Central Bedfordshire Council
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Luton HMA Growth Options Study Appendices

July 2017

Appendix 1
Constraints

Theme	Primary constraints	Secondary constraints	*Notes*	*Data gaps and limitations*
Environmental designations				
Historic environment	All designated assets present in HMA: Scheduled Monuments, Registered Parks and Gardens	Conservation Areas Listed Buildings	*There are no World Heritage Sites or Registered Battlefields are present within the HMA.*	*No response received from AVDC on Conservation Areas*
Biodiversity	All internationally or nationally designated sites present in HMA: Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR), Other: Ancient Woodland Inventory	Priority Habitat Inventory Locally designated wildlife or geological sites, e.g. Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNR), Local Wildlife Sites (LWS), Local Geological Sites (LGS)	*There are no Special Protection Areas (SPAs) or Ramsar sites within the HMA.* *Priority Habitat Inventory describes Natural Environment and Rural Communities Act (2006) Section 41 habitats of principal importance. This replaces Natural England's previous separate Biodiversity Action Plan (BAP) habitat inventories.*	*AVDC unable to provide locally designated sites*
Landscape	Area of Outstanding Natural Beauty (AONB)	Locally identified sensitive landscapes	*There are no National Parks within the HMA.* *Locally identified sensitive landscapes were identified from the following data:* • *CBC – landscapes identified as having 'high' or 'high-medium' sensitivity in a landscape character assessment* • *NHDC – landscapes identified as having 'high' or 'high-medium' sensitivity in a landscape character assessment* • *Luton BC – 'Areas of Landscape Value'* • *AVDC - 'Areas of Sensitive Landscape'*	
Environmental issues, resources and infrastructure				
Air quality	Not applicable	Current AQMA		*No response received from AVDC on AQMAs*

Theme	Primary constraints	Secondary constraints	*Notes*	*Data gaps and limitations*
Soil quality	Not applicable	Grade 1 (excellent quality) and Grade 2 (very good) agricultural land Grade 3 (good to moderate) agricultural land	*Grade 4 (poor) and Grade 5 (poor) agricultural land not considered a constraint.*	
Water quality and water bodies/ waterways	Ponds, lakes, reservoirs, rivers, streams, canals	Source Protection Zone 1 or 1c		
Flood risk	Flood Zones 3a and 3b	Flood Zone 2 Other surface water flood risk areas or flood storage areas	*There are no separate data for zones 3a and 3b therefore as a precautionary approach both are considered to be a primary constraint and therefore unsuitable for development. Areas in Flood Zone 2 may be developed on if the development is not classified as highly vulnerable in National Planning Practice Guidance – highly vulnerable developments will have to meet 'exception test' requirements with appropriate design and mitigation.*	*Based on data supplied by local authorities or obtained from the Environment Agency. No data available on other flood risk areas in AVDC, pending completion of SFRA.*
Energy supply infrastructure	Not applicable	Buffer zone of 100 m either side of high voltage (400kV) electricity line	*Exposure to electric and magnetic fields can occur up to 100 m from 400 kV overhead power lines.* *The balance between making land available for renewable energy generation or for housing should be considered as part of the Local Plan strategic allocation process.*	
Mineral resources	Not applicable	Mineral Safeguarding Areas		*AVDC unable to provide Minerals Safeguarding Areas*
Open space, sport and	Public Rights of Way	Publicly accessible open space (e.g. identified by	*Public Rights of Way should be protected as per para. 75 in the NPPF.*	*No data available on publicly accessible open space in AVDC, pending*

Theme	Primary constraints	Secondary constraints	*Notes*	*Data gaps and limitations*
recreation areas		PPG17 assessment) Sustrans national cycle routes	*Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless provision of areas of equivalent or better quality is made elsewhere in the District (para. 74 of the NPPF).* *Although not mentioned in the NPPF, Sustrans national cycle routes are an important recreational resource.*	*new study.*
Luton Airport	Luton Airport Public Safety Zone Luton Airport noise: daytime noise >72 dB LAeq, or night time noise >66 dB LAeq	Luton Airport noise: daytime noise 57-72 dB LAeq, or night time noise 48-66 dB LAeq	*National policy objective in Public Safety Zones is that there should be no increase in the number of people living, working or congregating in them and that, over time, the number should be reduced as circumstances allow.*[11] *Noise constraints based on PPG24 Annex 1 (now withdrawn) and para. 3.17 of the Aviation Policy Framework 2013*	

[11] Control of development in airport public safety zones, DfT, March 2010.

Appendix 2
Viability assessment – detailed method

Context

The NPPF states that:

"…to be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable…"

"…to be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged…"

"…to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable…"

"…it is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion…"

Guidance on Strategic Housing Land Availability Assessments suggests a site is considered achievable for development where there is a reasonable prospect that housing will be developed on the site at a particular point in time. This is essentially a judgement about the economic viability of a site, and the capacity of the developer to complete and sell the housing over a certain period. It will be affected by:

- Market factors – such as adjacent uses, economic viability of existing, proposed and alternative uses in terms of land values, attractiveness of the locality, level of potential market demand and projected rate of sales (particularly important for larger sites);
- Cost factors – including site preparation costs relating to any physical constraints, any exceptional works necessary, relevant planning standards or obligations, prospect of funding or investment to address identified constraints or assist development; and
- Delivery factors – including the developer's own phasing, the realistic build-out rates on larger sites (including likely earliest and latest start and completion dates), whether there is a single developer or several developers offering different housing products, and the size and capacity of the developer.

Broad approach

Dwelling capacity and delivery trajectories

Due to the high level nature of our viability assessment, we limited the modelling of densities and development mixes to three scenarios, selected as below:

- **Houses, up to five-bed (30 dph) -** CBC's latest viability evidence base assessed densities and development mixes ranging from 25 dph to 55 dph. We modelled the 30 dph development mix as the lower density scenario, in line with Central Bedfordshire Council's dwelling capacity methodology. This development mix does not include any flats, and includes houses up to five bedrooms.
- **Houses, up to three-bed (44 dph)** – Luton BC's latest viability evidence base includes a development mix entitled "contemporary development", comprising a mix of houses up to three bedrooms, but does not include any flats.
- **Lower density low rise flats and terraced housing (55 dph)** - We have modelled CBC's highest density development mix (55 dph) as one of our scenarios. This development mix comprises low rise flats and terraced properties only.

We applied the scenarios to each site based on the following site-specific factors, irrespective of which local authority area they are within:

Location category	Net density	Net density if within 1.2km of public transport interchange
Small (fewer than 2,000 units) infill / extension to village	30	55
Small (fewer than 2,000 units) infill / extension to settlement in top two tiers of hierarchy	30	55
Large (2,000 units or more) infill / extension to village (effectively a new settlement)	44	55
Large (2,000 units or more) infill / extension to settlement in top two tiers of hierarchy	44	55
New settlement	44	55

In order to estimate the dwelling capacity to 2031 and 2035, we reviewed the document 'Housing Trajectory for Central Bedfordshire (Completions as at 30th June 2016)', drawing out benchmarks as follows:

Assumed delivery rates (dwellings per annum), incl. affordable housing[12]

Number of units	Low potential future demand	Medium potential future demand	High potential future demand
0-499 units	40	70	100
500-1,999 units	90	120	150
2,000+ units	150	200	250

In assessing the viability of each location, we asked two questions, with the answers assessed as follows:

Viability assessment criteria

Criteria / score	Highly likely	Moderately likely	Less likely
Is development at the assumed density likely to be viable, if delivered on a cleared and serviced land parcel?	High level viability modelling suggests that development at the assumed density with policy compliant affordable housing provision exceeds the Threshold Land Value at current costs and values.	High level viability modelling suggests that development at the assumed density with zero affordable housing provision exceeds the Threshold Land Value at current costs and values.	High level viability modelling suggests that development at the assumed density does not exceed the Threshold Land Value at current costs and values, even with zero affordable housing provision.
Is development at the assumed density likely to be viable, after accounting for potential local infrastructure and abnormal cost items?	High level viability modelling suggests that development at the assumed density with policy compliant affordable housing provision provides a meaningful contribution towards potential local infrastructure and abnormal cost items at current costs and values.	High level viability modelling suggests that development at the assumed density with zero affordable housing provision provides a meaningful contribution towards potential local infrastructure and abnormal cost items at current costs and values.	High level viability modelling suggests that development at the assumed density does not provide a meaningful contribution towards potential local infrastructure and abnormal cost items at current costs and values, even with zero affordable housing provision.

[12] Assumed delivery rate for location L22 East Luton was adjusted upwards to produce a net capacity of 2,100 rather than 2,000 dwellings by 2031 in order to maintain consistency with the NHDC Local Plan trajectories

The minimum threshold used for a 'meaningful' contribution towards local infrastructure and abnormal costs was £30,000 per unit, and £750,000 per net developable hectare.

NB - Site-specific work beyond the scope of this commission may result in the identification of additional local infrastructure requirements beyond the levels considered in our viability assessment. In particular, secondary schools have considerable land and funding requirements, and often create capacity beyond the immediately proposed scale of development. Demand for secondary schools is dependent on factors such as the nature and affordability of new development, catchment areas / accessibility, current unmet demand and relationships with feeder schools, current utilisation / capacity for growth of existing assets, and demographic profiles of the existing and new population – assessment of this demand is beyond the scope of this commission. At some locations, this may result in the identification of significant investment requirements beyond the levels considered in our viability assessment.

BBP Regeneration prepared a high level Residual Land Value viability model in order to establish the minimum average residential sales value required to achieve threshold land values for each location, with and without policy compliant affordable housing provision, given its:

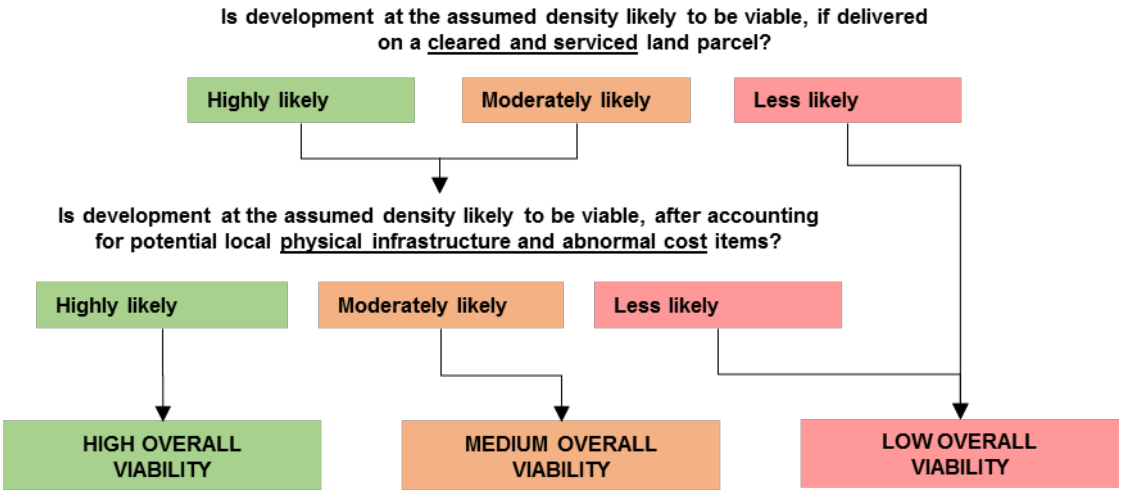
- Assumed density and development mix, applied based on the typology of the location
- Previous land use (greenfield or brownfield threshold land value), applied based on information provided by the local authorities

We then estimated the average residential sales value for each postcode sector within the study area, by analysing Land Registry price paid data from January 2013 to mid-2016, adjusting to mid-2016 prices, as well as adjusting second hand values to reflect new build premium where evident (cross referenced with Zoopla predicted average asking prices, and comparables analysis of asking prices on Rightmove).

We then compared the minimum average sales values (with and without policy compliant affordable housing provision) against the estimated average residential sales value for each location.

The overall viability of each location was then determined as per the decision flow chart below:

Viability assessment flow



To provide the key data sources and assumptions for our high level viability model, we reviewed the existing and emerging development viability evidence base from Luton Borough Council (LBC) and Central Bedfordshire Council (CBC). In particular:

- Nationwide CIL Service (2015) Local Plan Viability Assessment: Luton Borough
- Three Dragons (2015) Viability Study – Refresh: Central Bedfordshire District
- Liaison with Three Dragons to compare emerging sales values data and assumptions from their commission for CBC, due to report later in 2016

As 28 out of the 31 locations were primarily within Central Bedfordshire, we used the assumptions relevant to that local authority where available - other than for planning policy assumptions and threshold land values, which were applied according to the Local Planning Authority relevant to each

location. Where particular assumptions were not readily available, we have drawn upon the existing viability evidence base for Luton BC.

The assumptions are also broadly in line with the existing evidence base viability base in neighbouring Aylesbury Vale and North Hertfordshire Districts.

