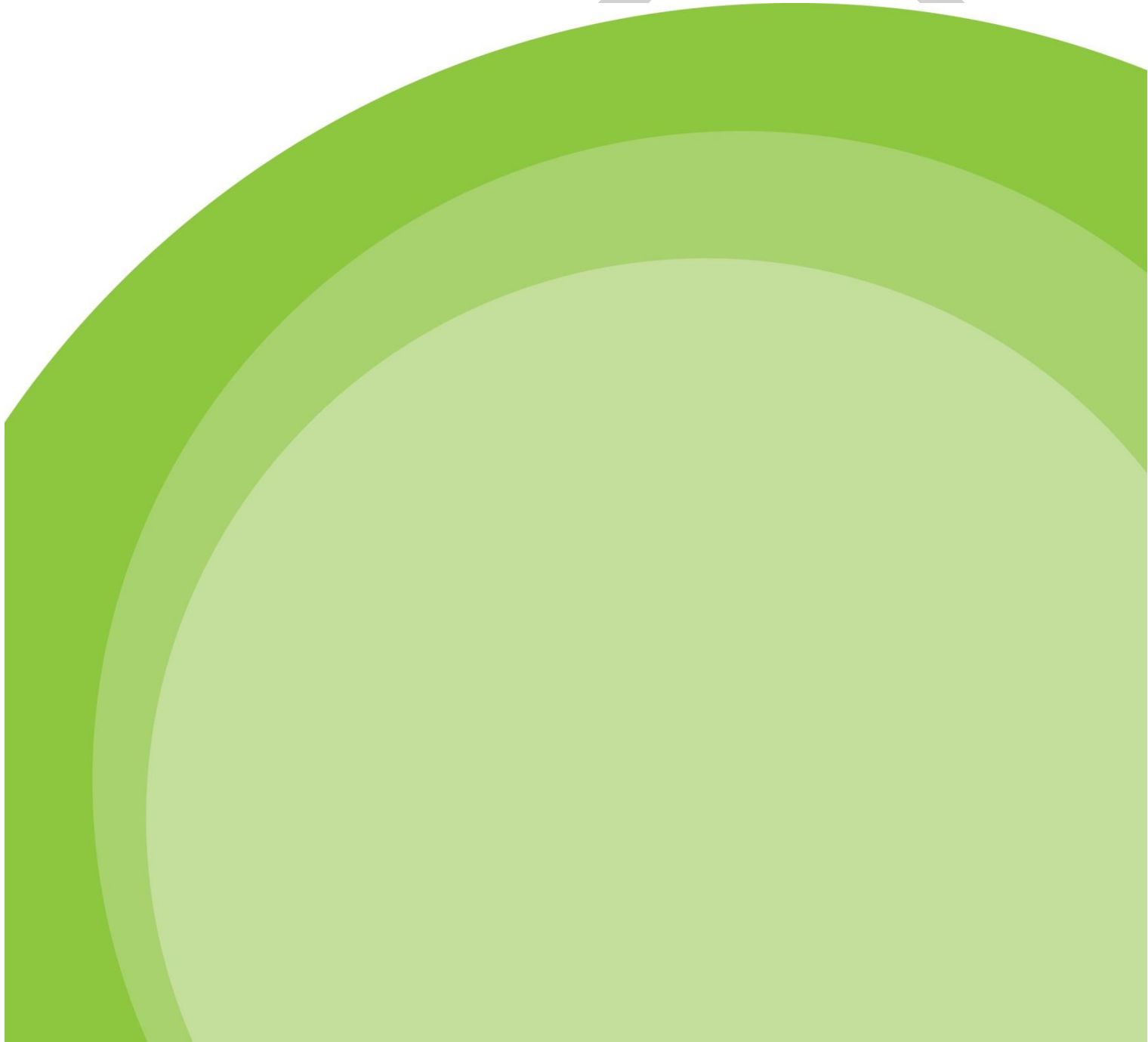


Site Assessment Forms

Tempsford



Contents

NLP4503

DRAFT

Site Assessment Framework for HOUSING¹

Site details	
Reference Number	NLP450
Site Name	Tempsford Airfield
Site Address	Tempsford Airfield Bedfordshire SG19 2JR
Settlement	Tempsford (Everton/Sandy)
Size	Submitted Developable Area: 125 ha Submitted Whole Site Area: 250.7 ha Measured GIS Area: 205 ha
Proposed Use	Mixed Use, new settlement.
Any other information	

STAGE 1 : SUITABILITY AND AVAILABILITY (EXCLUSIONARY STAGE)

This section will exclude any sites which do not pass the exclusionary suitability criteria and they will not be assessed further.

