for enhancement.

To address local issues of surface water flooding, localised sewer inlet capacity upgrades are required and individual properties may require specific protection measures. The application of sustainable drainage solutions will also assist in managing flood risk and may reduce the need for larger infrastructure schemes.

In-line with the regeneration objectives of this allocation, improvements to the street scene are required. Relevant items could include public art at key locations (e.g. gateways into the area) or the provision of new street furniture and paving materials.

With the level of development proposed, this will generate significant amounts of trips to the site and so electric vehicle charging points should be made available to support those who use such vehicles. Fire hydrants and waste management facilities should also be provided as a matter of course.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	Provide residents of new homes with information packs about public transport, walking and cycling in the local area. Applies to major development at Napier Park/ Stirling Place, High Town East Village and NE of Houghton Regis	2014 - 2031	Crawley High Town	LBC/ CBC	Unknown	Unknown	Developer funding
Transport	Continue to review the existing controlled parking zones and other parking to manage the available space in favour of residents and businesses (and their customers and visitors)	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Transport	Improve the street scene with materials appropriate to each area	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport & Maintenance grants
Telecommunications	Central Superfast Broadband project	2015-2019	All	BT	Unknown	£11,200,000	Unknown
Utilities	Community integrated automated meter reading and water efficiency	2018	All	Affinity Water	Unknown	Unknown	Unknown. Likely to be funded by Affinity Water and its customers
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Utilities	Water efficiency promotion	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Flood Risk	Introducing individual property protection; Localised inlet capacity improvement.		High Town	LBC	£400,000	None	£400,000
Education	Additional primary school capacity in the central planning area	2019	High Town Biscot Saints Barnfield	LBC	Unknown	£0	Unknown
Education	Additional 2,100 secondary school places across central and southern planning areas	post-2018	Dallow Farley South High Town Biscot Saints Barnfield	LBC	Unknown	Unknown	Unknown
Health	Two youth (11v11) and one (9v9) pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	11 additional cricket grounds to address future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	1 senior match rugby pitch to meet future and latent demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Health	Gaelic football pitches to meet future demand	2014 - 2021	All	LBC	Unknown	None	Unknown
Green Infrastructure	Enhance existing recreation grounds over 2ha in size, providing multi-functional green spaces with improved paths		All	LBC	Unknown	Unknown	Unknown
Green Infrastructure	Develop district parks, enhancing the quality of Great Bramingham Park, Leagrave Park, Wigmore Valley Park, Lewsey Park, Luton Regional Recreation Ground and Wardown Park		Bramingham Leagrave Wigmore Lewsey Stopsley High Town	LBC	Unknown	Unknown	Unknown

## 7.7 Creative Quarter

### Characteristics and Development Objectives

Situated between the town centre railway station and the main shopping area, the allocation is the main gateway to the town centre from the north. It is the first area of the town centre that visitors tend to experience as they arrive and includes the Plaiters Lea conservation area with many buildings of architectural merit and remnants of the hat industry. There are, however, a number of derelict and blighted sites that detract from the quality of the environment. The current uses in the area are predominately eating and drinking establishments, leisure, limited retail and the Hat Factory arts centre. The River Lea runs beneath the area in a culvert that is in disrepair.

The allocation is split into three sub-areas:

1. Northern Gateway: ambitions of retail-led regeneration to the north of The Mall
2. Station Gateway: ambitions of residential and office-led regeneration near to the train station
3. North of St George Square: ambitions of retail and leisure-led development next to the town's main public square.

Along with Power Court, this land offers significant opportunities to deliver contemporary retail development to meet local needs.

### Specific Proposals

- 587 new homes
- Vibrant mix of restaurants, galleries, retail, education and creative industry (including art, media and design)
- Excellent quality public realm

### Specific Infrastructure Items

As the site is in a central area, the application of new controlled parking zones may be required. This could then necessitate reviews of existing parking zones in the vicinity.

In-line with the regeneration objectives of this allocation, improvements to the street scene are required. Relevant items could include public art at key locations (e.g. gateways into the area) or the provision of new street furniture and paving materials. Upgrades to the train station will also add to the quality and function of the public realm in this area.