As outlined in the following table, we updated a number of the assumptions, in particular:

- Updating build costs from Build Cost Information Service (BCIS) average prices for Bedfordshire in June 2016
- Updating threshold land values based on the net change in UKHPI house price growth and BCIS All-In Tender Price Index

Key data sources and assumptions

	Luton Borough (For comparison only)	Central Bedfordshire (Applied to all sites)
Development scheme		
Site area / layout plan	No layout plans have been prepared; development mix assumptions have been applied to 24 different notional 'one-hectare tiles'. Assumed 60% net developable area, as all locations are over 2 hectares	
Unit mix, floorspace calculations	**Houses, up to five-bed (30 dph)** • 20% 3-bed terraced (87 sq m private / 96 sq m affordable) • 20% 3-bed semi (95 sq m private / 96 sq m affordable) • 25% 4-bed detached (125 sq m private / 114 sq m affordable) • 25% 5-bed detached (150 sq m private / 125 sq m affordable) • 10% 2-bed bungalow (79 sq m) **Houses, up to three-bed (44 dph)** • 30% 2-bed terrace (75 sq m) • 30% 3-bed semi (93 sq m) • 35% 3-bed detached (93 sq m) • 5% 2-bed bungalow (100 sq m) **Lower density low rise flats and terraced housing (55 dph)** • 15% 1-bed flat (50 sq m) • 15% 2-bed flat (70 sq m) • 30% 2-bed terraced (71 sq m) • 40% 3-bed terraced (87 sq m / 96 sq m affordable)	
Circulation space for flats	Allowance of 20% above NIA	**Existing viability evidence base:** Allowance of 12.5% above NIA **Emerging viability evidence base:** Allowance of 15% above NIA
Parking provision	No explicit costs or values reflected in BBP model	
Capital values		
Private housing	This was the output from the BBP Regeneration high level Residual Land Value appraisal model, and was compared to average sales values in each postcode sector	

	Luton Borough (For comparison only)	Central Bedfordshire (Applied to all sites)
Commercial	No explicit costs or values reflected in BBP model	
Construction costs		
Base build costs	**Existing viability evidence base:** Gleeds cost report (March 2015) quotes BCIS Average Prices median for Bedfordshire March 2016: £1,168 / sq m for low rise flats (CSH Level 4) £1,044 / sq m for houses (CSH Level 4)	**Existing viability evidence base:** Quotes BCIS Average Prices for September 2014: £1,260 / sq m for flats (up to five storeys) £978 / sq m for houses **UPDATED to BCIS Average Prices June 2016:** £1,037 / sq m for flats (up to five storeys) £1,220 / sq m for houses (estate housing, generally), including prelims and contractor's overheads and profit, based on mean for Bedfordshire.
Local site works	n/a	12% of base build cost
Abnormal costs	**Existing viability evidence base:** Draws upon Gleeds cost report March 2015, which shows... • Archaeology £10,000 / ha • Flood defences £25,000 / ha • Site-specific access works £20,000 / ha • Decontamination £25,000 • Piling £20,000 / ha • Service reinforcement £80,000 / ha • Ecological £20,000 / ha • **Total (assuming full range): £200,000 / ha**	**Existing viability evidence base:** Allowance for 'opening up' of large sites £50-100,000 / net ha **Assumed higher value:** £100,000 / net ha for 'opening up' of large sites
Professional fees	8.0% of base build and local site works (excluding contingencies)	**Existing viability evidence base:** 12% of base build and local site works (excluding contingencies) **Emerging viability evidence base:** 9% of base build and local site works (excluding contingencies)

	Luton Borough (For comparison only)	Central Bedfordshire (Applied to all sites)
Contingency	5.0% on base build costs, local site works	**Existing viability evidence base:** n/a **Assumed based on Luton BC viability evidence base:** 5.0% on base build costs, local site works **PLUS allowance for sensitivity:** Additional 5% on base build costs, local site works
Development and transaction costs		
Land acquisition fees	1.35%	2.00%
NHBC site and plot registration fees, statutory / planning application fees	1.1% of total construction cost	**Existing viability evidence base:** n/a **Assumed based on Luton BC viability evidence base:** 1.1% of total construction cost
Residential disposal	Sales agents / legal fees 1.8% of market value for all units	Sales agents / legal fees 3.0% of market value for all units
Commercial marketing / letting fees	n/a	
Profit, finance and taxation		
Developer Profit on disposals	20% of GDV on private units	**Existing viability evidence base:** n/a **Assumed based on Luton BC existing viability evidence base:** 20% of GDV on private units; 6% of GDV on affordable units
Finance	n/a	6% of total costs
Development period for finance	n/a	Development of 40 units or less are assumed to be completed in one year or under, whilst schemes of 50 units and above are developed at the conservative rate of 20 units in Year 1 and 40 units per annum thereafter
VAT	Assumed to be zero rated due to new build development activity	
Other taxes	No other taxes or reliefs (e.g. income, capital gains, capital allowances) were modelled.	

	Luton Borough (For comparison only)	Central Bedfordshire (Applied to all sites)
Growth and inflation		
House price growth	None beyond mid-2016 in BBP model	
Construction costs	None beyond mid-2016 in BBP model	
Project costs	None beyond mid-2016 in BBP model	

	Luton Borough	Central Bedfordshire	North Hertfordshire District	Aylesbury Vale District
Mitigation				
Planning policy requirements	Enhanced sustainability credentials (Policy LP37) - £40 / sq m	Accessibility standards (CBC Policy 32) - £1,230 / unit Enhanced sustainability credentials (CBC Policy 47) - £1,000 / unit	Sustainable design / construction standards – 2% of build cost	Code for Sustainable Homes level 4; 10% on-site renewable energy – 8% of base build cost
Affordable housing tenure mix NB – This excludes Starter Homes at this time. The emerging viability evidence base for CBC indicates that the replacement of Shared Ownership homes with Starter Homes would have increase viability, so ours is a conservative position.	'Policy compliant' affordable housing provision assumed as 20% of total units, with a mix of 72% Affordable Rent and 28% Shared Ownership.	'Policy compliant' affordable housing provision assumed as 30% of total units, with a mix of 73% Affordable Rent and 27% Shared Ownership.	'Policy compliant' affordable housing provision assumed as 40% of total units, with mix of 65% Affordable Rent and 35% Shared Ownership.	'Policy compliant' affordable housing provision assumed as 31% of total units, with mix of 80% Affordable Rent and 20% Shared Ownership (as per Draft Local Plan, July 2016, and; Housing and Economic Development Needs Assessment, June 2015).
Affordable housing transfer value	n/a	50% of Market Value for Affordable Rental units, and; 60% for Shared Ownership units	37% of Market Value for Affordable Rental units, and; 60% for Shared Ownership units	45% of Market Value for Affordable Rental units, and; 60% for Shared Ownership units
Site-specific planning	£2,000 / residential unit	£2,200 / residential unit	£3,000 / residential unit	**Existing viability evidence base:**

	Luton Borough	Central Bedfordshire	North Hertfordshire District	Aylesbury Vale District
obligations				£10,000 / residential unit for larger schemes £1,000 / residential unit for smaller schemes **Assumed average:** £5,500 / residential unit
Local CIL	n/a	n/a	n/a	n/a
Threshold land value				
Site value	**Existing viability evidence base:** • **Greenfield:** £330,000 / ha • **Brownfield:** £540,000 / ha **UPDATED average based on net change between UKHPI house price growth and BCIS All-In TPI build cost inflation:** • **Greenfield:** £420,000 / ha • **Brownfield:** £685,000 / ha	**Existing viability evidence base:** • **Greenfield:** £200-330,000 / ha • **Brownfield:** £650-950,000 / ha **UPDATED average based on net change between UKHPI house price growth and BCIS All-In TPI build cost inflation:** • **Greenfield:** £320,000 / ha • **Brownfield:** £920,000 / ha	**Existing viability evidence base:** • **Greenfield:** £370-500,000 / ha • **Brownfield:** n/a **Assumed average:** • **Greenfield:** £435,000 / ha • **Brownfield:** n/a	**Existing viability evidence base:** • **Greenfield:** £350,000 / ha • **Brownfield:** n/a • **UPDATED based on net change between UKHPI house price growth and BCIS All-In TPI build cost inflation:** • Greenfield: £388,636 • **Brownfield:** n/a
Stamp Duty Land Tax	n/a	Included in threshold land value	**Existing viability evidence base:** HMRC scale (0% to 5%) **UPDATED based on** **HMRC rates and thresholds:** 4%	**Existing viability evidence base:** HMRC scale (0% to 5%) **UPDATED based on** **HMRC rates and thresholds:** 4%

Appendix 3

Major transport infrastructure investment in Luton HMA

ID	Transport Infrastructure Investment	Scheme Description	Total Cost	Status	Likelihood of delivery by 2035	Comments
ROADS (R)						
R1	A1 Black Cat Roundabout	Works to increase size and overall capacity of the roundabout in response to severe congestion on NB and SB approaches	£5.6m	Completed	Confirmed (100%)	Opened 2015
R2	Bedford Western Bypass	Phase Two of the Bedford Western Bypass - completing link between A428 and A6	-	Completed	Confirmed (100%)	Opened 2016. A4280 (Biddenham) to A6 Clapham Road (in Bedford LHA)
	Oxford to Cambridge Expressway	Plans to provide a continuous dual carriageway between Cambridge-MK-Oxford. This is planned to use mostly the existing A421 and A428 alignment, but will provide new infra where required			Medium (50%)	A feasibility study is currently being undertaken to examine the best options for the link (study due to be completed Autumn 2016). Potential to be started in Roads Period 2 (2020-2025)
R3	*A428 Widening (Between A1 and Caxton Gibbet)*	*Upgrade of the existing A428 to dual two-lane expressway standard between the A1 at Black Cat Roundabout and the A1198 at Caxton Gibbet*	-	Unknown/Early Stages	Medium (50%)	Estimated start 2020
R4	*A421 Magna Park to J13 M1*	*Upgrade existing road to dual almost 3km of carriageway*	£29m	In progress	Confirmed (100%)	CBC scheme. Status per IDP: Preparatory Work and undertaking works. Modelling work being undertaken to inform the business case and secure the release of funding allocated towards the scheme by DfT
R5	Biggleswade Eastern Relief	2.4km single carriageway paired with the eastern expansion of Biggleswade. Aimed at removing some through traffic from the town and providing capacity for new developments	-	Completed	Confirmed (100%)	Opened 2015. Developer funded (S106 Agreements)
R6a	Woodside Link Road	The Woodside Link will facilitate the development of a Sustainable Urban Extension to the north east of Houghton Regis and enhances local connectivity to Junction 11a.	£40m	In progress	Confirmed (100%)	Due to open November 2016
R6b	A5 De-trunking and Dunstable High Street Improvements	To deliver improvements to the High St following de-trunking to enhance the commercial and town centre.	£2.3m	In progress	High (75%)	The de-trunking will happen immediately the A5-M1 link road is open. High Street Improvements will come at a
R7	M1 J13 to J16 Smart Motorway	Plans to provide 'smart motorways' between J13 and J16. This will include variable speed limit and hard shoulder running in busier periods	-	Planned (Funded)	Confirmed (100%)	Expected start 2016/17
R8	M1 J10 to J13 Smart Motorway	Increased capacity by providing Hard Shoulder Running.	-	Completed	Confirmed (100%)	Improvement works on the M1 commenced in early 2010, and Junctions 11 and 12 will be improved as part of the scheme to facilitate 4 lanes of traffic to operate on the motorway.
R9	A5-M1 Link (Dunstable Northern Bypass)	The proposed Dunstable Northern 4.5km Bypass will run from the A5 close to its junction with the A505 (Leighton Linslade southern bypass) to a new junction (Jct 11a) with the M1 north of Luton	£162m	In progress	Confirmed (100%)	Due to open March 2017. An additional road scheme (Woodside Link) is also under construction (Cost: £38m) in proximity to this link.
R10	M1-A6 Link	Northern 4.4km bypass between the M1 at J11A and the A6 (A505 Hitchin Road)	£55m	Planned (Part funded)	High (75%)	CBC led scheme. Project will remove through traffic both from roads within Luton Dunstable and Houghton Regis and also from unsuitable minor roads outside the conurbation. At indicative design stage. £11m of LGF2 indicatively awarded. £12m of developer funding likewise available subject to conditions. £31m shortfall formed the basis of bid to SEM LEP for LGF3 funding. Bid for LGF3 funding submitted to SEM LEP and subsequently Central Government. Strategic Outline Business Case in process of being produced

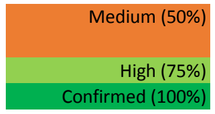
R11	Leighton Eastern Link Road	Link road to the east of the town between A4012 and the A505	-	Planned (Funded)	High (75%)	Developer led scheme. Status per IDP: Planning applications submitted but not yet determined. Staged construction 1st phase from Heath Road via 278 agreement (2016/17), 2nd phase Vandyke Road link North (2017), 3rd phase Stanbridge Road (2017), 4th Vandyke Road South (2017/18).
R12	Biggleswade South A1 Jct	Scheme to increase the capacity on the roundabout to the south of the town together with dualling of the A6001 London Road up to its junction with Holme Court Avenue	-	Completed	Confirmed (100%)	Developer led scheme. Opened in 2014
R13	Arlesey Relief Road	New road from Arlesey High Street to A507	-	Unknown/Early Stages	High (75%)	Developer led scheme. Status per IDP: Outline alignment being considered (potential 2018)
R14	A1 East of England Improvements	Early stage of development looking at every option to provide a more modern highway link	-	Aspirational	Medium (50%)	Strategic study
R15	A1(M) Junctions 6-8 Smart Motorway	A1(M) Junction 6 (Welwyn North) to Junction 8 (Hitchin): upgrading to smart motorway including the widening of the carriageway from two lanes to three and provision for hard shoulder running	£50-100m	Planned (Funded)	High (75%)	Secured funding from the Roads Investment Strategy, proposed start Late Road Period 1 (2015-2020)
R16	Century Park Access Road	Access to employment site NE of London Luton Airport		Planned (Unfunded)	High (75%)	Council will continue to work in partnership with both Prologis (who own the site) and London Luton Airport Operations Limited to agree access to employment land east of Luton airport. Should be operational by 2020/21
R17	M1 J10 improvements	Grade separation		Completed	Confirmed (100%)	
R18	Luton Town Centre transport scheme	Completion of link road north of town centre, to complete ring road		Completed	Confirmed (100%)	
PUBLIC TRANSPORT (P)						
P1	Luton Dunstable Busway	Luton Airport - Luton Town Centre - Dunstable - Houghton Regis 10.4km busway, plus proposed extension through sustainable urban extensions on Luton's northern boundary	£90m	Completed	Confirmed (100%)	Opened in 2013
	East West Rail	Project promoted by a consortium of Councils from across the East and South East England. It will provide a continuous rail route between Oxford and Cambridge that connects various radial rail routes from London, facilitating a variety of train paths			See below	
P2	*Western Section (Phase 1)*	*New train services between Oxford/Oxford Parkway/Bicester Village*	-	Completed (Oxf Pa-Bis) In progress (Oxf-Oxf Pa)	Confirmed (100%)	

P2	*Western Section (Phase 2)*	*New train services between Oxford/Bicester/Village/MK/Bedford*	-	Planned (Part funded)	High (75%)	Due to be operational by 2020. Ridgmont Station (Only station within CBC). Expected to operate hourly semi-fast services. Estimated journey time between Ridgmont and Bicester (30min)
P3	*Central Section*		-	Planned (Unfunded)	Medium (50%)	Possible completion of the scheme in the early 2030's. Proposed section at 'corridor' stage. Proposal is expected to provide an interchange with the East Coast Mainline. Estimated journey time between Bedford & Cambridge (20-30min)
P4	Midland Mainline Electrification	Network Rail is planning to electrify the Midland Main Line north of Bedford. Potential to increase capacity on the Midland Mainline and further development of local rail services	-	Unknown/Early Stages	Medium (50%)	This scheme may be brought forward as part of Network Rail's programme of works for Control Period 5 (April 2014 to March 2019). Some bridges have already been raised.
P5	Thameslink Programme	Upgrade and expand the existing Thameslink rail network to provide new and longer trains between a wider range of stations to the north and to the south of London without requiring passengers to change trains in London. Work includes platform lengthening, station remodelling, new railway infrastructure, and additional rolling stock	£6.5billion	In progress	Confirmed (100%)	Expected completion of the whole programme in 2018. Investment programme affecting all stations on Thameslink line
P6	Wixams Railway Station (Proposed)	Rail station adjacent to existing line to serve the new Wixams Development and associated car park	-	Unknown/Early Stages	High (75%)	Developer led scheme. Developers have submitted a bid to SEM LEP to secure funding to help finance the construction of the station
	Bus/rail Interchanges	Works to develop hubs to the local transport network through the creation of bus/rail interchanges			See below	
P7	*Interchange at Arlesey*		-	Unknown/Early Stages	Medium (50%)	Status per IDP: Scheme design. Improvements to be sought as part of the mitigation requests associated with Arlesey Cross development proposals
P8	*Interchange at Biggleswade*		-	Unknown/Early Stages	Medium (50%)	Status per IDP: Scheme design. No works currently programmed
P9	*Interchange at Flitwick*		£1.7m	Planned (Funded)	High (75%)	Status per IDP: Scheme design. Funding secured from various sources. Set to open in March 2018
P10	*Interchange at Ridgmont*		£2m	Planned (Unfunded)	High (75%)	Status per IDP: Scheme design. Proposals have been drawn up and funding is being sought to deliver the first stage of the scheme through the LGF3 process

