



EL1,2,3 EAST OF LUTON

Strategic Masterplan Briefing

This report has been prepared by the Strategic Policy Urban Design Team as a summary of the East of Luton Strategic Masterplan Report. Circulation is intended for North Herts Councillors. The full report (prepared by the Crown Estate and Bloor Homes) is appended to the Cabinet Report.

KEY INFORMATION

LP Allocation	EL1 EL2 EL3
Total Site Area	(circa)130ha
Open Space	56ha
No. of Homes	circa. 2100 homes
Density	(2,100/62.6) 33-34 dph
Non-Resi Uses	10.4ha (5.5ha Secondary School + 4.4ha 2FE Primary School + 0.5ha local centre)

LP Allocation	Yes
Strategic Master-plan Framework	To be considered by Project Board, Cabinet and Full Council Nov-Dec 2024
Outline Planning Application	Four applications pending decision, PPA ongoing
Legal Agreements and Conditions	Ongoing
Design Coding	TBC
Reserved Matters Applications	None

The masterplan sets out how the development will seek to champion sustainability, organised around the themes in the Sustainability SPD. It is important to note that the following are targets and subject to more detailed design and viability. Ranges are also used where there are multiple components to certain themes.

Optimising Passive Design and Fabric Performance	Silver
Achieving Low Carbon Energy	Silver
Minimising Carbon Footprint	Silver
Enhancing Open Space/Integrating Health into Placemaking	Gold
Promoting Biodiversity	Silver to Gold
Sustainable Travel	Silver to Gold
Conserving Water	Silver
Incorporating Sustainable Urban Drainage	Silver



DESIGN REVIEW PANEL

The draft strategic masterplan for East of Luton was reviewed in July 2023 using a bespoke panel of experts familiar with the site. The panel was put together by Hyas Associates, who have supported the Council through the masterplan process. Key amendments to the design following the session and masterplan process include:

1. Inclusion of a primary school within the west of the site for better distribution of infrastructure.
2. Increased 'buffer' to existing homes at Cockernhoe and Mangrove Green with allotments to create active edge between new and existing residents.
3. Addition of a potential sustainable transport connection to Hayling Drive.
4. Rationalisation and reorientation of highway infrastructure at site access point.
5. Relocation of, and refined design for local centre.
6. Redistribution of play across the site to create secondary focal points within indicative character areas.



Movement Framework Plan presented to DRP with access roundabout between east and west sites.

SETTLEMENT STRUCTURE AND LAYOUT

1. Two settlement structures (east and west of Luton Road) reflecting land ownerships and differing site characteristics.
2. Local Centre centrally located within the allocation to encourage active travel and use by both east and west neighbourhoods as well as existing residents in Luton - critical to ensure commercial success.
3. Primary schools located to ensure accessibility from the different neighbourhoods and to facilitate early delivery of school in the south-east.
4. Secondary school location (broadly fixed through LP process) places built form at the south of the site and playing fields to the north to respond sensitively to valley edge.
5. Existing Cockernhoe Primary School - potential to combine with proposed offer however this is subject to further engagement.
6. Luton interface characterised by urban parkland along the valley bottom (and site boundary) to connect both sides through shared open space amenity.
7. Village style development near Cockernhoe and Mangrove Green to integrate with existing settlements.
8. Development blocks around the Ancient Woodland at Brick Kiln Woods frame the landscape asset and provide unique place-making opportunities to live adjacent to nature.



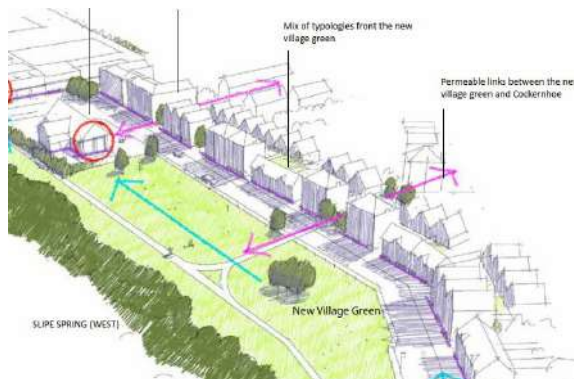
Woodland landscape edge - illustrative sketch