This general location has been identified for improved broadband connections.

It is likely that additional fire hydrants will be required.

With the river running under parts of the site in a culvert, there has been a long-term policy objective to open up the river and enable it to better integrate with and support existing networks of green spaces. Despite the need to open the culvert, there is a priority need to repair a length of the culvert at Silver Street to prevent collapse. Due to local surface water flooding concerns, delivery of property-level flood protection and development of a warning system is recommended.

As the site will support a significant amount of residential development, the delivery of additional school places (both primary and secondary) is critical to ensure that all children can access education.

As a significant town centre destination, this will generate significant amounts of trips and so electric vehicle charging points should be made available to support those who use such vehicles. Water efficiency and waste management facilities should also be provided as a matter of course.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	Luton Station Redevelopment: new entrance and DDA compliant access to platforms	2016	South High Town	Network Rail/ TOC	Unknown	Unknown	Unknown
Transport	Continue to review the existing controlled parking zones and other parking to manage the available space in favour of residents and businesses (and their customers and visitors)	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Transport	Improve the street scene with materials appropriate to each area	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport & Maintenance grants
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Telecommunications	Central Superfast Broadband project	2015-2019	All	BT	Unknown	£11,200,000	Unknown
Utilities	Community integrated automated meter reading and water efficiency	2018	All	Affinity Water	Unknown	Unknown	Unknown. Likely to be funded by Affinity Water and its customers
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Utilities	Water efficiency promotion	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Flood Risk	De-culverting the River Lea at the gap site (between the central library and hotel)		South	LBC	£221,200	None	£221,200
Flood Risk	Silver Street culvert repairs	2016	South	LBC	£627,000	£627,000	None
Flood Risk	Property level flood protection for houses (including warning system) throughout the Chapel Street/ Arndale Centre critical drainage area		Farley South	LBC	£1,050,000	None	£1,050,000
Education	At least 30 new primary school places in the southern planning area	2017	Dallow Farley South	LBC	Unknown	£0	Unknown
Education	Additional 2,100 secondary school places across central and southern planning areas	post-2018	Dallow Farley South High Town Biscot Saints Barnfield	LBC	Unknown	Unknown	Unknown
Education	New secondary school on Gipsy Lane (900 places)	2018	South	LBC	£10,000,000	£5,000,000	£5,000,000
Green Infrastructure	Connect River Lea corridor with wider network of green spaces in residential areas. Conservation and enhancement of the setting and quality of the upper Lea corridor, including conservation work at Sundon Park.		South Biscot High Town Barnfield Icknield Saints Limbury Northwell Sundon Leagrave	LBC	Unknown	Unknown	Unknown

## 7.8 Marsh Farm

### Characteristics and Development Objectives

Developed in the late 1960's and early 1970's, Marsh Farm is the biggest housing estate in Luton. It is designed upon a cul-de-sac principle and segregates vehicular and pedestrian activity with oversized wide roads and underused lawn areas. It is characterised by severe deprivation including unemployment and poor health.

Recent regeneration in the central part of the neighbourhood has provided a new library and theatre in a new school and a new community centre and facilities at Futures House. The LLP proposes that the area should contain a district centre that could attract investment and expand the retail offer to meet identified needs.

### Specific Proposals

- 0.1 hectare food store
- Demolition and reprovision of housing

### Specific Infrastructure Items

Additional fire hydrants may be critical to the delivery of this allocation.

As the objectives involve comprehensive redevelopment of a residential estate centre, the application of new controlled parking zones may be required. This could then necessitate reviews of existing parking zones in the vicinity. Being remote from the town centre, sustainable travel could be supported through the provision of information to new residents.

This general location has been identified for improved broadband connections.

In the vicinity of the allocation lie district and neighbourhood parks and formal play areas that would benefit from enhancement and improve the quality of life in the area. Those parks would also benefit from the provision of public-access WiFi. In-line with the regeneration objectives of this allocation, improvements to the street scene are required. Relevant items could include public art at key locations (e.g. gateways into the area) or the provision of new street furniture and paving materials.