P11	*Interchange at Sandy*		-	Unknown/Early Stages	Medium (50%)	Status per IDP: Scheme design. No works currently programmed
P12	*Interchange at Leighton*		-	Unknown/Early Stages	Medium (50%)	Status per IDP: Scheme design. No works programmed but outline designs are in place with discussions yet to take place with Network Rail as to their agreement
P13	*Luton railway station improvements*	Upgrade of station facilities, including DDA access to all platforms		Unknown/Early Stages	Medium (50%)	
P14	*Northern Entrance to Luton Airport Parkway Station*	Creation of a new northern entrance to Luton Airport Parkway station to reduce peak period crowding via the existing single entrance, and service residents, employees and visitors to the Napier Park/Stirling Place. The two		In progress	Confirmed (100%)	Planning permission for the scheme has been granted and initial construction works commenced using CIL with further local contributions anticipated.
P15	New Luton North railway station / Park and Ride alternative	Aspirations for a new 'Luton North' rail station to serve growth north of Luton. Possible that this would result in closure of either Leagrave or Harlington rail stations. Park and ride considered as alternative, but proposals have not materialised as part of planning applications.		Aspirational	Unlikely (0%)	
P16	Light rail link from Luton Airport Parkway to Luton Airport terminal (and one other stop)	Announced April 2016, as part of Luton Airport expansion; reports of funding by Luton BC.	£200m	Planned (Unfunded)	High (75%)	Planning application due 2017; due for delivery by 2020/21
P17	Park and Ride - Stockwood Park			Unknown/Early Stages	Medium (50%)	Developer-led scheme, including required bus priority measures. Planning permission yet to be granted.
P18	Park and Ride - Butterfield			Planned (Unfunded)	High (75%)	Developer-led scheme, including required bus priority measures. Planning permission granted.
CYCLING (C)						
	Cycle Hubs	Provision of cycle hubs or equivalent infrastructure at a number of stations in the Central Beds and Bedford	£0.25m		See below	Total cost for schemes is approximately £250,000. With around £222,500 being provided by the Cycle Rail Fund.
C1	*Cycle Hub, Interchange & Thameslink Improvements*	*Bedford station*	-	Planned (Funded)		
C2	*Cycle Hub, Interchange & Thameslink Improvements*	*Sandy station*	-	Planned (Funded)		
C3	*Cycle Hub, Interchange & Thameslink Improvements*	*Biggleswade station*	-	Planned (Funded)		
C4	*Cycle Hub, Interchange & Thameslink Improvements*	*Arlesey station*	-	Planned (Funded)		
C5	Cycle route adjacent to Busway	Surface treatment on this strategic route		Completed	Confirmed (100%)	Successful Transition Fund bid now promoting this “cycle superhighway” for commuting trips.
WATERWAYS (W)						
W1	Bedford to Milton Keynes Waterway	20 mile cycling, walking and water route from Bedford to Milton Keynes, connecting the River Great Ouse at Bedford to the Grand Union Canal in Milton Keynes. Objective of providing a green corridor through the Northern Marston Vale Growth Area.	-	Aspirational	Medium (50%)	Waterway is being promoted by the Bedford to Milton Keynes Waterway Trust, of which Central Bedfordshire Council is a partner. As of the Local Transport Plan (2011) planning permission had been secured for 25% of its length.

Deliverability

Unlikely (0%)
Low (25%)


Medium (50%)
High (75%)
Confirmed (100%)

Appendix 4

Joint position on role of Growth Options Study

Luton Local Plan Examination Matter 7, Question 80

80. An aim of the joint Growth Options Study is to identify clear conclusions and recommendations with respect to the most suitable options for accommodating housing growth from the Luton HMA and Luton's unmet housing needs. How will this study be used to inform neighbouring development plans? What process will take place to reach agreement on preferred growth options and housing numbers and how long might that take?

Explanatory Note:

The following paragraphs set out an agreed position between Luton Borough Council, Central Bedfordshire Council, Aylesbury Vale District Council and North Hertfordshire District Council. The Only paragraph (v) has been changed from the earlier version as set out in both LBC and CBC Statements for Matter 7.

It is important to note that while the GOS is a technical study it will have an important bearing on the agreed distribution of growth across the Luton HMA including a split of the OAN which includes the Luton housing shortfall. In addition the GOS is likely to provide a strong steer about the potential locations within which new housing will be provided.

The Steering Group for the GOS will determine whether the final study report be accepted and the timing of its publication. Receipt of the final GOS report is currently programmed for the end of October 2016.

The Steering Group includes the respective Portfolio Holders or DtC members from the commissioning authorities so that decision will add considerable weight to the report. It is important to stress, however, that the GOS itself will neither determine the split in the distribution of housing between districts nor provide the go-ahead for any individual housing location or site. This must be a decision for each sovereign local planning authority through its own plan making process. In respect of the GOS outputs the following approach is envisaged:

i. The final GOS will inform the DtC discussions between the four authorities commissioning the GOS on the possible distribution of the OAN within the Luton HMA.

ii. The initial discussions on this will be through the GOS Officer Group which will report to the Steering Group, both of which will continue to operate following completion of the GOS report. The objective will be to understand how the potential distribution of growth might be met within the Luton HMA (subject to the need to comply with national planning policy on plan making with justification through technical evidence) between the commissioning authorities.

iii. A Director level meeting supported by the Steering Group will then be held to consider the outcome from the study with a view to forming a draft agreement or, failing that, to direct the Steering Group to undertake further work necessary to achieve a workable solution.

iv. The resultant draft agreement will be reported back to each of the commissioning authorities for endorsement. This will be subject to the internal governance of each of the commissioning authorities. In the event of any dispute at this stage a further meeting or meetings of the authorities Directors and or Chief Executives/Leaders would be required.

v. Once an agreement is in place the expectation is that the four commissioning authorities local plans will draw upon the technical study in relation to individual growth locations and sites but it will be for each Council to determine and justify any site allocations in their respective local plans.

vi. Progress on the Luton Local Plan is a crucial part of this process since it is likely that broad agreement on the likely level of housing that can be accommodated within Luton will emerge through the examination process thus facilitating certainty enabling the discussion on the distribution of the housing shortfall.

The GOS is due for completion by the end of October 2016. Subject to this, and assuming that further work – such as feasibility studies to assess infrastructure requirements is not required – then it is envisaged that a realistic timescale to get agreement on the outputs of the study across all four authorities would be:

- Steering Group agrees outputs of the study by the end of November 2016
- Director level meeting to form a draft agreement by end December 2016

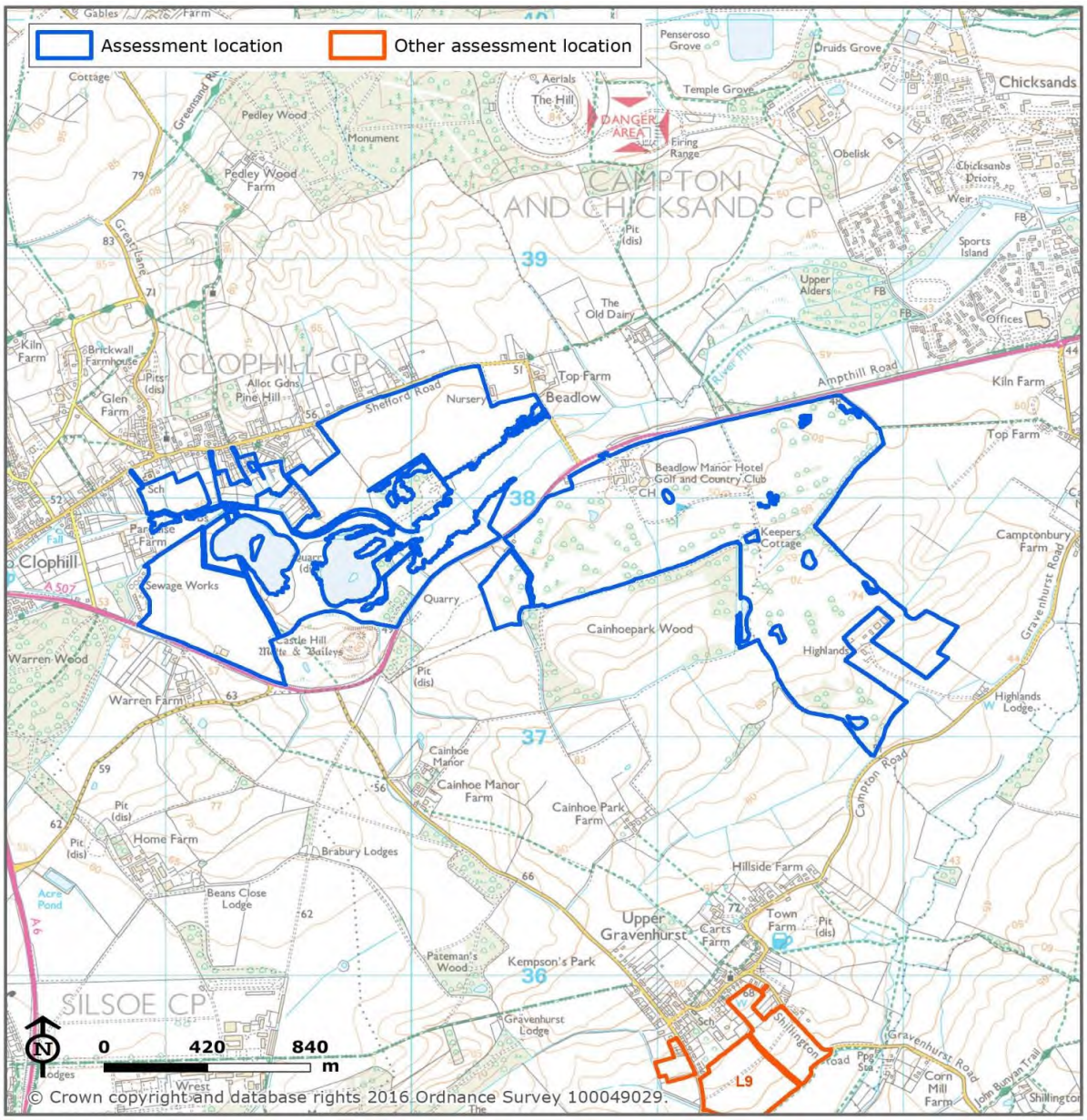
- Subject to the receipt and scope of the Inspectors Report, endorsement by each commissioning authority through its own Committee process early 2017.

Issued on 26 September 2016

Appendix 5
Location assessment forms

Location ID:	L1	Location name:	Clophill

Location area:	**199.8** hectares
Proportion within Luton HMA:	**67%**
Typology:	**New settlement / large village extension**
Assumed net density:	**44** dwellings per hectare
Assumed total net capacity:	**5,275** dwellings
Estimated net capacity 2015-2035:	**2,000** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**804** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✓
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	Yes
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	Yes
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	Yes
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 0%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
Not applicable						

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Less likely

Within 1.0km of existing strategic road, but further than 1.2km from existing public transport interchange. Development of this scale in this location is likely to require significant improvements to transport infrastructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (new settlement)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

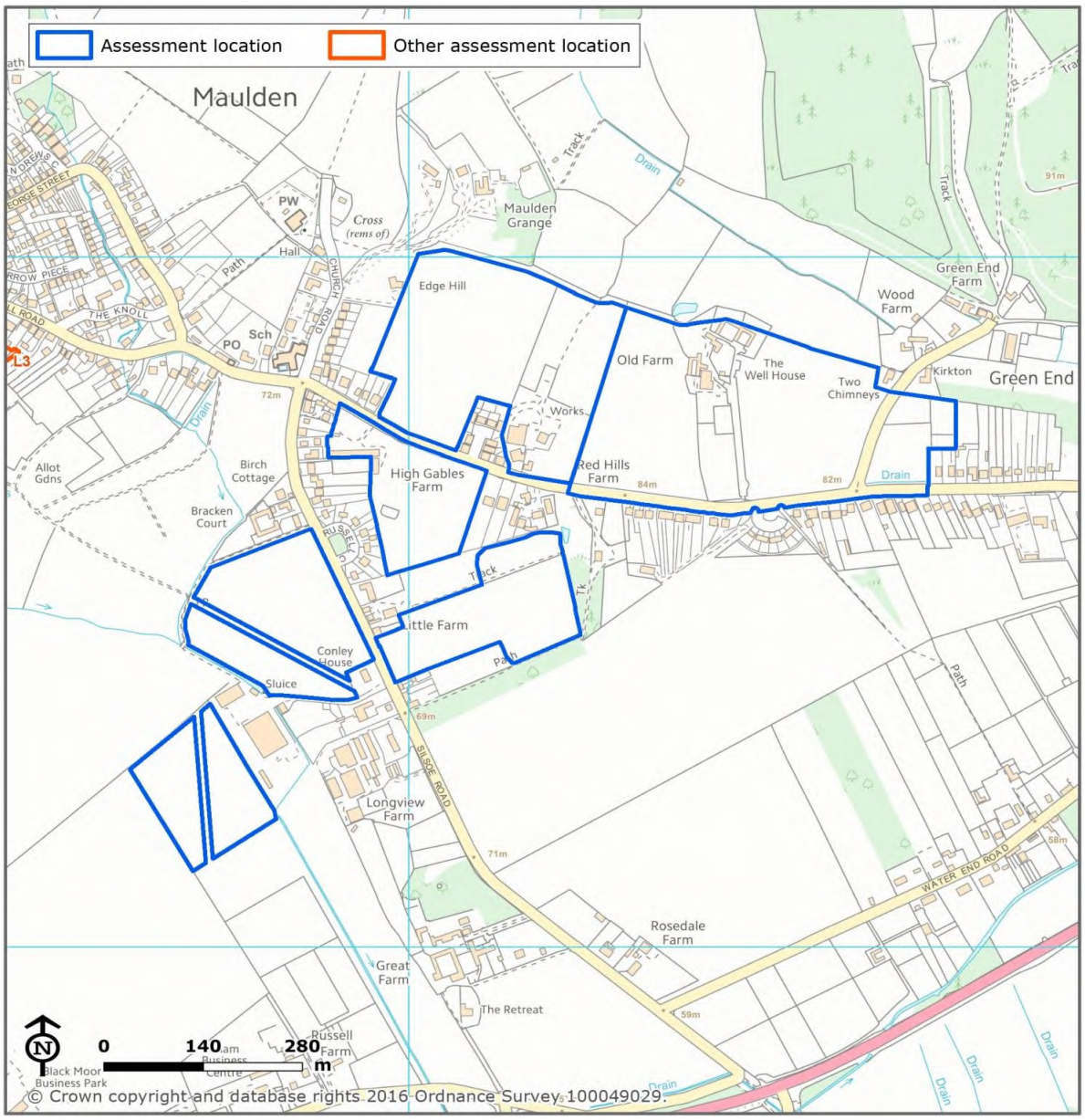
The majority of the growth location is understood to be a golf course. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L2	Location name:	Maulden East