STAGE 1A ASSESSMENT

This stage of the assessment rules out sites that are too small or conflict with national policy designations.

Provisional Site Capacity

1	Is the site likely to accommodate less than 10 dwellings? Work out the number of new homes from site size using density of 30dph and exclude up to 40 % depending on site size of land for infrastructure and services, take into account topography or significant areas of undevelopable land. Site Size Gross to net ratio standards <ul style="list-style-type: none"> Up to 0.4 hectare 100% 0.4 to 2 hectares 80% 2 hectares or above 60% <i>Note: for this calculation use the submitted Developable Area, or the area measured in GIS if this is smaller.</i>	No	Number of proposed dwellings as per proforma: 4000 dwellings
			Number of proposed dwellings as per CBC methodology: 2.250 dwellings on 125 ha
Flood Risk (All sites which reach Stage 2 will be subject to the Sequential Test)			
2	Is more than 50% of the site located in Flood Zone 2 or 3?	No	Less than 50% of the site is located in Flood Zone 2 or 3.
3	Is more than 50% of the site at risk from surface water flooding?	No	Less than 50 % of the site is at risk from surface water flooding.
Nationally significant designations (All sites which reach Stage 2 be subject to detailed assessment)			
4	Is more than 50% of the site covered by nationally significant designations? These are: Sites of Special Scientific Interest, National Nature Reserves, Scheduled Monuments, Registered Parks and Gardens.	No	Less than 50% of site is subject to nationally significant designations on site. However the site includes a scheduled monument and a Grade II Listed Building (Gibraltar Farm Barn). The Airfield is considered to form a non designated heritage asset, however this is not designated and as such it

¹ Employment sites and Gypsy and Traveller sites will be assessed using separate bespoke site assessment criteria.

			cannot be considered a nationally significant designation.
5	Is more than 50% of the site located within the Area of Outstanding Natural Beauty?	No	Site not within AONB
Does the site continue to next stage?			Yes

STAGE 1B ASSESSMENT

This stage of the assessment rules out sites that are not well related to existing settlements but are of an insufficient size to be self contained. It also rules out sites which would cause coalescence of existing towns or villages. For the purposes of this assessment, a self-contained site is defined as a site which will provide 1,500 homes or more².

Relationship to Settlement

6	For sites that are not of a sufficient scale to be self-contained, is the site a logical extension to the settlement or are there any major physical constraints (for example A roads, rivers or railways) that separate it from the main settlement?	G	This site is considered to be sufficient scale to be self-contained. Development could form a standalone settlement.
7	Does the site cause coalescence between an existing village or town and another existing village or town? If yes, then grade as Amber if the site would be able to provide appropriate buffers or green wedges to mitigate this, or Red if it would not be possible for appropriate buffers to be provided leaving a reasonable developable area based on the individual context of the site.	G	No.
Does the site continue to next stage?			Yes

STAGE 1C ASSESSMENT

This stage of the assessment rules out sites that are not able to meet their critical infrastructure needs³.

Critical Infrastructure

8	Can the site meet the critical infrastructure requirements that will enable delivery ⁴ ?	A	The proposal is a sufficient scale to be able to provide the community infrastructure required to serve a standalone settlement. Significant upgrades will be required for the A1, access to the site along Tempsford Road, currently crosses the East Coast Mainline Railway via a level crossing, which is subject to significant delays, the removal of this level crossing and an alternative crossing either bridge or other
---	--	---	---

² The figure of 1,500 homes has been taken from the Government Publication 'Locally-Led Garden Villages, Towns and Cities'. This defines the eligibility criteria for Garden Villages as standalone settlements of between 1,500 and 10,000 homes. (see https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/508205/Locally-led_garden_villages_towns_and_cities.pdf)

³ Critical infrastructure is that which has been identified as infrastructure that must happen to enable physical development. These infrastructure items are often known as 'blockers' or 'showstoppers', and are most common in relation to transport and utilities infrastructure. Failure to provide these pieces of infrastructure could result in significant delays in the delivery of development.

⁴ This is an assessment based on the information known at this stage, a full assessment of infrastructure requirements will be undertaken before any sites are allocated.