Much of the allocation lies within the Greater Bramingham critical drainage area and it will be appropriate to improve surface water drainage such as through the delivery of sustainable drainage systems.

With the level of residential development, electric vehicle charging points should be made available to support those who use such vehicles. Water efficiency and waste management facilities should also be provided as a matter of course.

The Lea Manor recreation centre is located within the allocation and is scheduled for refurbishment.

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	Continue to review the existing controlled parking zones and other parking to manage the available space in favour of residents and businesses (and their customers and visitors)	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport grant
Transport	Improve the street scene with materials appropriate to each area	2014-2026	All	LBC	Unknown	Unknown	Integrated Transport & Maintenance grants
Transport	Implement charging points for electric cars in on and off street parking	2014-2026	All	LBC	Unknown	Unknown	LBC Plugged in Places fund
Transport	Provide residents of new homes with information packs about public transport, walking and cycling in the local area. Applies to major development at Napier Park/ Stirling Place, High Town East Village and NE of Houghton Regis	2014 – 2031	Crawley High Town	LBC/ CBC	Unknown	Unknown	Developer funding
Telecommunications	WiFi points in district and neighbourhood parks		All	LBC	Unknown	None	Unknown
Telecommunications	Central Superfast Broadband project	2015-2019	All	BT	Unknown	£11,200,000	Unknown
Utilities	Community integrated automated meter reading and water efficiency	2018	All	Affinity Water	Unknown	Unknown	Unknown. Likely to be funded by Affinity Water and its customers
Utilities	Provision of waste collection bins for new premises	2011-2031	All	LBC	£20 per bin	Unknown	Unknown. Developer contributions likely to be required
Utilities	Provision and enhancement of skip banks	2011-2031	All	LBC	£2,250 per bank of 4 skips	Unknown	Unknown. Developer contributions likely to be required
Utilities	Water efficiency promotion	2015-2031	All	LBC, Affinity Water, Waterwise	Unknown	Unknown	Unknown
Security	Installation of fire hydrants in new developments	2011 – 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Flood Risk	Creation of dry water storage areas north of Bramingham Park	2015-2020	Central Bedfordshire	CBC	£1,540,000		
Flood Risk	Implement de-mountable individual property flood defences and warning system (any flood depth below 600mm)	2015-2020	Bramingham Northwell Icknield	LBC	£5,000,000		
Flood Risk	General SuDS (permeable paving) throughout the Barton Road/ Great Bramingham critical drainage area	2015-2020	Bramingham Northwell Icknield	LBC	£88,000	£20,000	£6,608,000 Potential funding sources includes Flood Defence Grant in Aid

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Health	Upgrade play facilities in district and neighbourhood parks (2 per year)	2015-2031	All	LBC	£1,500,000 (£100k per year)	None	£1,500,000
Green Infrastructure	Enhance existing recreation grounds over 2ha in size, providing multi-functional green spaces		All	LBC	Unknown	Unknown	Unknown
Other Community	Refurbish Lea Manor recreation centre	2015/16	Northwell	LBC	£500,000	£500,000	None



## 8 Critical Infrastructure

Critical infrastructure is that which is essential to delivering the total quantity of jobs and homes proposed by the LLP. Without such items, delivery of the plan as a whole, or delivery of any of the eight strategic allocations cannot occur. Other elements support sustainable communities but are not critical to the delivery of the plan's objectives for housing and employment delivery.

The following table summarises the critical items from chapter 6 (Infrastructure Requirements).