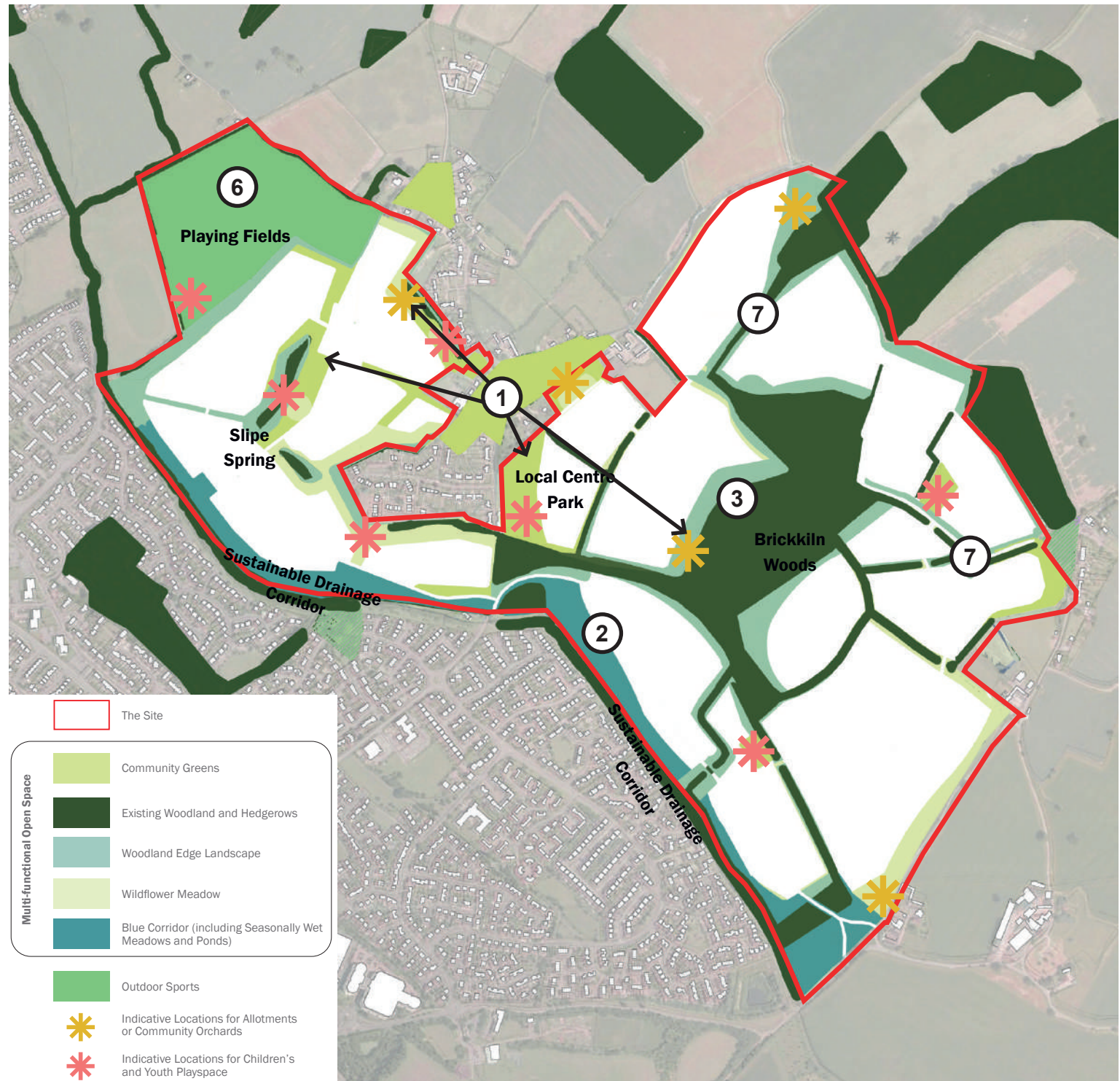
Figure 99. Land Use F

NATURE, OPEN SPACE AND ECOLOGY

1. Open spaces adjoining Cockernhoe and Tea Green are based on a village green typology reflecting their central role in existing settlements as focal points. They are connecting and form part of the wider open space network.
2. Linear park along the administrative boundary unifies the two communities through a shared amenity with a place-making focus on blue infrastructure and a chain of seasonably wet ponds.
3. Woodland edges will include complementary habitat through appropriate planing and opportunities for more informal recreation - negotiating the transition from built form to nature.