			<p>will be required to ensure traffic congestion and excessive use of country roads would not result from development. More detail relating to public transport would be required and should include connections to train stations serving the East Coast Mainline and any future East-West Railway.</p> <p>Also no assessment has been provided regarding any abnormal development costs that might be necessary for providing utilities.</p>
Does the site continue to next stage?			Yes

STAGE 1D ASSESSMENT

This stage of the assessment rules out sites that are not available. A site is considered available for development where there are no legal or ownership problems and the landowner has expressed an intention to develop the site.

Availability

9	What is the existing use of the site? Would the existing use limit the development potential?	A	The site currently forms a disused airfield and arable farmland, which would not limit the development potential of the site. However there is a CPS-Pipeline that crosses the site, which will require easement.
10	Is the land controlled by a developer or land owner who has expressed an intention to develop the site?	G	The land is controlled by a single landowner who has expressed an intention to develop the site.
11	Are there any legal or ownership problems that could delay or prevent development? If Yes, then can these be issues be realistically overcome?	G	No known legal or ownership problems evident.
12	Does the site already have planning permission for the proposed use? If yes, then score as Red because it's not eligible for allocation.	G	No planning permission for the proposed use.
Does the site continue to next stage?			Yes

STAGE 1E ASSESSMENT

This section records the findings of the Strategic Green Belt Review and also provides a preliminary screening of sites to determine whether they may be capable of demonstrating Exceptional Circumstances. Any site in the Green Belt that is determined as suitable based on the high level SHLAA assessment would still have to demonstrate Exceptional Circumstances to be considered for allocation in the Plan.

Greenbelt

13	Is the site located within the Green Belt?	No	The site is not within the Green Belt
14	If answer to question 13 is yes, then does the site lie within one of the parcels which have been identified in the Central Bedfordshire and Luton Green Belt	N/A	

	Study as making only a relatively weak, weak, or no contribution? If yes, site progresses through to Stage 2.		
15a	<p>Does the site have all of the following merits that may outweigh the harm to the Green Belt and which may contribute to identification of exceptional circumstances?</p> <ul style="list-style-type: none"> • Adjoining settlement has at least 3 of the following key local services - convenience shop, lower school, middle school, upper school, village hall, GP surgery, post office, library (use settlement audit) • Site makes a strong contribution to housing need (100 plus homes) within the Luton HMA • Site is in or directly adjacent to a settlement that has a mainline rail station or direct access (junction) to the strategic road network (A road or motorway) <p>Sites in Green Belt other than those covered by 14 and 15b that cannot meet these criteria, will not progress any further in this assessment of suitability.*</p>	N/A	
15b	Sites which have support from the local community as demonstrated through an allocation in an adopted or draft Neighbourhood Plan (that has been subject to Regulation 14 consultation) that do not meet the criteria in question 15a will automatically progress through this stage to be considered further at Stage 2. ⁵	N/A	
Does the site continue to next stage?			Yes

STAGE 2 : SUITABILITY (DETAILED ASSESSMENT)

STAGE 2 ASSESSMENT

This stage further assesses the site's suitability using detailed desktop assessment. A red rating for any question does not mean that the site will be automatically excluded at this stage as the ratings across Stage 2A will be looked at as a whole using planning balance.

Previously Developed Land

16	<p>Is the site Previously Developed Land in accordance with the NPPF definition?</p> <ul style="list-style-type: none"> • 76% - 100% (G) • 26 - 75% (A) • 25% - 0% (Greenfield) (R) 	R	It is considered that more than 76% of the site forms previously developed land whereby it forms a disused airfield and its curtilage.
-----------	--	---	--

Community

17	<p>Neighbourhood Planning (only applicable in designated areas) Is the site identified as a housing allocation in an emerging Neighbourhood Plan?</p>	No	The site area is close to 3 parish areas Sandy, Everton and Tempsford all of which do not have a Neighbourhood Plan area designated and a plan in progress.
18	<p>Community Consultation Has any community consultation taken place? If yes, provide brief details on the form this consultation took and any overall community</p>	No	No known community consultation.