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Transport	Century Park link		Wigmore	LLAL	£7,900,000	£7,900,000	£0
Transport	London Luton Airport Access (Percival Way - Terminal). Dualling of airport access road and junction improvements		Wigmore	LLAOL	£6,200,000	£6,200,000 (SEMLEP and S106)	£0
Transport	Hitchin Road/Stopsley Way/Ashcroft Road roundabout. Junction improvements		Stopsley				
Transport	Hitchin Road/Vauxhall Way roundabout. Junction improvements		Stopsley Round Green				
Transport	Vauxhall Way/Crawley Green Road roundabout. Junction improvements		Round Green Crawley				
Transport	Vauxhall Way/Kimpton Road roundabout. Junction improvements		Crawley Wigmore				
Transport	Airport Way/Link to Gypsy Lane signals		South CBC				
Transport	Wigmore Lane/Eaton Green Road roundabout. Junction improvements		Wigmore				
Transport	Luton Airport terminal improvements		Wigmore	LLAOL	£68,000,000	£68,000,000	£0
Transport	Luton Airport taxiway extensions, rationalisation of aircraft parking and new/ improved stands		Wigmore	LLAOL	£37,000,000	£37,000,000	£0
Utilities	Major reinforcement works to the gas infrastructure to support development at Century Park.		Wigmore	Developer	Unknown	Unknown	Unknown
Utilities	New Primary Substation to serve Napier Park to be built either within the development area or in UKPN owned land adjacent to Luton South Grid (Kimpton Road).		Crawley	Developer	£6,000,000	Unknown	Unknown
Utilities	Reinforcement of Luton St Mary's Primary Substation to serve Power Court.		South	Developer	£6,000,000	Unknown	Unknown
Utilities	New Primary Substation to serve Century Park		Wigmore	Developer	£6,000,000	Unknown	Unknown
Utilities	Extending the 11kV network from Capability Green Primary Substation to serve development at Jct 10a		Farley South	Developer	£725,000	Unknown	Unknown
Utilities	Gravity Sewer to Luton (East Hyde) WwTW		South	Thames Water	£3,220,000	Unknown	Unknown

Type	Details	Delivery Year	Ward(s)	Lead Provider(s)	Cost	Funding Secured	Funding Deficit
Security	Installation of fire hydrants in new developments	2011 - 2031	All	Beds Fire and Rescue	Unknown	Unknown	Unknown. Developer contributions likely to be required
Education	Additional primary school capacity in the central planning area	2019	High Town Biscot Saints Barnfield	LBC	Unknown	£0	Unknown
Education	At least 30 new primary school places in the southern planning area	2017	Dallow Farley South	LBC	Unknown	£0	Unknown
Education	Additional 2,100 secondary school places across central and southern planning areas	post-2018	Dallow Farley South High Town Biscot Saints Barnfield	LBC	Unknown	Unknown	Unknown
Education	New secondary school on Gipsy Lane (900 places)	2018	South	LBC	£10,000,000	£5,000,000	£5,000,000

## 8.1 Transport

### Century Park Link

While the precise route of the link road to Century Park has yet to be determined, it is expected to extend from the end of President Way. London Luton Airport Limited have budgeted for the cost of delivering this road as part of the overall cost for the development of Century Park.

### Airport Capacity Increase and Related Access Improvements

The planning application for increased airport capacity and associated road upgrades and transport mitigation was approved in June 2014. Work has already commenced on the road infrastructure, with improvements to the airport access road currently underway.

Wider improvements to junctions beyond the immediate vicinity of the airport will be delivered through the life of the LLP as airport capacity gradually increases over time. Traffic levels will be monitored in order to identify the relevant trigger point for improvements.

## **8.2 Utilities**

### Gas

Reinforcement of the existing gas network is required to deliver Century Park. It is expected that this will be provided by the developer of the new employment area.

### Electricity

New substations and enhancement of existing networks is required for Power Court, Century Park, Napier Park and land at Stockwood Park. It is expected that this infrastructure will be provided by developers.

## **8.3 Security**

### Fire Hydrants

It is understood that new hydrants will be required to serve the development of each strategic allocation.

## **8.4 Education**

School provision across the borough has and will continue to be put under pressure by an increase in population. Capacity is not evenly spread throughout the town, with some areas (particularly in the east) having a surplus of spaces. The majority of the town, however, faces considerable pressure for additional school places. To the north and west of the borough, there is considered to be enough opportunities to expand schools within their current sites. To the south of the borough, where a large amount of future homes are planned, expansion of existing schools will not fully address forecast needs.