4. Allotments and community growing is distributed across the site to bring activity and footfall to different areas.
5. A mixture of formal and informal/natural play areas are distributed across the site - exact locations and provisions will be finalised through detail design.
6. Playing fields link into the new Wandon Park and form a buffer to Putteridge Bury - Green Belt designations retain control over extent of built structures.
7. Retained hedgerows provide the basis for a series of 'green fingers' permeating through the development and providing connectivity between key areas of habitat.
8. The development is on target to achieve at least 10% biodiversity gain on site.

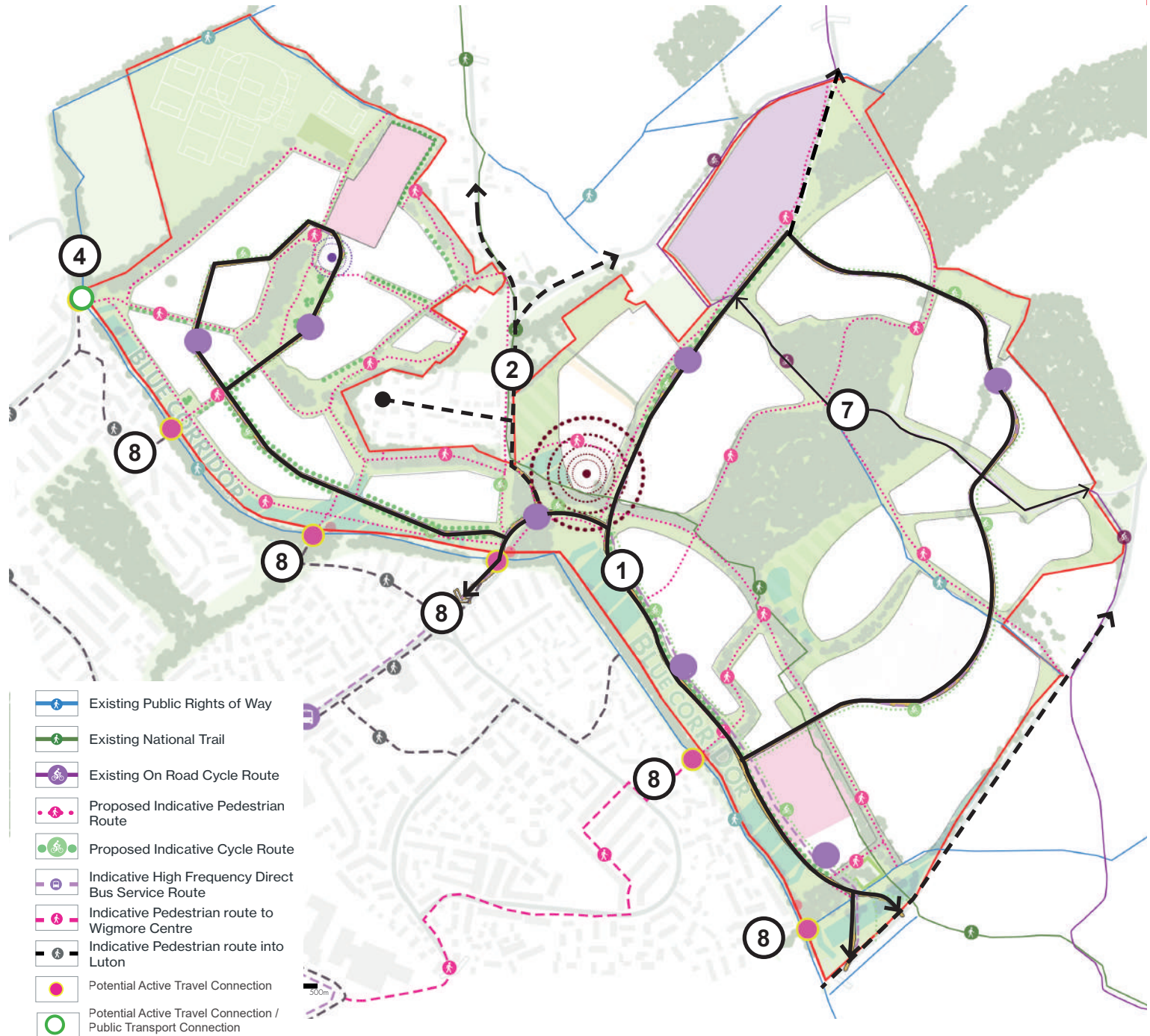


New village green at Slipe Spring - illustrative sketch.