⁵ Draft Neighbourhood Plan allocations in Green Belt that are proposed after this site assessment phase has concluded, may still be considered for allocation.

	response.		
19	Sustainability of Settlement Would this proposal impact on the sustainability of the settlement through the loss of services and facilities (for example, employment, retail, public house etc)	No	The proposal would not have a negative impact on the sustainability of Everton, Sandy or Tempsford.
Cumulative Impact			
20	Considering housing completions over the past 10 years, what has been the level of housing growth in the parish? <ul style="list-style-type: none"> • Less than 5% growth (G) • 5% to 20% growth (A) • More than 20% growth (R) <i>This is calculated by working out the total number of completions over the last ten years as a percentage of the dwellings in April 2006 (as calculated using census and completions data).</i>	A	Tempsford Number of houses in 2006: 237 Number of houses in 2016: 249 Percentage Growth: 5.06% Sandy Number of houses in 2006: 4,784 Number of houses in 2016: 5,119 Percentage Growth: 7.00% Everton Number of houses in 2006: 217 Number of houses in 2016: 227 Percentage Growth: 4.61% Total Percentage Growth: 6.82%.
21	What level of housing growth would there be if all the outstanding permissions (as of April 2016) were to be completed? <ul style="list-style-type: none"> • Less than 5% growth (G) • 5% to 20% growth (A) • More than 20% growth (R) <i>This is calculated by working out the total number of outstanding permissions as of April 1st 2016 as percentage of the total number of dwellings in April 2016 (as calculated using census and completions data).</i>	G	Tempsford Number of houses in 2016: 249 Number of outstanding completions 2016: 3 Percentage Growth: 1.20% Sandy Number of houses in 2016: 5,119 Number of outstanding completions 2016: 21 Percentage Growth: 0.41% Everton Number of houses in 2016: 227 Number of outstanding completions 2016: 0 Percentage Growth: 0.00% Total Percentage Growth: 0.43%.
Physical Constraints			
22	Are there any physical constraints or permanent features that affect the site's developability? For example pylons, gas works, sewage treatment works, topography or wind turbines.	A	There is a CPS-Pipeline that crosses this site from Southeast to Northwest, which will require easement.
Relationship to Settlement			
23	Would development of the site be complementary to the existing settlement pattern, and would it have an adverse impact on any historic, unique or distinctive characteristics of the settlement's built or natural form?	A	The site would be a standalone settlement, however development would have an impact upon the setting of existing settlements including Sandy, Tempsford and Everton.

			Mitigation will be required through soft landscaping. Any harm will be weighed against the benefits of development.
Agricultural Land Quality			
24	<p>Would the development impact on high quality agricultural land?</p> <ul style="list-style-type: none"> • 50% or more in non-agricultural land (G) • 50% or more in Grade 3b, 4 or 5 (A) • 50% or more in Grade 1, 2 or 3a (R) 	A	The majority of the site is Grade 4 agricultural land.

STAGE 2 ASSESSMENT

This stage further assesses the site's suitability using comments from technical specialists. A red rating for any question does not mean that the site will be automatically excluded at this stage as the ratings across Stage 2B will be looked at as a whole using planning balance.

Transport and Access to Services

25	<p>Facilities and services</p> <p>Question 26 considers the suitability and sustainability of the site for housing. It links to the Council's Settlement Hierarchy Audit.</p> <p>Issues relating to capacity are assessed separately</p>		
25a	<p>Does the settlement have a Primary/Lower school?</p> <ul style="list-style-type: none"> • Yes, in the settlement (G) • Yes, proposed as part of the development (G) • No, but an adjoining settlement does (A) • Not in the settlement or an adjoining settlement (R) 	G	<p>Tempsford A</p> <p>Sandy G</p> <p>Everton G</p> <p>Offered as part of development G</p>
25b	<p>Does the settlement have a Middle school (if applicable)?</p> <ul style="list-style-type: none"> • Yes, in the settlement (G) • Yes, proposed as part of the development (G) • No, but an adjoining settlement does (A) • Other catchment school available (A) 	G	<p>Tempsford A</p> <p>Sandy G</p> <p>Everton G</p> <p>Offered as part of development G</p>
25c	<p>Does the settlement have a Secondary/ Upper school?</p> <ul style="list-style-type: none"> • Yes, in the settlement (G) • Yes, proposed as part of the development (G) • No, but an adjoining settlement does (A) • Other catchment school available (A) 	A	<p>Tempsford A</p> <p>Sandy G</p> <p>Everton A</p> <p>Offered as part of development G</p>
25d	<p>Does the settlement have a GPs surgery or medical centre?</p> <ul style="list-style-type: none"> • Yes, in the settlement (G) • Yes, proposed as part of the development (G) • No, but an adjoining settlement does (A) • Not in the settlement or an adjoining settlement (R) 	G	<p>Tempsford R</p> <p>Sandy G</p> <p>Everton R</p> <p>Offered as part of development G</p>
26	<p>What retail provision does the settlement offer?</p> <ul style="list-style-type: none"> • Town Centre/ Supermarket (G) • Convenience Store / Post Office / Newsagent (A) • None (R) 	G	<p>Tempsford R</p> <p>Sandy G</p> <p>Everton R</p> <p>Provision of local centre would</p>