Location area:	**31.5** hectares
Proportion within Luton HMA:	**92%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**566** dwellings
Estimated net capacity 2015-2035:	**566** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**521** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	Yes
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 0%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
Not applicable						

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

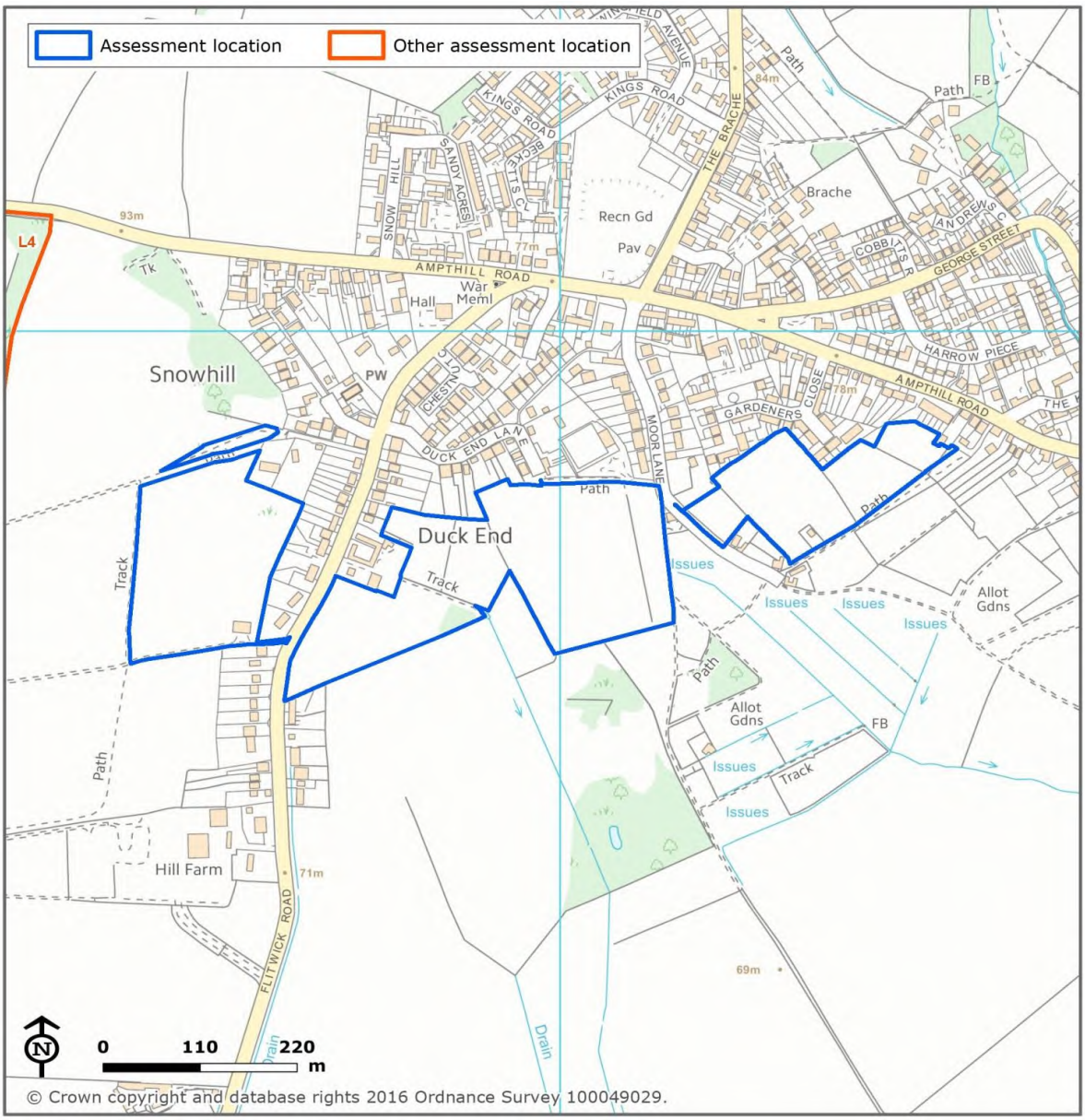
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L3	Location name:	Maulden South

Location area:	**12.0** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**216** dwellings
Estimated net capacity 2015-2035:	**216** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**216** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✘
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 29%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
AH1	none or weak	none or weak	relatively strong	relatively strong	relatively strong	29

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Not within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

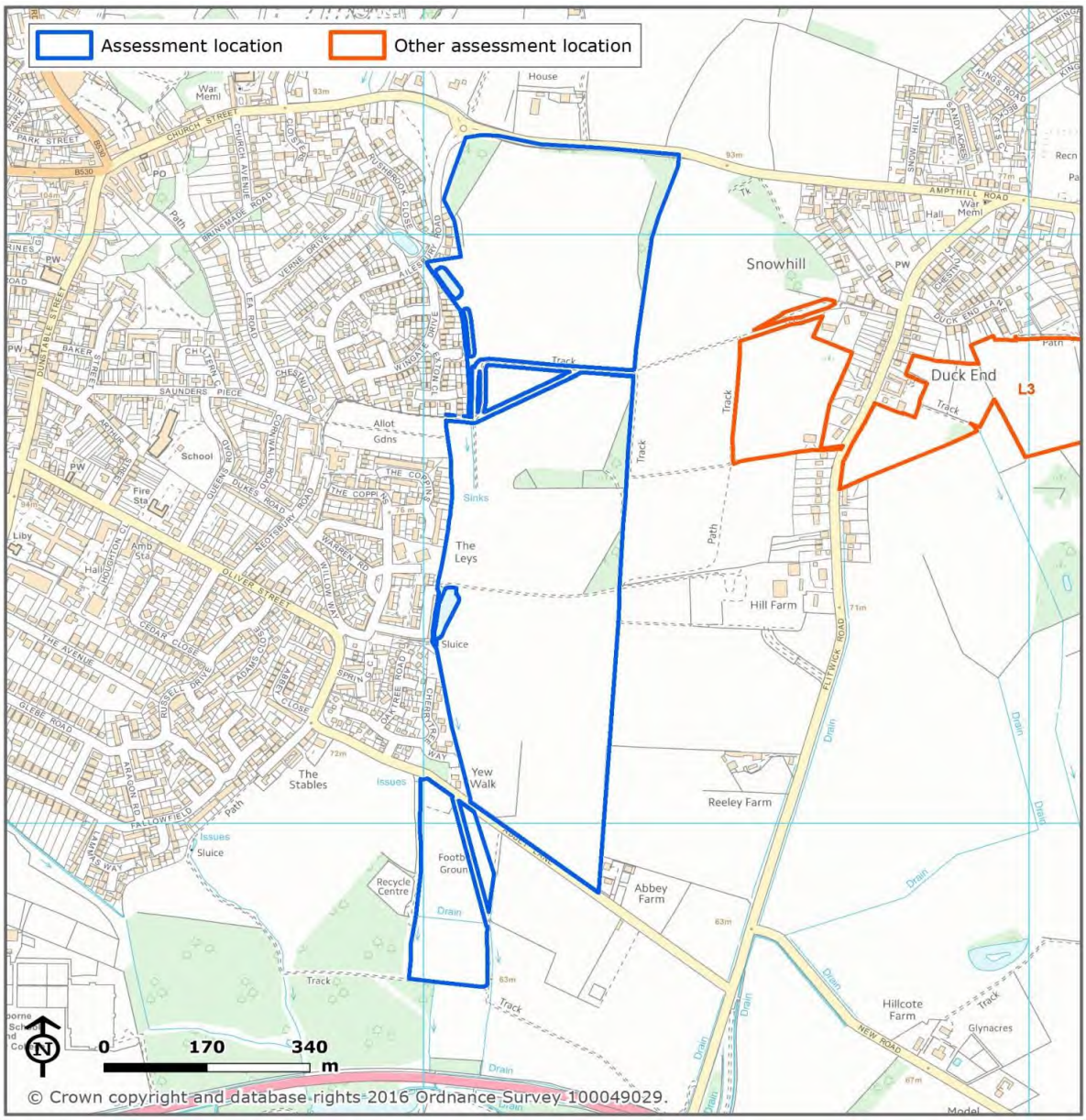
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L4	Location name:	Ampthill East

Location area:	**37.3** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small urban infill site / extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**671** dwellings
Estimated net capacity 2015-2035:	**671** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**671** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	Yes
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	Yes
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 96%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
AH1	none or weak	none or weak	relatively strong	relatively strong	relatively strong	87
AH2	none or weak	relatively strong	relatively strong	relatively strong	relatively strong	9

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small urban infill site / extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

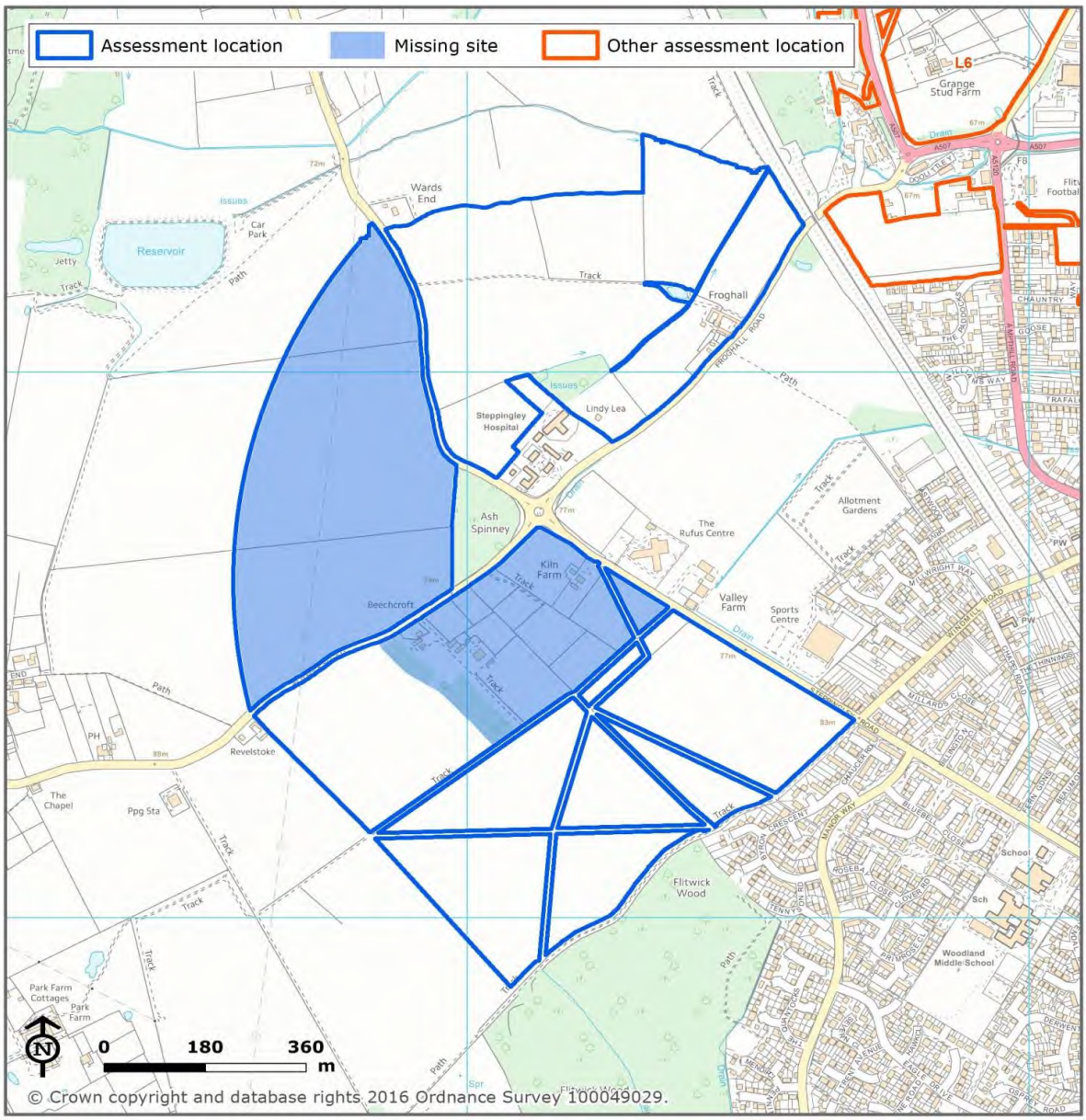
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L5	Location name:	Flitwick West

Location area:	**89.7** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Large urban infill site / extension, not in close proximity to public transport interchange**
Assumed net density:	**44** dwellings per hectare
Assumed total net capacity:	**2,368** dwellings
Estimated net capacity 2015-2035:	**2,368** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**1,500** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✓

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	Yes
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	Yes
Mineral resources	Mineral Safeguarding Area	Yes
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	Yes
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	Yes
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
FW4	none or weak	relatively weak	strong	relatively weak	strong	71
FW5	none or weak	relatively strong	moderate	none or weak	relatively strong	28

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The majority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Moderately likely

Within 1.0km of existing strategic road, but not within 1.2km of public transport interchange. Development of this scale is likely to require moderate improvements to transport infratructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are not fully reflected in what are low average local residential sales values, although there are some pockets of higher value.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development, and the regeneration of Flitwick town centre. Average residential sales values do not currently reflect access to quality of life attractions (cultural, sports, leisure and/or natural assets) and convenience of access to employment and amenities, offering the potential to appeal to a broader market.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (large urban infill site / extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Moderately likely