Two new schools are proposed for the south of the town: a 500-place primary school and a 900-place secondary school. It is understood that the primary school has secured the relevant funding and is engaged in pre-application discussions with the council. Development of the secondary school is still at an early stage, though early designs and pre-application discussion are expected by the end of 2015. Both are expected to be built and operational within the next three years.

The Luton Local Plan 2011-2031 has allocated the land in question for education purposes to help secure delivery of the schools. Should they not come forward as expected, it may be necessary to delay permission on future residential schemes until such time as there are sufficient places to enable all children to access education.

## 9 Governance and Review

The IDP will be updated to accommodate changing priorities, funding arrangements and the identification of new infrastructure requirements. It will be reviewed at least once per year and potentially more frequently depending on the needs of plan-making processes and corporate discussions on funding priorities.

The focus of any review will be the delivery of local planning policies and objectives. Updates to the LLP's evidence base will be reviewed to identify changes in infrastructure requirements. There will also be the need to consider cross-boundary development proposals and the impact on infrastructure requirements in Luton. Reviews of the IDP will involve an analysis of stakeholder investment programmes (e.g. asset management plans), other new plans and strategies generated by the council and consultation with infrastructure providers.

Any review should include (but is not limited to) those parties listed in appendix A.

The council's Investment Framework is a key mechanism for the funding and delivery of important infrastructure requirements. It includes a series of specific projects that include:

- Business Growth 1: Roads and transport infrastructure
- Business Growth 2: Delivery of mass passenger transit system
- Business Growth 3: Expansion of London Luton Airport to 18mppa
- Business Growth 4: Development of sustainable approach to green travel
- Business Growth 6: Development of 5 new hotels and hospitality sector
- Business Growth 7: Butterfield Technology Park – occupancy
- Business Growth 8: Delivery of key strategic development sites – planning
- Business Growth 9: Develop aviation linked business park and supporting infrastructure adjacent to London Luton Airport
- Safe, Secure and Healthy 8: Hightown neighbourhood master plan
- Education and Lifelong Learning 1: Develop a Luton skills academy for over 18's linked to job growth
- Education and Lifelong Learning 7: Additional provision of school places in Luton
- Playing our Part 6: Maximise opportunities through the development of London Luton Airport as an asset driving economic growth

The Investment Framework will be in final form early in 2016 following consultation and adoption through Luton businesses.

Any review of the IDP will need to consider the latest information from the Investment Framework and vice versa. A similar relationship exists with the work of the South East Midlands Local Enterprise Partnership.

The IDP will inform decisions on infrastructure funding and stimulate action on critical items. It will be for the Executive Committee (and sometimes Full Council) to manage the council's budget and priorities.

Should the council implement the community infrastructure levy or similar initiative, the IDP will help to inform any decisions on which projects should be funded from that source.