			be required to serve settlement.
27	Distance to bus stops with a frequent service (at least hourly at peak times): <ul style="list-style-type: none"> • Less than 400m (G) • 400m-800m (A) • Over 800m (R) • OR submission form stated that improved public transport facilities could be provided as part of the development (G) 	G	New public transport facilities offered as part of development
28	Distance to nearest train station: <ul style="list-style-type: none"> • Less than 800m (G) • 800m-1200m (A) • Over 1200m (R) 	R	Over 1200m to Sandy Train Station. However new train station could be provided as part of East-West Rail.
29	Is the site accessible from the existing road network?	G	Development would benefit from access to Tempsford Road.
School Capacity			
30	Do the local schools have capacity at all tiers?	R	No capacity to manage a development of this size – but could provide for its own needs.
31	If not, has a commitment been made to address this?	A	New schools and expansions to existing schools as necessary would be required as part of any new development.
Water Utilities (Gas, Electricity and Broadband Infrastructure will be assessed at a later stage)			
32	Is there the capacity to provide all required infrastructure for waste water and potable water?	A	Water utilities companies have a statutory duty to supply water and waste water infrastructure to new development sites and a lack of available capacity does not prevent future development. Any infrastructure upgrades required will depend on the quantum and location of growth falling within each catchment area. Whilst the Stage 1 Water Cycle Study (April 2017) identifies the current capacity of existing water infrastructure, a Stage 2 study will be prepared to test the cumulative effect of sites that have been shortlisted for allocation in the Local Plan and identify the nature and timing of any upgrades required
Drainage and Flooding (All sites subject to Sequential Test)			
33	What is the conclusion of the sequential approach to site allocations, in regards to flood risk? <ul style="list-style-type: none"> • No assessment required (G) • Consider Further Assessment (A) • Further Assessment Required (R) 	R	Further assessment required.
Environmental Health			

34	Contamination Are there any contamination constraints on site and will there be any remediation required?	A	
35	Adjoining uses Would any adjoining uses have the potential to cause conflict with the proposed use? (for example; noise and smell)	A	Railway noise / commercial. Possible to deliver with appropriate assessments and layout. Waste facility to the southwest, potential source of odour.
Environmental Constraints			
36	Landscape character What would the impacts of development be on the landscape character or setting of the area or any designated landscapes? Would there be any direct or indirect harm to the Area of Outstanding Natural Beauty or the Nature Improvement Area?	A	Large site, open arable landscape of wartime significance. Highly visible in view from historic parkland and GI sites on elevated greensand ridge. Some potential for limited development eg in scale with agricultural buildings. Enhancement of Tempsford Airfield Historic site and landscape renewal would be beneficial but open character of landscape must be maintained.
37	Heritage/ Archaeology What would the impacts of development be on any heritage assets and their setting? Are there any opportunities for enhancement of these assets?	R	The Council's Archaeologist has issued the following consultation response: This site includes Biggin Wood medieval moated enclosure which is a Scheduled Monument and it is also firmly within the setting of Storey Moats Scheduled Monument. Multi-period archaeological remains (including the WWII airfield) are also known to survive within the proposed allocation area. Attention must also be paid to para 126 and 131-134 of the NPPF. This site includes Biggin Wood medieval moated enclosure which is a Scheduled Monument and it is also firmly within the setting of Storey Moats Scheduled Monument. Multi-period archaeological remains (including the WWII airfield) are also known to survive within the proposed allocation area. Allocation and development would cause substantial harm to the Biggin Wood Moat and be contrary to 132 of the NPPF. Attention must also be paid to para 126 of the NPPF with reference to the duties of Local Planning Authorities towards the