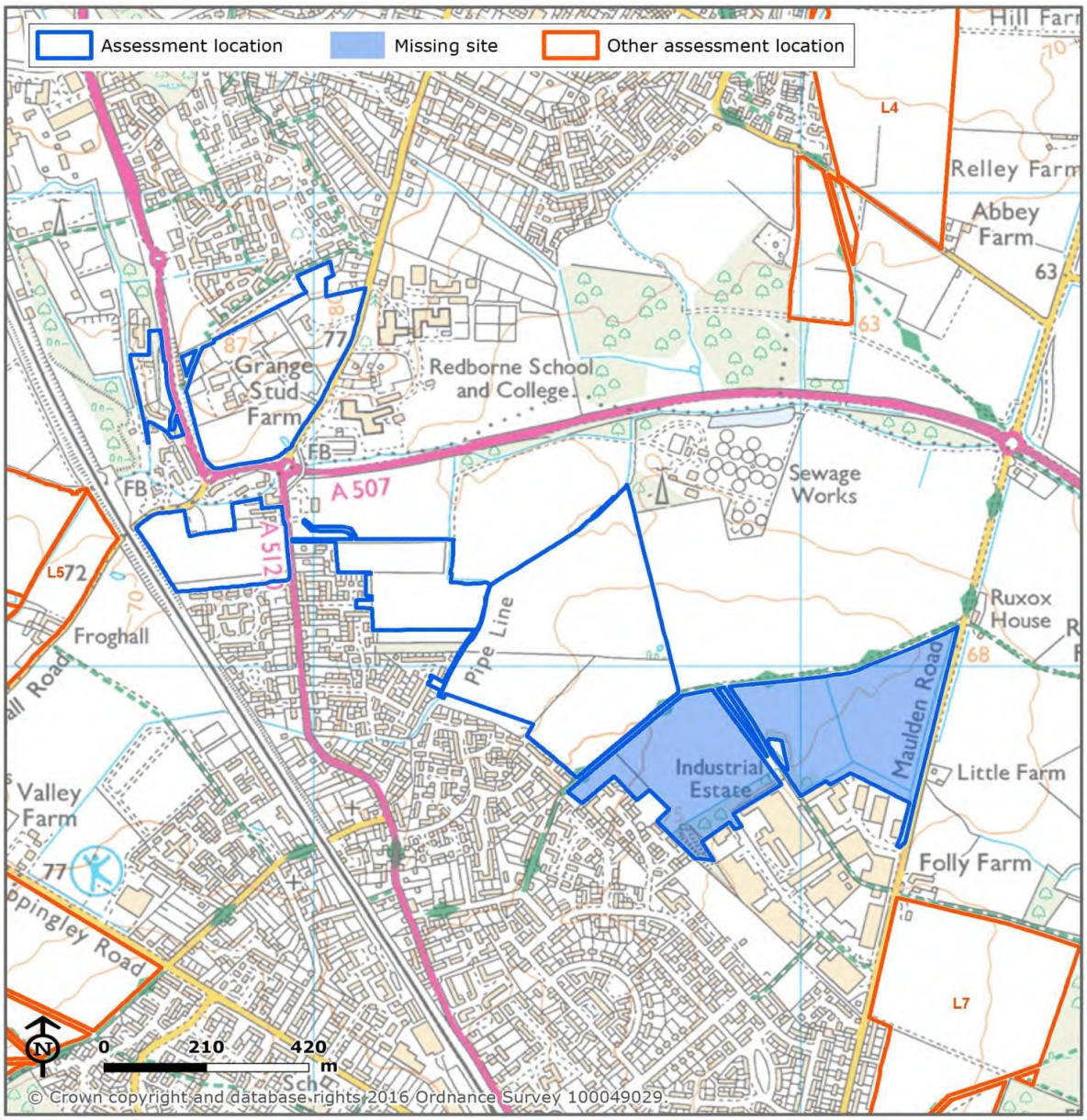
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density could only offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare with lower than policy compliant levels of affordable housing provision.

OVERALL VIABILITY ASSESSMENT

Medium

Location ID:	L6	Location name:	North of Flitwick

Location area:	**51.3** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small urban infill site / extension, in close proximity to public transport interchange**
Assumed net density:	**55** dwellings per hectare
Assumed total net capacity:	**1,693** dwellings
Estimated net capacity 2015-2035:	**1,500** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**900** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✓

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	Yes
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	**Yes**
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	Yes
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 96%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	**P1 Restrict sprawl**	**P2 Prevent merging**	**P3 Safeguard countryside**	**P4 Preserve setting**	**Maximum contribution to GB purposes**	**Parcel % of location area**
FW1	none or weak	relatively strong	moderate	relatively weak	relatively strong	79
AH2	none or weak	relatively strong	relatively strong	relatively strong	relatively strong	17

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The majority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.2km of existing public transport interchange and 1km of existing strategic road. Development of this scale is likely to require minor improvements in existing transport infrastructure. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are not fully reflected in what are low average local residential sales values, although there are some pockets of higher value.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with the regeneration of Flitwick town centre. Average residential sales values do not currently reflect access to quality of life attractions (cultural, sports, leisure and/or natural assets) and convenience of access to employment and amenities, offering the potential to appeal to a broader market.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Moderately likely

High level viability modelling suggests that development at the assumed density exceeds the Threshold Land Value at current costs and values with lower than policy compliant affordable housing provision. Assumed density: 55 dwellings per net developable hectare (small urban infill site / extension, in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Less likely

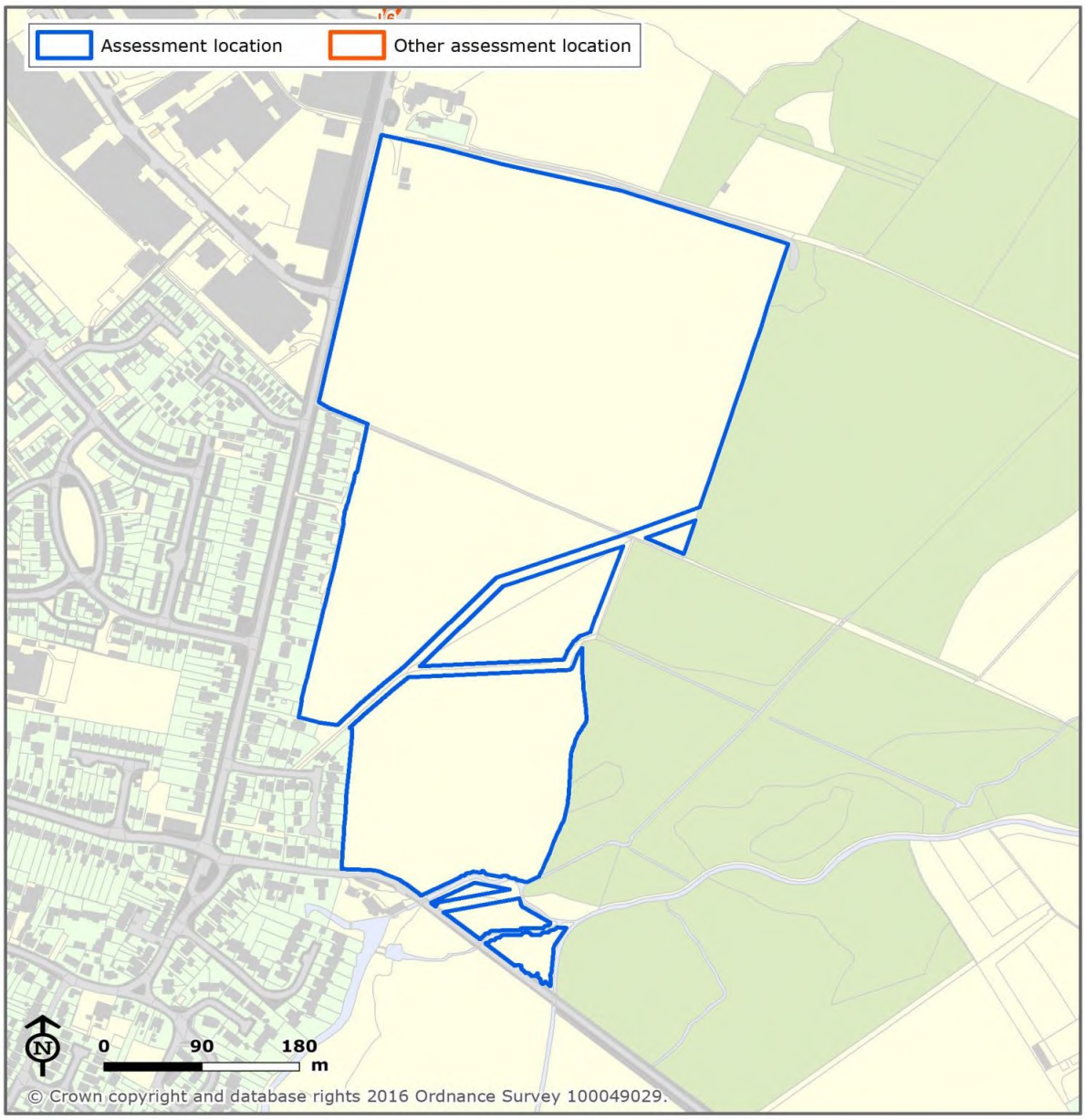
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density could not offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare, even with zero affordable housing provision.

OVERALL VIABILITY ASSESSMENT

Low

Location ID:	L7	Location name:	Flitwick East

Location area:	**19.7** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small urban infill site / extension, in close proximity to public transport interchange**
Assumed net density:	**55** dwellings per hectare
Assumed total net capacity:	**648** dwellings
Estimated net capacity 2015-2035:	**648** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**648** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✓

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	No
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	Yes
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	Yes
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	Yes
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
FW2	none or weak	none or weak	relatively strong	relatively weak	relatively strong	99

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.2km of existing public transport interchange and 1.0km of existing strategic road. Development of this scale is likely to require minor improvements to existing transport infrastructure. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are not fully reflected in what are moderate average local residential sales values, although there are some pockets of higher value.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with the regeneration of Flitwick town centre. Average residential sales values do not currently reflect access to quality of life attractions (cultural, sports, leisure and/or natural assets) and convenience of access to employment and amenities, offering the potential to appeal to a broader market.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 55 dwellings per net developable hectare (small urban infill site / extension, in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Moderately likely

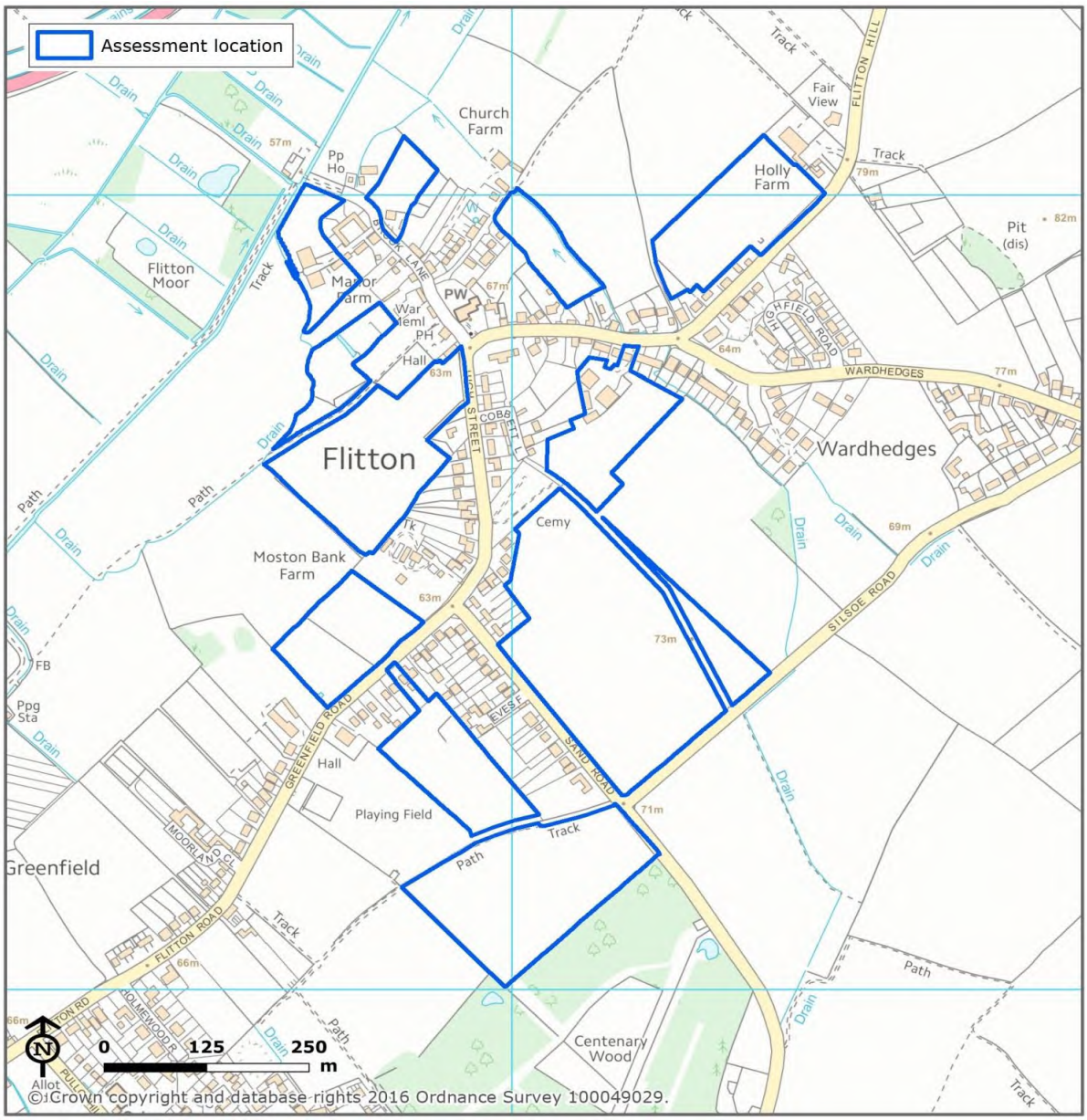
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density could only offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare with lower than policy compliant levels of affordable housing provision.