## Appendix A: Key Stakeholders

Infrastructure category	Organisation	Department	First Name	Family Name	Job Title	Address 1	Address 2	Town	Post code	Email	Phone
Economy	Luton Borough Council	Commercial and Transformation Services	Fiona	McGlone	Investment Framework Project Director	Town Hall		Luton	LU1 2BQ	<a href="mailto:Fiona.McGlone@luton.gov.uk">Fiona.McGlone@luton.gov.uk</a>	07939 511784
Economy	SEMLEP		Hilary	Chipping	Head of Infrastructure	Cranfield Innovation Centre	University Way	Cranfield	MK43 0BT	<a href="mailto:Hilary.Chipping@semlep.com">Hilary.Chipping@semlep.com</a>	01234 436100
Education	Luton Borough Council	Children and Learning	Debbie	Craig	Admissions & Planning Manager	The Leagrave Centre	Strangers Way	Luton	LU4 9ND	<a href="mailto:Deborah.Craig@luton.gov.uk">Deborah.Craig@luton.gov.uk</a>	01582 548015
Flood risk	Environment Agency	North East Thames Area - Hatfield Team	Clark	Gordon	Sustainable Places Planning Advisor					<a href="mailto:SPHatfield@environment-agency.gov.uk">SPHatfield@environment-agency.gov.uk</a>	01707 632308
Flood risk	Luton Borough Council	Environment and Regeneration	Katarzyna	Wysocka	Local Flood Authority Manager	Town Hall		Luton	LU1 2BQ	<a href="mailto:Katarzyna.Wysocka@luton.gov.uk">Katarzyna.Wysocka@luton.gov.uk</a>	01582 547371
Flood risk	Thames Water		David	Harding	Customer and Stakeholder Manager					<a href="mailto:David.Harding@thameswater.co.uk">David.Harding@thameswater.co.uk</a>	07747 644385
Green infrastructure	Luton Borough Council	Environment and Regeneration	Jane	Conway	Development & Business Support Manager	Wardown Park Offices	Old Bedford Rd	Luton		<a href="mailto:Jane.Conway@luton.gov.uk">Jane.Conway@luton.gov.uk</a>	01582 546708
Health	Luton Borough Council	Public Health	Morag	Stewart	Deputy Director of Public Health	Town Hall		Luton	LU1 2BQ	<a href="mailto:Morag.Stewart@luton.gov.uk">Morag.Stewart@luton.gov.uk</a>	01582 548438
Health	Luton Clinical Commissioning Group		Nicky	Poulain	Director of Commissioning & Integration	The Lodge	4 George Street West	Luton	LU1 2BJ	<a href="mailto:Nicky.Poulain@nhs.net">Nicky.Poulain@nhs.net</a>	01582 532154
Health	NHS England	Hertfordshire & South Midlands Team				Charter House	Parkway	Welwyn Garden City	AL8 6JL	<a href="mailto:planningenquiries@hertfordshire.nhs.uk">planningenquiries@hertfordshire.nhs.uk</a>	
Minerals	Central Bedfordshire Council	Regeneration and Business	Susan	Marsh	Principal Minerals & Waste Planning Officer	Priory House	Monks Walk	Sheffield	SG17 5TQ	<a href="mailto:Susan.Marsh@centralbedfordshire.gov.uk">Susan.Marsh@centralbedfordshire.gov.uk</a>	0300 3006032
Neighbouring authorities	Central Bedfordshire Council	Strategic Planning				Monks Walk	Priory House	Sheffield	SG17 5TQ	<a href="mailto:ldf@centralbedfordshire.gov.uk">ldf@centralbedfordshire.gov.uk</a>	
Neighbouring authorities	Hertfordshire County Council	Spatial Planning and Economy	Paul	Donovan		Postal Point CHN216	County Hall	Hertford	SG13 8DN	<a href="mailto:Paul.Donovan@hertfordshire.gov.uk">Paul.Donovan@hertfordshire.gov.uk</a>	01992 556289