MOVEMENT, ACCESS AND PARKING

1. Main multi-model access route is based on a remodelled Luton Road emphasising NW-SE movement (shown in black).
2. Access to Elmtree Avenue, Mangrove Road and Chalk Hill (shown in black dotted line) remains as existing.
3. Provision for an internal bus loop where every home is a maximum of 400m from a stop (shown in purple). Detailed route specification to be finalised through planning.
4. Safeguarded potential bus access to Hayling Drive (currently proposed as a pedestrian connection).
5. Masterplan focusses on primary access street through the site - showing varying character as it moves through the different parts of the site.
6. Lower order street hierarchy (plots within development blocks) will be established through further planning and design work.
7. Brick Kiln Lane and existing Rights of Way for pedestrian and cycle journeys are retained and enhanced by additional routes.
8. Six points of connection across the linear park/blue corridor into Wigmore, Luton.



Primary street along park edge - illustrative sketch.

Public Transport Connectivity

SOCIAL INFRASTRUCTURE AND COHESION

1. Social infrastructure, community facilities and education have been arranged and co-ordinated across both sites to ensure the offer is distinctive and not in competition with each other.
2. The location of key facilities help drive circulation of residents around the site, activating key routes and spaces with play and growing along the way.
3. The Local Centre is centrally located within the allocation to maximise accessibility from both the development and existing communities. It also provides a focal point for direct public transport connections to key destinations in Luton.
4. Primary schools to the north-west and south east ensure a distribution of provision across the development.
5. Smaller focal points are located around the primary schools with play provision, open space and the opportunity to deliver a community space or cafe.
6. The secondary school provides a focal point at the north of the primary street loop and helps activate the central avenue to the community hub. The secondary school's proximity to Brick Kiln Lane (which will become a sustainable corridor) supports independent active travel to and from school.
7. The Local Centre (following feedback from DRP) has been designed to address a series of landscaped spaces and civic squares to form a lively focal point for the community.



Indicative sketch of the Local Centre.