			<p>historic environment when creating Local Plans. Allocation of this site would be inappropriate.</p> <p>The Council's Conservation Officer has issued the following comments:</p> <p>Grade II Listed Gibraltar Farm Barn and whole airfield site a site of significant historic significance.</p> <p>Impact of development upon heritage assets will need to be considered in accordance with National Policy</p>
38	<p>Ecological Assets What would the impacts of development be on any biological, geological or ecological assets and are there any opportunities for their enhancement?</p>	A	<p>Impact on rare ground nesting birds, loss of old grassland.</p> <p>Required to provide a net gain for biodiversity.</p>
39	<p>Open space/leisure and GI assets Are there any potential conflicts with open space, leisure designations or Rights of Way? Is there capacity to provide the required levels of open space and green infrastructure?</p>	A	<p>No parish GI plan available for Tempsford. Local context of linear woodland belts.</p> <p>No loss of leisure strategy open space.</p> <p>Additional footfall could impact upon nearby leisure/countryside sites: Adj to Waterloo Thorns. Nearby Woodbury Moats CWS, Latch Pool and Ditch CWS, Foxhole Wood and Everton Hill and Churchyard.</p> <p>Outdoor Sport: Major new stand alone outdoor sport land / infrastructure required to serve dev; no existing capacity or accessibility.</p> <p>Indoor sport: Existing indoor sport facilities at Sandy or Bigg leisure centres (equidistant) could not accommodate demand from cumulative developments proposed – detailed modelling required to determine additional facilities required.</p>
Minerals and Waste			
40	<p>What would the impacts of development be on safeguarded minerals and waste sites, including mineral safeguarding sites?</p>	A	<p>Composting facility within submission area.</p>
Planning History			
41	<p>What is the sites planning history? (For example planning applications and submissions to previous Allocations Plans)</p>		<p>No relevant planning history</p>

STAGE 2 ASSESSMENT CONCLUSIONIs the site suitable for the proposed development?

This site is located to the north of Tempsford Road and to the east of the East Coast Main Line Railway, which is the railway connection between London Kings Cross and Edinburgh. The A1 is located to the west beyond the railway line and accessed via Tempsford Road and its level crossing.

This site falls within the Landscape Character Area known as Baggin Wood Clay Vale. The Clay Vale is an open and predominantly flat arable landscape underlain by Oxford Clay. Clear views across the vale are terminated by the backdrop of the Everton Heath Wooded Greensand Ridge to the east, which provides a sense of containment. The Location as a whole is scarred by the elevated railway which runs to the east of the site. To the west beyond the railway is a more wooded landscape of the river valley is defined by willows and poplars.

Development within this site would provide a significant number of homes, jobs and local infrastructure including green/blue infrastructure to support development and would benefit from direct access to the A1 and relatively close proximity to the Sandy Train Station which currently serves as the interchange for the East Coast Mainline Railway. However the A1 is currently considered to be congested at peak times both northbound towards the Blackcat Roundabout and Southbound at the roundabout junctions at Sandy and Biggleswade. Furthermore the northbound Tempsford junction would require improvements to support strategic scale development at this site. Furthermore; Tempsford Road towards Everton currently features a level crossing over the East Coast Mainline Railway and is subject to significant and frequent waiting periods, development of this site would require a scheme for the removal of this level crossing, likely to form a bridge. Thereby significant highway and public transport improvements would be required to support strategic scale development in this location.

Notwithstanding the above this location could be highly connected in the future due to strategic infrastructure projects which are currently under consultation and being planned, including improvements to the A428 (including improvements to the A1 Blackcat Roundabout), potential A1 realignment and East-West Rail, where Sandy has been indicated as an interchange on the preferred route for the central section. If these infrastructure projects come to fruition this area, including this site would be highly connected and could be considered for a more strategic scale development, subject to land availability and the detail of those transport infrastructure projects.

There is concern in relation to the early development of this site prior to the routing of East-West Rail including the location of its interchange being defined, as well as the route for the A1. Whereby development of this site could form a barrier to the delivery of these infrastructure projects if the route is not considered in master planning the site. Furthermore, without the detail of such infrastructure projects the detail of the development within the site would be difficult to plan including a bridge of the existing railway line.

Portions of this site are located within Flood Zones 2 and 3, whereby development that is at risk of flooding would be required to be located beyond flood zones. The presence of flood zones provides an opportunity for the creation of large areas of green/blue infrastructure.

There are concerns in relation to the vehicular connectivity to Sandy (which will be required), whereby it does not appear that direct connections (either bus only or for private vehicles) could be achieved on the land submitted without traffic routing onto the A1.