Infrastructure category	Organisation	Department	First Name	Family Name	Job Title	Address 1	Address 2	Town	Post code	Email	Phone
Neighbouring authorities	North Hertfordshire District Council		Richard	Kelly	Senior Planning Officer	Council Offices	Gernon Road	Letchworth Garden City	SG6 3JF	<a href="mailto:Richard.Kelly@north-herts.gov.uk">Richard.Kelly@north-herts.gov.uk</a>	01462 474847
Other community (community centres and libraries)	Luton Cultural Services Trust		Marie	Kirbyshaw	Chief Executive	4th Floor	Central Library	Luton		<a href="mailto:Marie.Kirbyshaw@lutonculture.com">Marie.Kirbyshaw@lutonculture.com</a>	01582 546753
Other community (leisure centres and swimming pools)	Active Luton		Helen	Barnett	Chief Executive	Wigmore Hall	Eaton Green Road	Luton	LU2 9JB	<a href="mailto:Helen.Barnett@activeluton.co.uk">Helen.Barnett@activeluton.co.uk</a>	01582 400272
Other community (religious needs)	Luton Borough Council	Chief Executives	Ryad	Khodabocas	Luton Council Of Faiths	1st Floor	Town Hall Annexe	Luton	LU1 2BQ	<a href="mailto:Ryad.Khodabocas@luton.gov.uk">Ryad.Khodabocas@luton.gov.uk</a>	01582 547866
Security	Bedfordshire Fire & Rescue Service		Glen	Ranger	Deputy Chief Fire Officer	Southfields Road	Kempston	Bedford	MK42 7NR	<a href="mailto:contact@bedsfire.com">contact@bedsfire.com</a>	01234 845000
Security	East of England Ambulance Service NHS Trust		Robert	Morton	Chief Executive	Whiting Way		Melbourn	SG8 6EN		
Security	Office of the Police and Crime Commissioner for Bedfordshire		Oly	Martins	Police and Crime Commissioner	Bridgebury House	Woburn Road	Kempston	MK43 9AX	<a href="mailto:pcc@bedfordshire.pnn.police.uk">pcc@bedfordshire.pnn.police.uk</a>	01234 842064
Telecoms	Luton Borough Council	Environment and Regeneration	Paul	Adams	Service Manager Public Protection & Economic Growth	2nd Floor	Clemitson House	Luton		<a href="mailto:Paul.Adams@luton.gov.uk">Paul.Adams@luton.gov.uk</a>	01582 546173
Telecoms	Luton Borough Council	Environment and Regeneration	Georgina	Barker	Economic Development Officer	2nd Floor	Clemitson House	Luton		<a href="mailto:Georgina.Barker@luton.gov.uk">Georgina.Barker@luton.gov.uk</a>	01582 546423
Telecoms	Mobile Operators Association		John	Cooke	Executive Director	10 St Bride Street		London	EC4A 4AA	<a href="mailto:JohnCooke@ukmoa.org">JohnCooke@ukmoa.org</a>	020 7331 2015
Transport	Luton Borough Council	Environment and Regeneration	Keith	Dove	Service Manager - Transportation & Regulation	Town Hall		Luton	LU1 2BQ	<a href="mailto:Keith.Dove@luton.gov.uk">Keith.Dove@luton.gov.uk</a>	01582 547211

Infrastructure category	Organisation	Department	First Name	Family Name	Job Title	Address 1	Address 2	Town	Post code	Email	Phone
Transport	Highways England		Rio	D'Souza	Assistant Asset Manager	Woodlands	Manton Lane	Bedford	MK41 7LW	<a href="mailto:Rio.D'Souza@highways.gsi.gov.uk">Rio.D'Souza@highways.gsi.gov.uk</a>	01234 796051
Utilities (national gas and electricity)	National Grid	Network Strategy	Jemima	Matthews	Planning Technician East of England					<a href="mailto:Jemima.Matthews@nationalgrid.com">Jemima.Matthews@nationalgrid.com</a>	01455 236763
Utilities (local energy)	Luton Borough Council	Environment and Regeneration	Russell	Eacott	Projects Director	Town Hall		Luton	LU1 2BQ	<a href="mailto:Russell.Eacott@luton.gov.uk">Russell.Eacott@luton.gov.uk</a>	
Utilities (regional electricity)	UK Power Networks		Nuno	Da Fonseca	Infrastructure Planning Manager	Barton Road		Bury St Edmunds	IP32 7BG	<a href="mailto:Nuno.DaFonseca@ukpowernetworks.co.uk">Nuno.DaFonseca@ukpowernetworks.co.uk</a>	
Utilities (sewerage)	Thames Water	Planning Policy	C/O Savills			Ground Floor, Hawker House	5-6 Napier Court, Napier Road	Reading	RG1 8BW	<a href="mailto:ThamesWaterPlanningPolicy@savills.com">ThamesWaterPlanningPolicy@savills.com</a>	0118 9520503
Utilities (waste)	Luton Borough Council	Environment and Regeneration	Shaun	Askins	Strategic Waste Manager	Kingsway Depot		Luton	LU4 8AU	<a href="mailto:Shaun.Askins@luton.gov.uk">Shaun.Askins@luton.gov.uk</a>	01582 546807
Utilities (water supply)	Affinity Water	Planning/ Development Team				Tamblin Way		Hatfield	AL10 9EZ		