Figure 99. Land Use F

Primary School to Home (800m)
10 min walk
3 min cycle

Home to Local Centre (850m)
11 min walk
3 min cycle

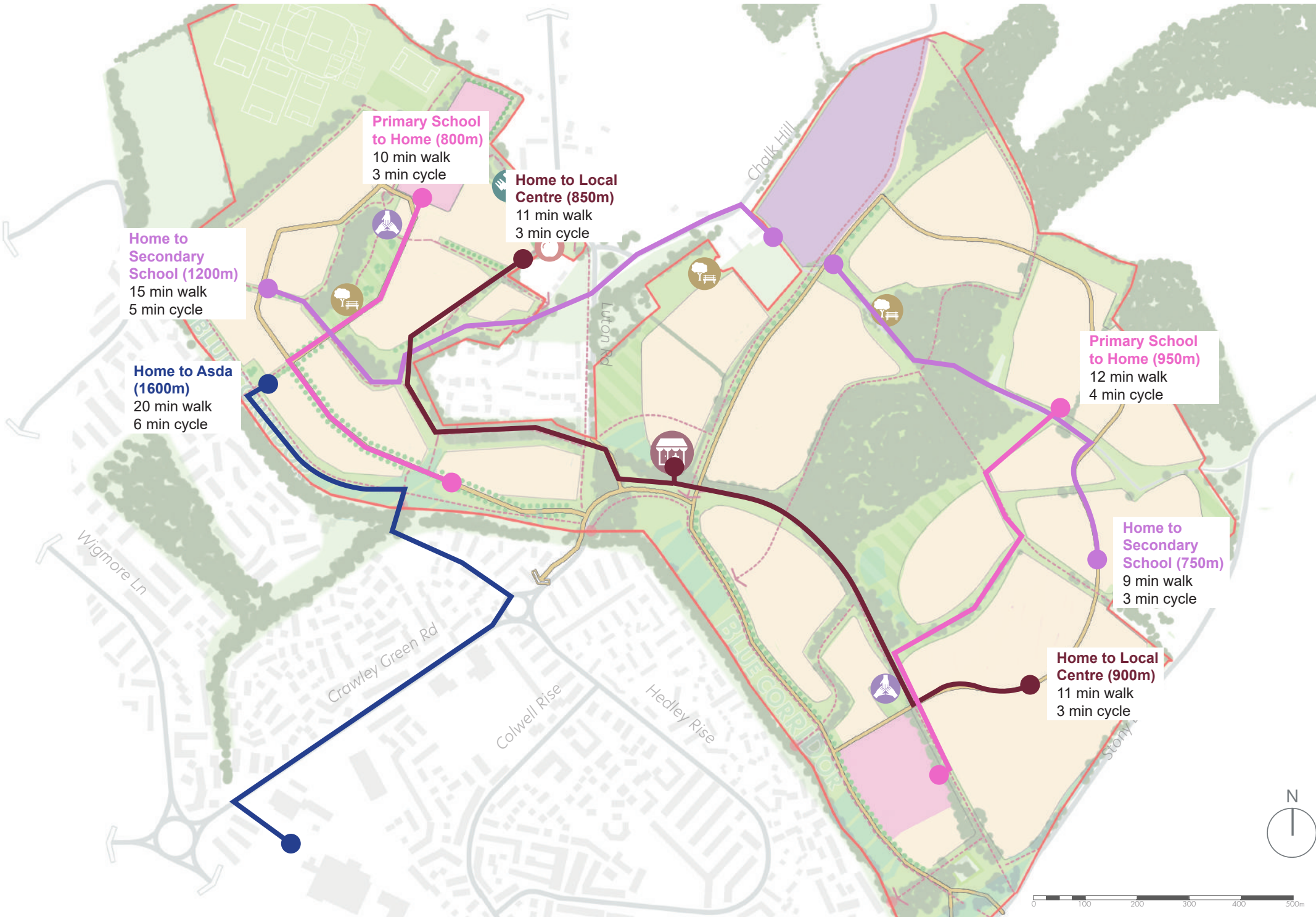
Home to Secondary School (1200m)
15 min walk
5 min cycle

Home to Asda (1600m)
20 min walk
6 min cycle

Primary School to Home (950m)
12 min walk
4 min cycle

Home to Secondary School (750m)
9 min walk
3 min cycle

Home to Local Centre (900m)
11 min walk
3 min cycle



CHARACTER, TYPOLOGY AND BUILT FORM

1. Development blocks are identified at a strategic scale. Plots within the development blocks have not been designed but the document states that they will be arranged in a perimeter block structure to create well-defined streets and clear public/private realm.
2. Primary frontages (dark pink) define the avenue between the local centre and secondary school and buildings around the neighbourhood centres.
3. Secondary frontages (yellow) define other areas of the primary street and around open spaces - their approach will be defined through the design coding process.
4. Key buildings (red stars) are secured through the plan opposite. These building mark entrances and terminate vistas. As such, it is important these buildings stand out - either through materiality, massing, form, distinctive architectural features or a combination.
5. A series of character areas are identified with initial design guidance contained in the technical appendices. These will be refined through the planning and design code process.
6. Building heights are shown at 2-3 storeys across the site with the lowest intensity development in areas closest to Cockernhoe and Tea Green.



Woodland neighbourhood - illustrative sketch

DELIVERY, MANAGEMENT AND MAINTENANCE

1. The masterplan includes an indicative phasing strategy, recognising that this may be subject to change given separate land ownerships.
2. It envisages commencing with the key access points to the development (yellow) from Luton Road and Darley Hall Road and working outwards from the administrative boundary with Luton.
3. The first substantive phase is expected within the Bloor site (2A in orange) between the two access points and including the primary school and Local Centre.
4. The outline planning application and legal agreement negotiations will secure triggers for when the transport, open space and education infrastructure are to be delivered. The council will endeavour to secure amenity open space, affordable housing and active travel connections in each phase.
5. No firm decisions have yet to been taken on management and stewardship. This is an area the masterplan recognises will be subject to further development and that a combination of management options may be taken forward.