Development within the site would affect the significance of heritage assets including:

- Storey Moats, Everton Scheduled Monument;
- Biggin Wood Moated Site, Tempsford Scheduled Monument;

- Gibraltar Farm Barn, Tempsford Grade II Listed Building;
- the Tempsford (Station End) Conservation Area and the Listed Buildings within Tempsford (Station End) including:
 - Mossbury Manor, Grade II Listed Building;
 - 62, 81, 88, 139, 160 Station Road (Langford End), Grade II Listed Buildings;
 - Biggin Farmhouse, Grade II Listed Building;
 - Dovecote at Biggin Farm, Grade II Listed Building;
 - Lambcourt Farmhouse, Grade II Listed Building;
 - Clematis Cottage, Grade II Listed Building;
 - The Old Bakery, Grade II Listed Building; and
 - Stonebridge Farmhouse, Grade II Listed Building.
- Listed Buildings within Everton including:
 - 40 and 41 Church End, Everton, Grade II Listed Buildings;
 - 40 Sand Road, Everton, Grade II Listed Buildings;
 - Old Woodbury House, Adjoining Wall and Gateway, Everton Grade II Listed Building
 - Barn Attached to South West End of Old Woodury Farmhouse, Everton, Grade II Listed Building;
- Listed Buildings at Tetworth, including:
 - Tetworth Hall at End of Lane from Bove Road to Tetworth Hall, Grade II* Listed Building;
 - Coach House East of Tetworth Hall, Grade II Listed Building;
 - Cottage 15 Yards North East of Tetworth Hall, Grade II Listed Building; and
 - Valley Farmhouse 1/43 Miles North of Tetworth Hall, Grade II Listed Buildings.

In addition to the above it is considered that Tempsford Airfield (RAF Tempsford) is a non designated heritage asset due to the part it played in the Second World War.

It is considered that strategic development within this site could cause substantial harm to Scheduled Monuments and the Grade II Listed Building known as Gibraltar Farm Barn and less than substantial harm to other designated heritage assets, as well as harm to/ loss of the non designated heritage asset RAF Tempsford. However it is considered that the degree of harm to these heritage assets could be mitigated through a combination of detailed design and master planning to mitigate the degree of harm and prevent loss of designated heritage assets, however any harm to the significance of heritage assets will need to be considered in the context of Paragraphs 132-134 of the NPPF. Whereby any Substantial harm to the significance of a Scheduled Monuments or any other heritage assets of the highest significance should be wholly exceptional; any substantial harm to a Grade II Listed Building should be exceptional; and any harm to heritage assets will require clear and convincing justification, and where that harm to designated heritage assets is found to be substantial harm, such harm will require the development to achieve substantial public benefits that outweigh that harm.

Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use.

The effect of development on the significance of a non-designated heritage asset such as RAF Tempsford will be taken into account in determining the suitability of development on this site. In weighing developments potential affect directly or indirectly non designated heritage assets, a balanced judgement is required having regard to the scale of any harm or loss and the significance of the heritage asset.

Due to the historic significance of the heritage assets that would be affected by development on this site, any development will require clear and convincing justification and would be required to form a wholly exceptional development that would pay respect to the historic interests of the site through design, layout and public art; deliver a scheme that retains designated heritage assets and

provides a optimum viable use for Gibraltar Farm Barn and appropriately safeguards and appropriately maintains the Scheduled monument securing the preservation of these assets for future generations; and would form a development that would deliver substantial benefits to outweigh such substantial harm on balance.

It is considered that development of this site could potentially deliver significant public benefits including the provision of a significant number of homes in a highly connected location if the development would benefit from a new train station serving East-West Rail and the East Coast Mainline, in addition to good access to the Strategic Highway Network (A1, A428 and A421), whilst providing high quality local infrastructure, provision of local employment opportunities, provision of a significant and high quality green/blue infrastructure including provision, as well as forming a development that is of a high quality design as outlined above. Therefore it is considered that development within the site has the potential to provide benefits that could in combination outweigh a degree of harm to the setting of, and thereby the significance of heritage assets. Therefore it is considered that subject to a wholly exceptional development that provides clear and convincing justification that this site should not be precluded in the context of paragraphs 132-134 of the NPPF at this stage.