OVERALL VIABILITY ASSESSMENT

Medium

Location ID:	L8	Location name:	Flitton

Location area:	**22.8** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**410** dwellings
Estimated net capacity 2015-2035:	**410** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**410** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	Yes
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	Yes
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 0%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
Not applicable						

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. Relatively high residential sales values are likely to reflect the local character of the area.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID: L9 **Location name:** Gravenhurst

Location area:	**16.8** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**302** dwellings
Estimated net capacity 2015-2035:	**302** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**240** dwellings

Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✘
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 0%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
Not applicable						

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Not within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Less likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and less convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Less likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

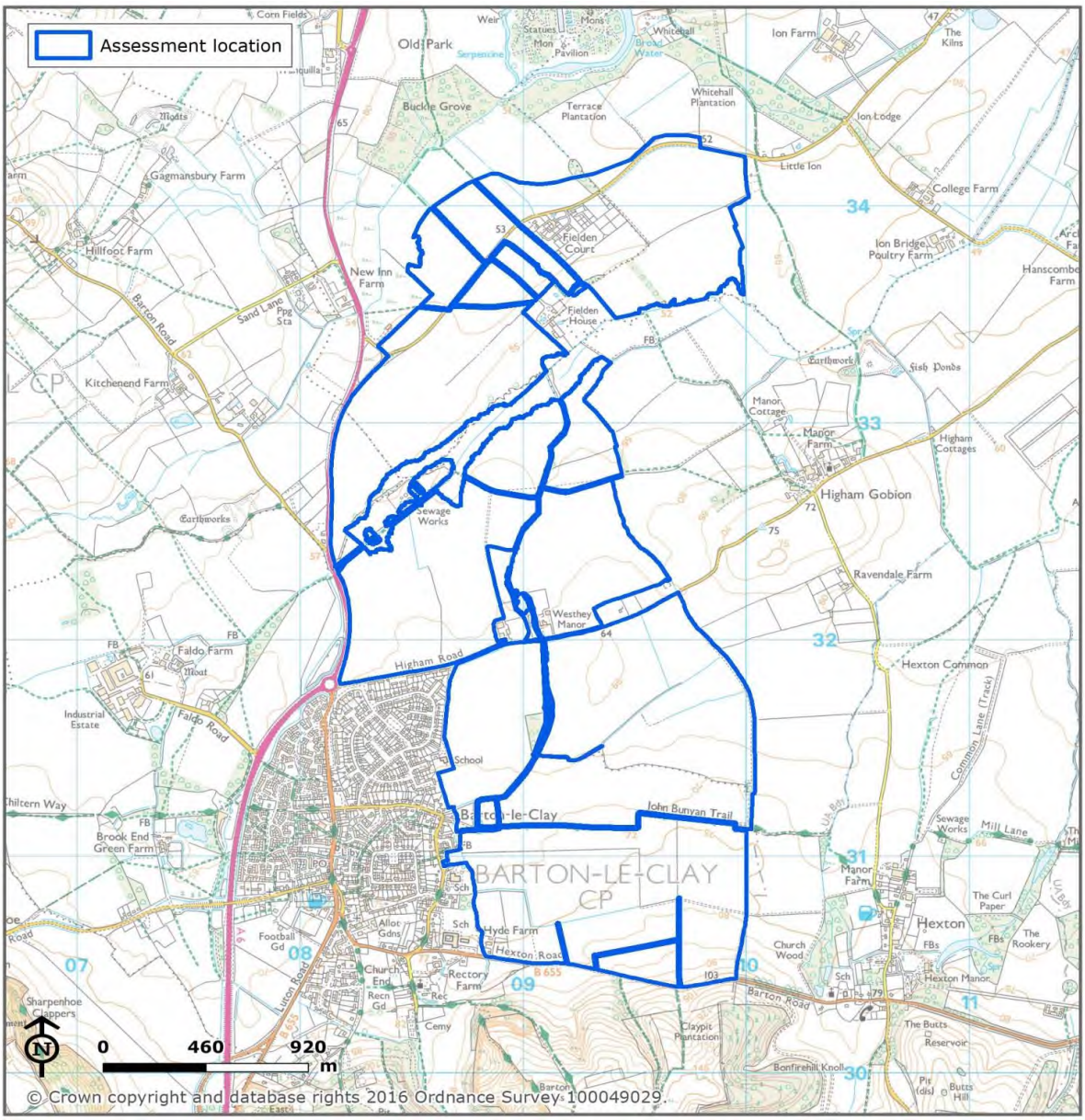
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L10	Location name:	Barton

Location area:	**444.6** hectares
Proportion within Luton HMA:	**77%**
Typology:	**New settlement / large village extension**
Assumed net density:	**44** dwellings per hectare
Assumed total net capacity:	**11,736** dwellings
Estimated net capacity 2015-2035:	**2,000** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**924** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✓
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	Yes
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 66%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
BC2	none or weak	none or weak	strong	none or weak	strong	44
BC1	none or weak	none or weak	strong	none or weak	strong	22

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Less likely

Within 1.0km of existingstrategic road, but further than 1.2km from existing public transport interchange. Development of this scale in this location is likely to require significant improvements to transport infrastructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (new settlement)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

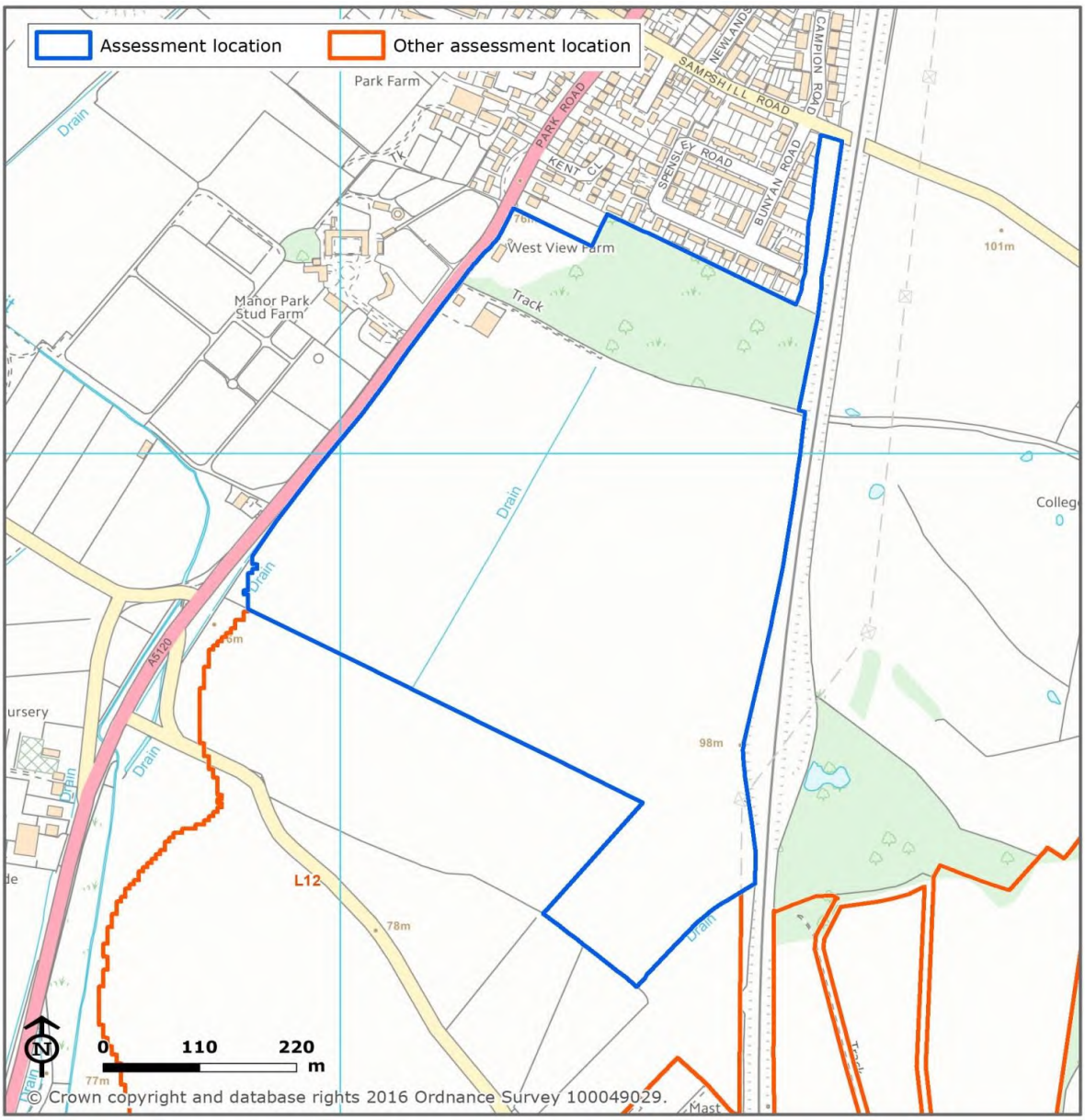
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L11	Location name:	North of Harlington

Location area:	**32.9** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**593** dwellings
Estimated net capacity 2015-2035:	**593** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**593** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	No
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	**Yes**
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	**P1 Restrict sprawl**	**P2 Prevent merging**	**P3 Safeguard countryside**	**P4 Preserve setting**	**Maximum contribution to GB purposes**	**Parcel % of location area**
WE2	none or weak	relatively weak	relatively strong	none or weak	relatively strong	98
WE1	none or weak	none or weak	relatively strong	none or weak	relatively strong	1

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in relatively high average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

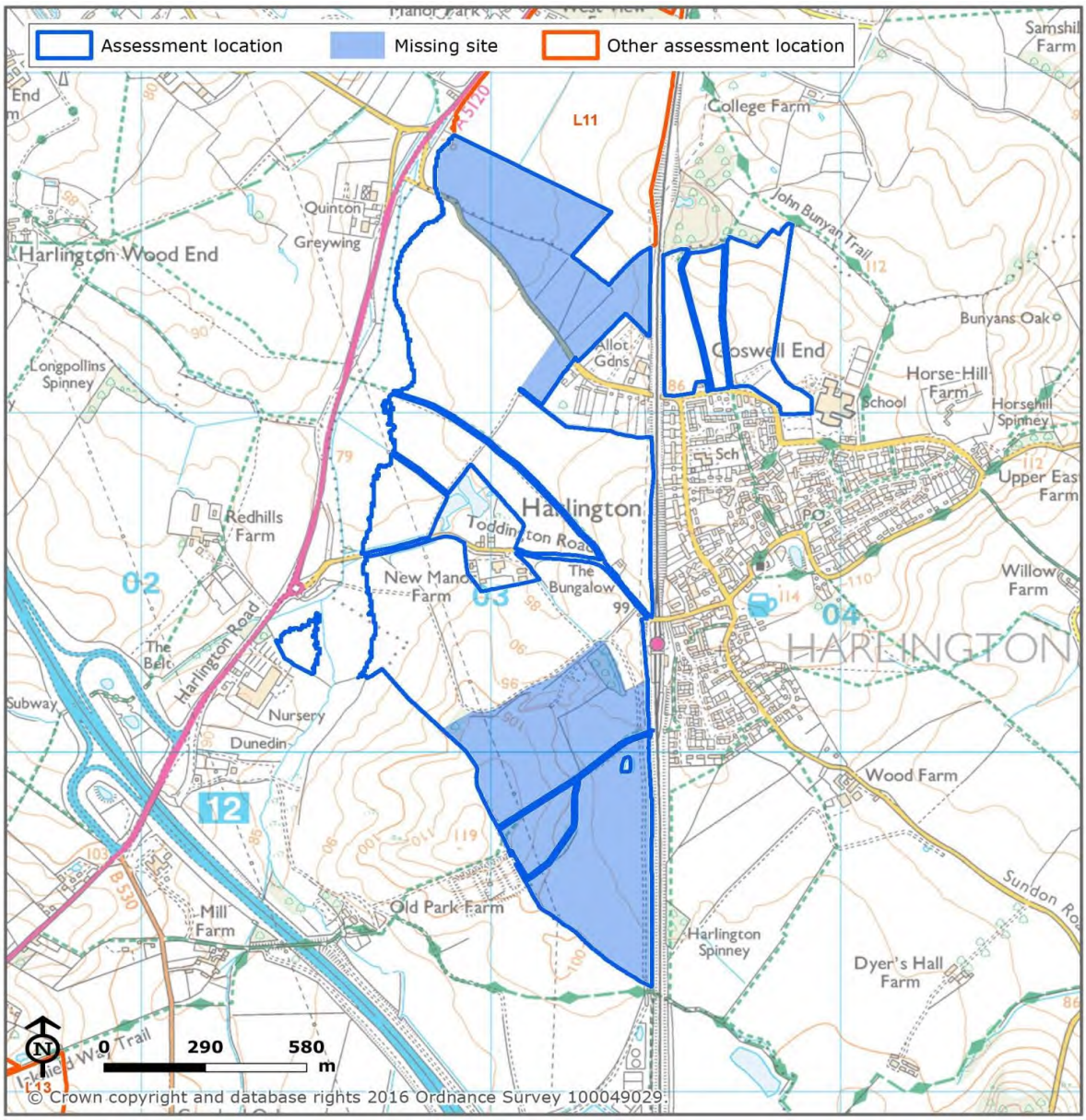
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L12	Location name:	Harlington West

Location area:	**89.7** hectares
Proportion within Luton HMA:	**100%**
Typology:	**New settlement / large village extension, in close proximity to public transport**
Assumed net density:	**55** dwellings per hectare
Assumed total net capacity:	**2,961** dwellings
Estimated net capacity 2015-2035:	**2,500** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**1,500** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✓
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	Yes
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	Yes
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 98%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
H3	none or weak	relatively weak	relatively strong	none or weak	relatively strong	76
WE2	none or weak	relatively weak	relatively strong	none or weak	relatively strong	12
H1	none or weak	relatively weak	strong	none or weak	strong	10

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The majority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.2km of existing public transport interchange and 1km of existing strategic road, close to M1 J12. Development of this scale is likely to require minor improvements to transport infrastructure. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in relatively high average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 55 dwellings per net developable hectare (new settlement, in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