It is considered that development within this site should be considered further for development, but such consideration should be subject to the development benefiting from direct access to strategically important transport infrastructure and the development providing clear and convincing justification, including the delivery of a wholly exceptional development with substantial benefits that would outweigh the identified substantial harm.

STAGE 3 : ACHIEVABILITY

This section assesses whether the site is Achievable in line with NPPG Guidance:

A site is considered achievable for development where there is a reasonable prospect that the particular type of development will be developed on the site at a particular point in time. This is essentially a judgement about the economic viability of the site, and the capacity of the developer to complete and let or sell the development over a certain period.

Viability

<p>43</p>	<p>Referring to the Viability Assessment undertaken by consultants, is the probability of the site being viable high, medium or low?</p> <ul style="list-style-type: none"> • High (G) Benchmark land value comfortably exceeded by likely residual value • Low (A) Marginal viability, with likely residual land value close to benchmark land value • Very Low (R) Likely residual value well below benchmark land value 	<p>A</p>	<p>The Council's Residential Development Viability Report (Feb 2017) indicates that residual value of development in this value area and at this scale with £38k infrastructure costs would not exceed both the upper and lower benchmark land value and as such the report indicates that such development may not be viable.</p> <p>However the Council's Residential Development Viability Report (Feb 2017) is based upon residential property figures between 2013 and 2016 and based on the average building costs during 2016. The housing market within Central Bedfordshire has seen significant increases in residential property values in a relatively short period of time, whereby it is considered that the viability of developments within this report has been cautious. For example in 2016 Dunstable has</p>
------------------	---	----------	--

		<p>benefited from a 17.9% housing price increase with an average annual house price increase in 2016 for housing within Central Bedfordshire of 10.74%.</p> <p>This increase in property value has been a result of not only national trends in house prices and existing transport links to economically successful areas but also significant infrastructure projects within the pipeline including: East-West Rail; M1-A5 link road; A421 upgrades; Oxford to Cambridge Express Way; Luton and Dunstable Guided Busway; M1 improvements; and potential A1 improvements. It is considered that as such infrastructure projects progress that property prices within the Local Authority will likely continue to increase which has and will increase viability/deliverability of development not only in the higher value areas but also the lower value areas of the Authority.</p> <p>For the reasons outlined above it is considered that this scale of development within this value area may be viable.</p> <p>Development of this site will have site specific infrastructure requirements, further viability information will be required.</p>
--	--	---

Achievability

44	<p>Are there any market factors which would affect deliverability?</p>	<p>The Council's Residential Development Viability Report (Feb 2017) is based upon residential property figures between 2013 and 2016. The housing market within Central Bedfordshire has seen significant increases in residential property values in a relatively short period of time, whereby it is considered that the viability of developments within this report has been cautious. For example in 2016 Dunstable has benefited from a 17.9% housing price increase with an average annual house price increase in 2016 for housing within Central Bedfordshire of 10.74%.</p> <p>This increase in property value has been a result of not only national trends in house prices and existing transport links to economically successful areas but also significant infrastructure projects within the pipeline including: East-West Rail; M1-A5 link road; A421 upgrades; Oxford to Cambridge Express Way; Luton and Dunstable Guided Busway; M1 improvements; and potential A1 improvements. It is considered that as such infrastructure projects progress that property prices within the Local Authority will likely continue to increase which has and will increase viability/deliverability of development not only in the higher value areas but also the lower value areas of the Authority.</p>
45	<p>When can the scheme realistically commence delivery?</p> <ul style="list-style-type: none"> • 0 to 5 years (deliverable) • 6 to 10 years • 11 to 15 years • 15 to 20 years • Outside Plan Period 	<p>11-15 years (depending on strategic transport infrastructure).</p>
46	<p>What is the indicative build out time of the site?</p>	<p>The Case Study Sites outlined within the Council's Residential Development Viability Report (Feb 2017) indicates that after the site has received detailed planning permission five housebuilders would likely take one year to first completion and would build out the site at a rate of 250 dwellings per annum there after.</p>
Does the site pass this stage?		Yes

SUMMARY

The sites that pass through this assessment process will not automatically be allocated for development in the Local Plan.

Sites will be selected with reference to a number of other factors including:

- The strategy, vision and objectives proposed in the draft plan
- Technical evidence studies
- The sustainability appraisal process
- The results of public consultation
- Flood Risk Sequential Approach
- Further transport modelling
- Consultation with neighbouring authorities

DRAFT



**Central
Bedfordshire**

A great place to live and work