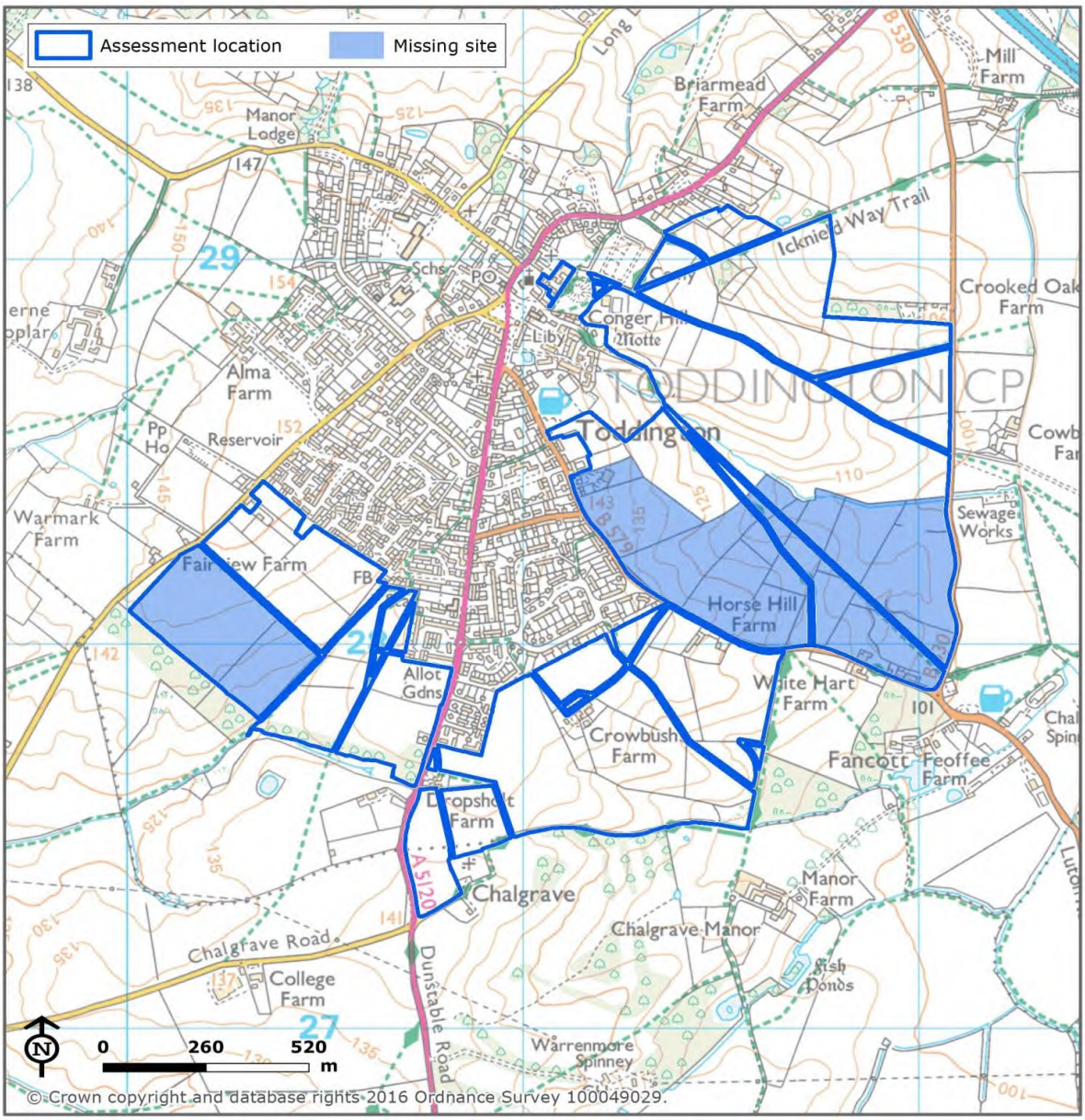
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L13	Location name:	Toddington

Location area:	**151.0**	hectares
Proportion within Luton HMA:	**100%**	
Typology:	**New settlement / large village extension**	
Assumed net density:	**44**	dwellings per hectare
Assumed total net capacity:	**3,987**	dwellings
Estimated net capacity 2015-2035:	**2,500**	dwellings
Estimated net capacity in Luton HMA 2015-2031:	**1,500**	dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✓
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	Yes
Historic environment	Conservation Area	Yes
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	Yes
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	Yes
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 98%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
T2	none or weak	none or weak	strong	none or weak	strong	53
T3	none or weak	none or weak	strong	relatively weak	strong	25
T4	none or weak	none or weak	moderate	none or weak	moderate	19
A	relatively weak	relatively strong	strong	none or weak	strong	1

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The majority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Less likely

Within 1.0km of existing strategic road, close to M1 J12, but further than 1.2km from existing public transport interchange. Development of this scale in this location is likely to require significant improvements to transport infrastructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in relatively high average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (new settlement)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

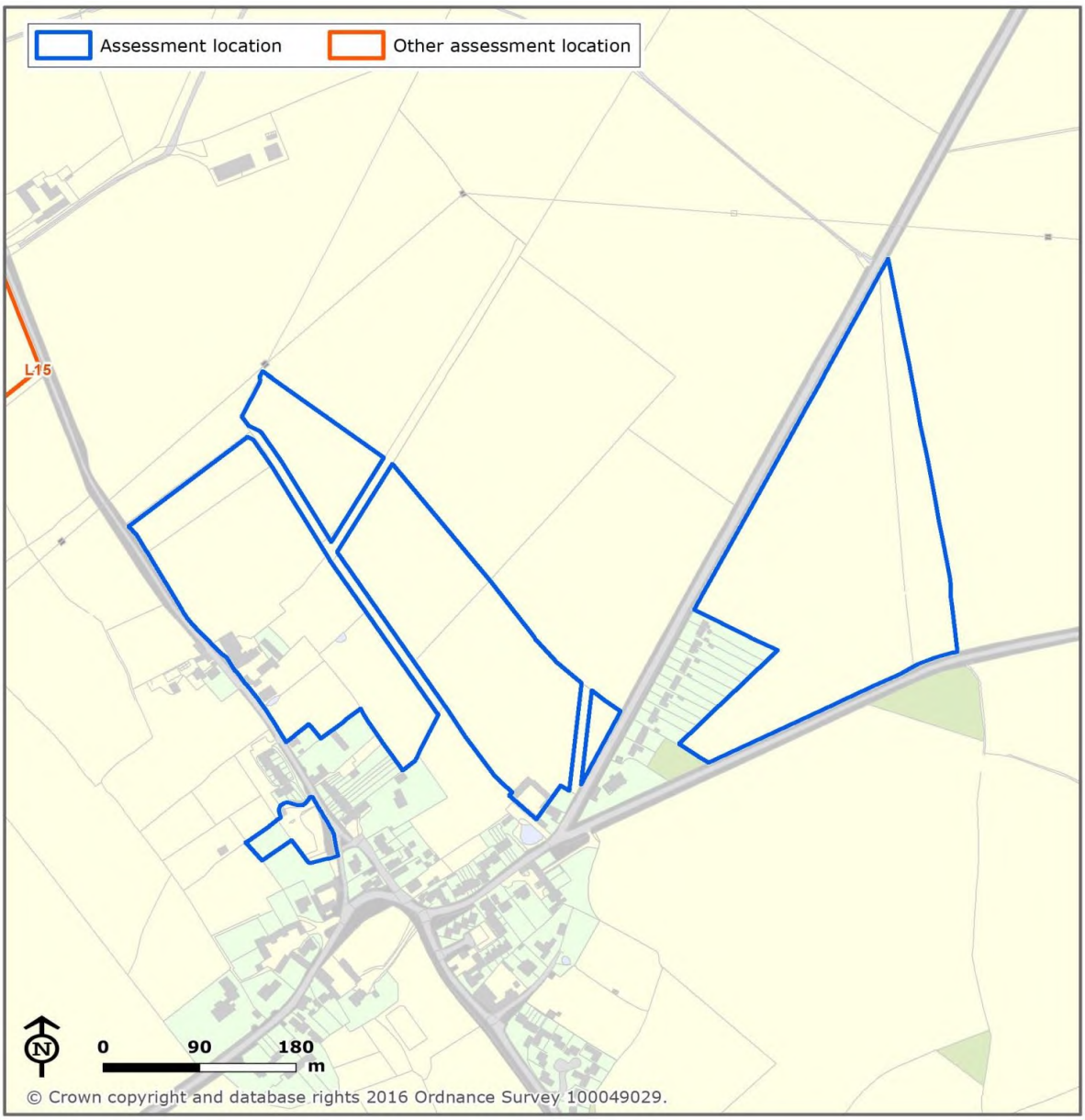
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L14	Location name:	Tebsworth

Location area:	**14.6** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**263** dwellings
Estimated net capacity 2015-2035:	**263** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**263** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✘
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	Yes
Biodiversity	Priority Habitat Inventory	No
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	**No**
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	No
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	**P1 Restrict sprawl**	**P2 Prevent merging**	**P3 Safeguard countryside**	**P4 Preserve setting**	**Maximum contribution to GB purposes**	**Parcel % of location area**
A	relatively weak	relatively strong	strong	none or weak	strong	97
HL3	none or weak	none or weak	strong	none or weak	strong	2

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Not within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers poorer access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

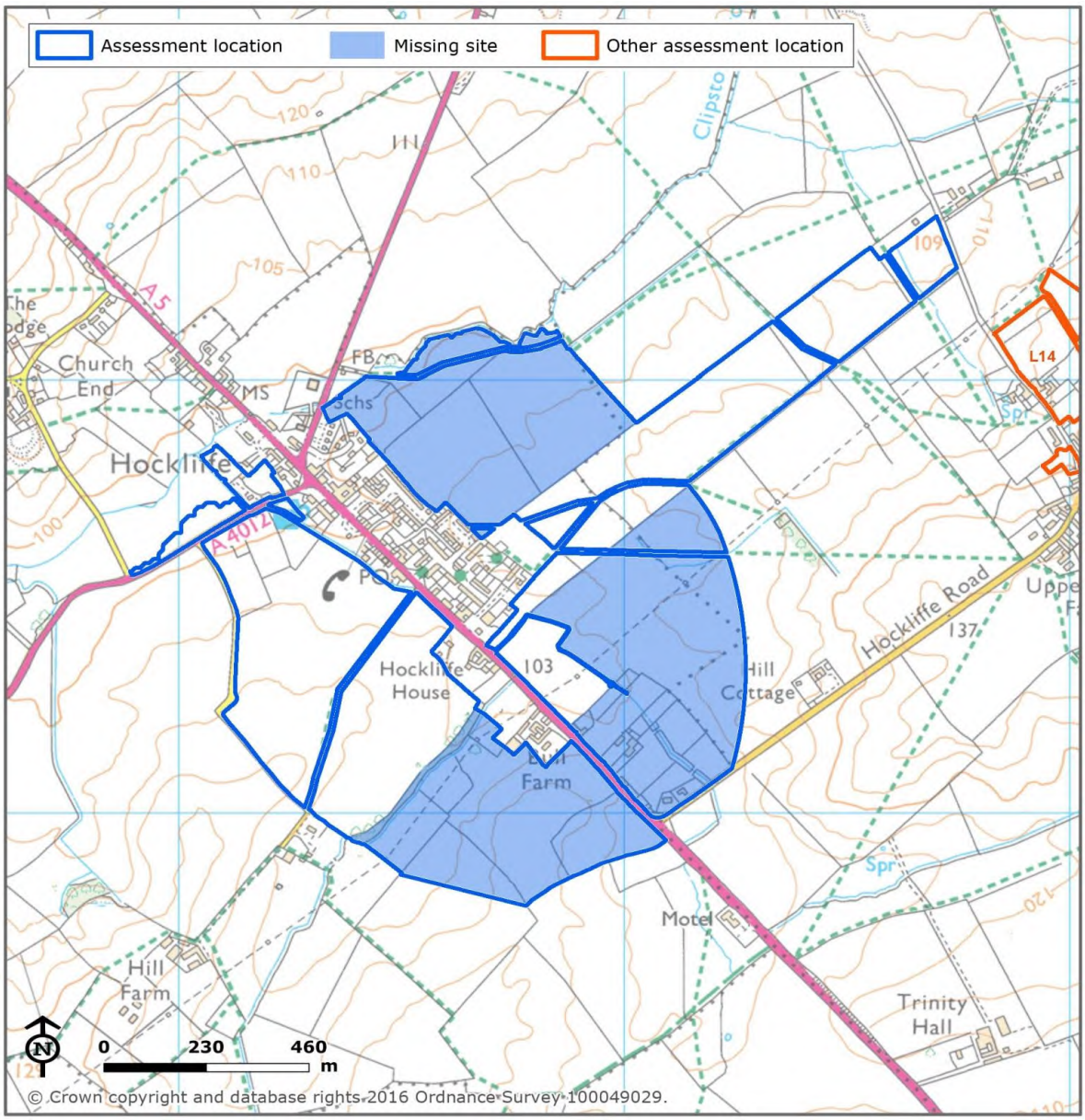
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L15	Location name:	Hockliffe

Location area:	**108.5**	hectares
Proportion within Luton HMA:	**100%**	
Typology:	**New settlement / large village extension**	
Assumed net density:	**44**	dwellings per hectare
Assumed total net capacity:	**2,865**	dwellings
Estimated net capacity 2015-2035:	**2,500**	dwellings
Estimated net capacity in Luton HMA 2015-2031:	**1,500**	dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✓
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	Yes
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	No
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 97%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
HL3	none or weak	none or weak	strong	none or weak	strong	57
HL2	none or weak	none or weak	moderate	none or weak	moderate	25
F	strong	relatively strong	strong	none or weak	strong	14
HL1	none or weak	none or weak	relatively strong	moderate	relatively strong	1

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Moderately likely

A minority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Less likely

Within 1.0km of existing strategic road, but further than 1.2km from existing public transport interchange. Development of this scale in this location is likely to require significant improvements to transport infrastructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (new settlement)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

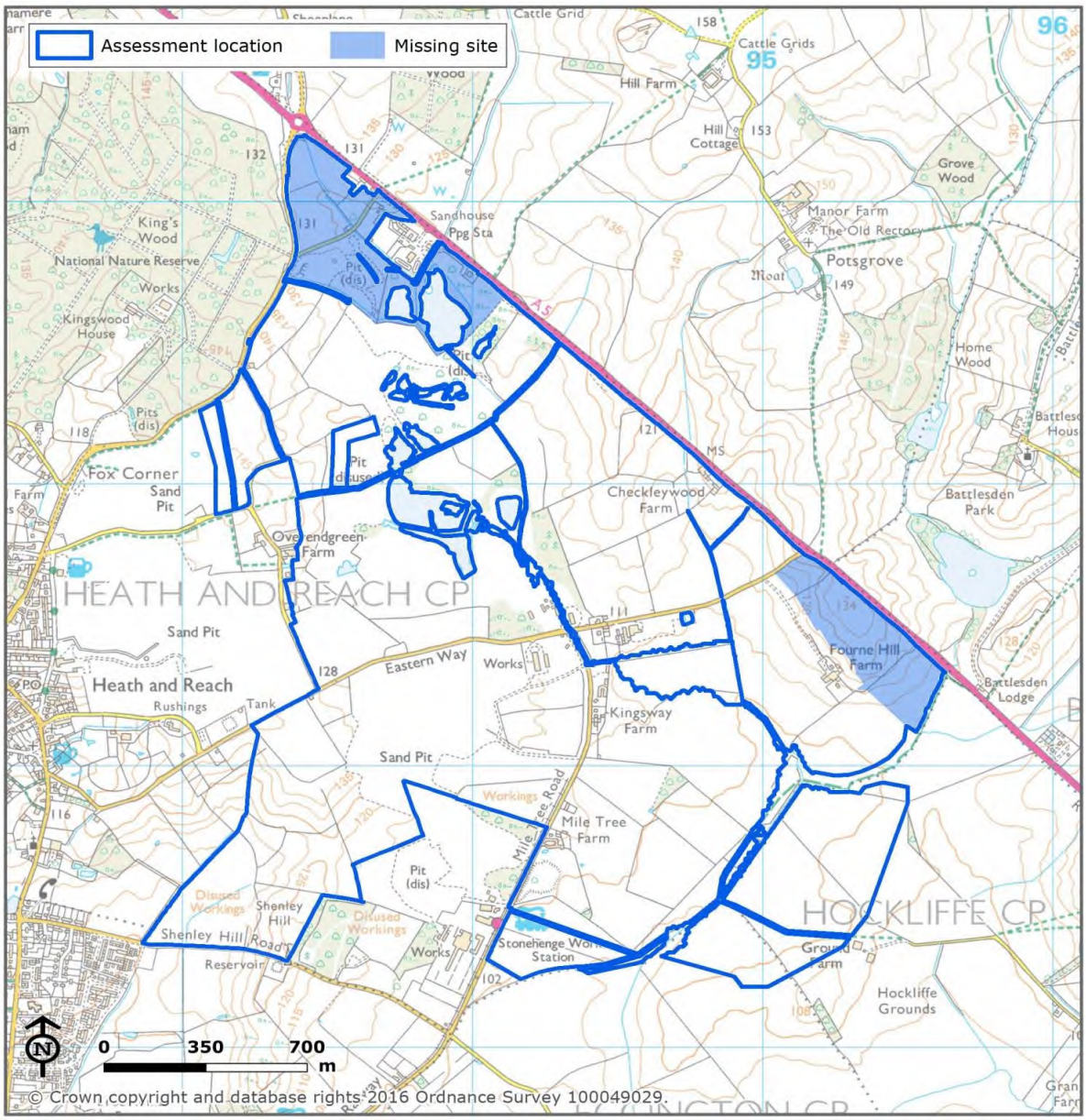
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L16	Location name:	North of Leighton

Location area:	**405.7** hectares
Proportion within Luton HMA:	**8%**
Typology:	**New settlement / large village extension**
Assumed net density:	**44** dwellings per hectare
Assumed total net capacity:	**10,710** dwellings
Estimated net capacity 2015-2035:	**2,500** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**120** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	Yes
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	Yes
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	Yes
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 98%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
H	none or weak	relatively weak	strong	relatively strong	strong	42
LL7	strong	moderate	strong	moderate	strong	34
LL6	strong	relatively weak	strong	moderate	strong	21
HAR2	none or weak	none or weak	relatively strong	none or weak	relatively strong	1

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The majority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Less likely

Within 1.0km of existing strategic road, but further than 1.2km from existing public transport interchange. Development of this scale in this location is likely to require significant improvements to transport infrastructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (new settlement)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

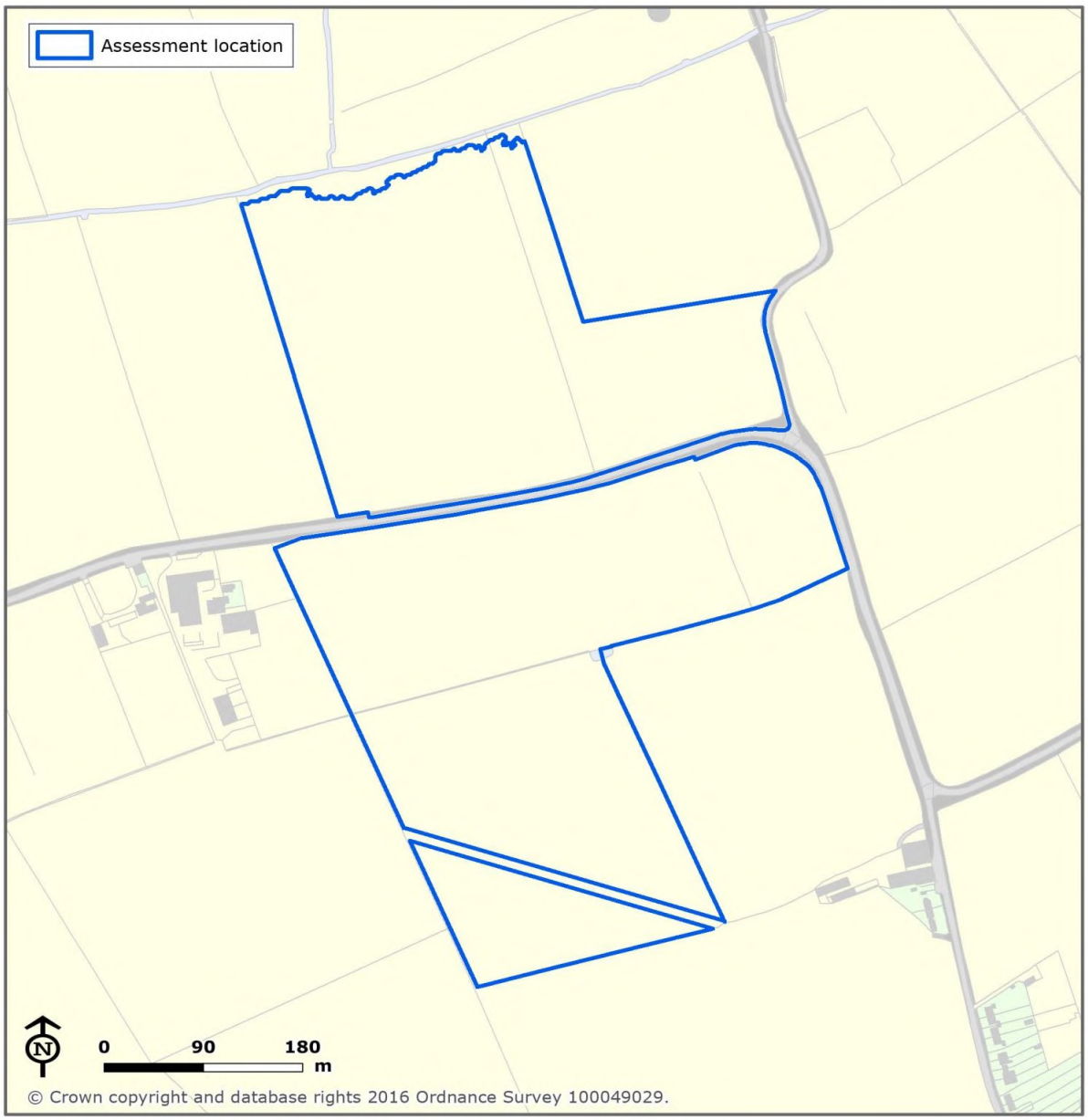
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L17	Location name:	Leighton East

Location area:	**23.8** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small urban infill site / extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**428** dwellings
Estimated net capacity 2015-2035:	**428** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**420** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	No
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	Yes
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
LL8	strong	moderate	strong	relatively strong	strong	56
LL7	strong	moderate	strong	moderate	strong	43

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road and planned strategic road (Leighton Eastern Relief Road, High/75% likelihood of delivery by 2035); development of this scale is likely to require local improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

Housing demand may increase in line with two local regeneration initiatives.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small urban infill site / extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

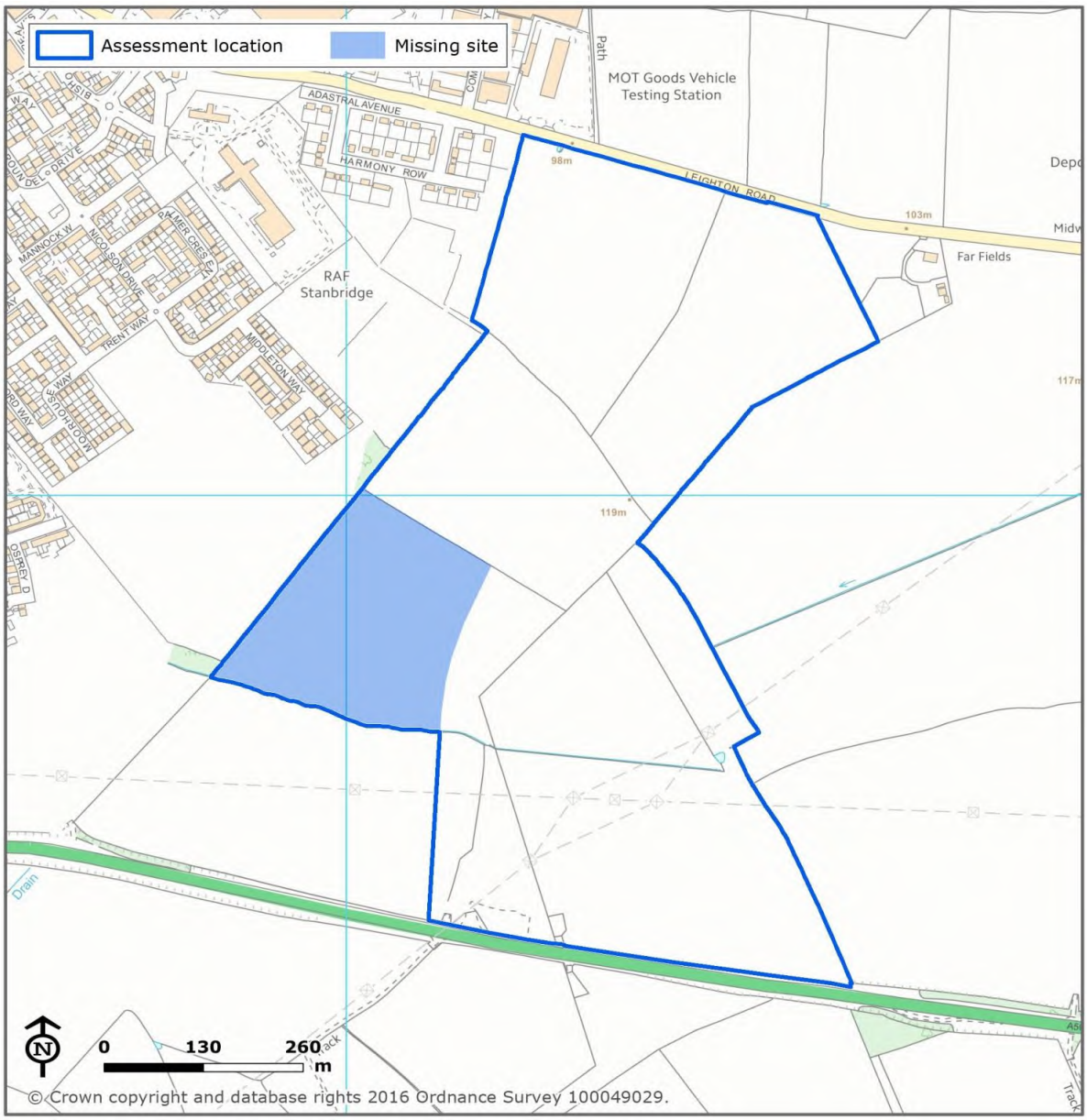
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L18	Location name:	SE Leighton

Location area:	**50.3** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small urban infill site / extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**905** dwellings
Estimated net capacity 2015-2035:	**905** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**720** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	Yes
Mineral resources	Mineral Safeguarding Area	Yes
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
LL8	strong	moderate	strong	relatively strong	strong	99

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The majority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road and planned strategic road (Leighton Eastern Relief Road, High/75% likelihood of delivery by 2035); development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

Housing demand may increase in line with two local regeneration initiatives.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small urban infill site / extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Moderately likely

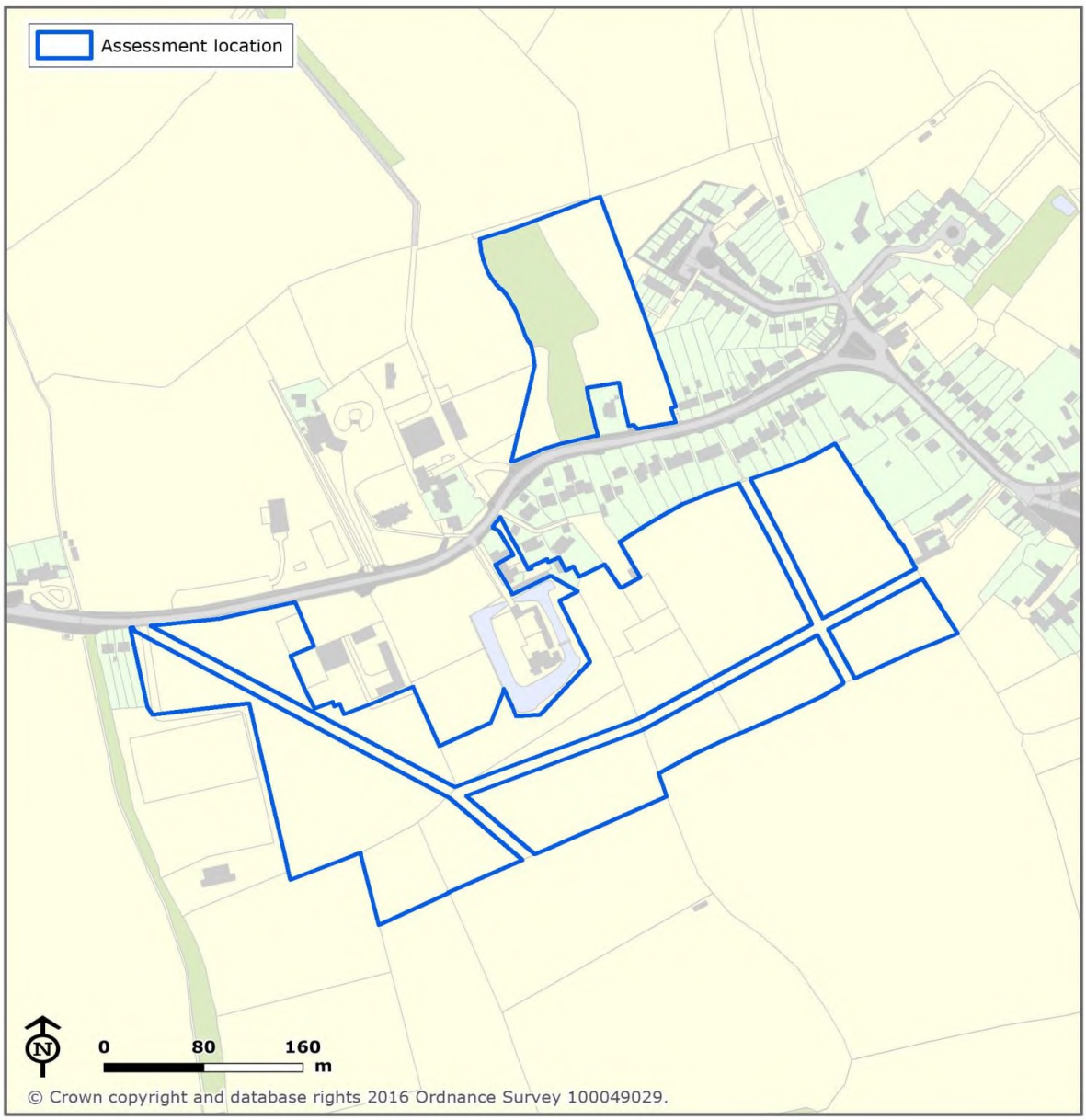
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density could only offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare with lower than policy compliant levels of affordable housing provision.

OVERALL VIABILITY ASSESSMENT

Medium

Location ID:	L19	Location name:	Tilsworth

Location area:	**10.9** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**195** dwellings
Estimated net capacity 2015-2035:	**195** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**195** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✘
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 100%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
F	strong	relatively strong	strong	none or weak	strong	100

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Not within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers poorer access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

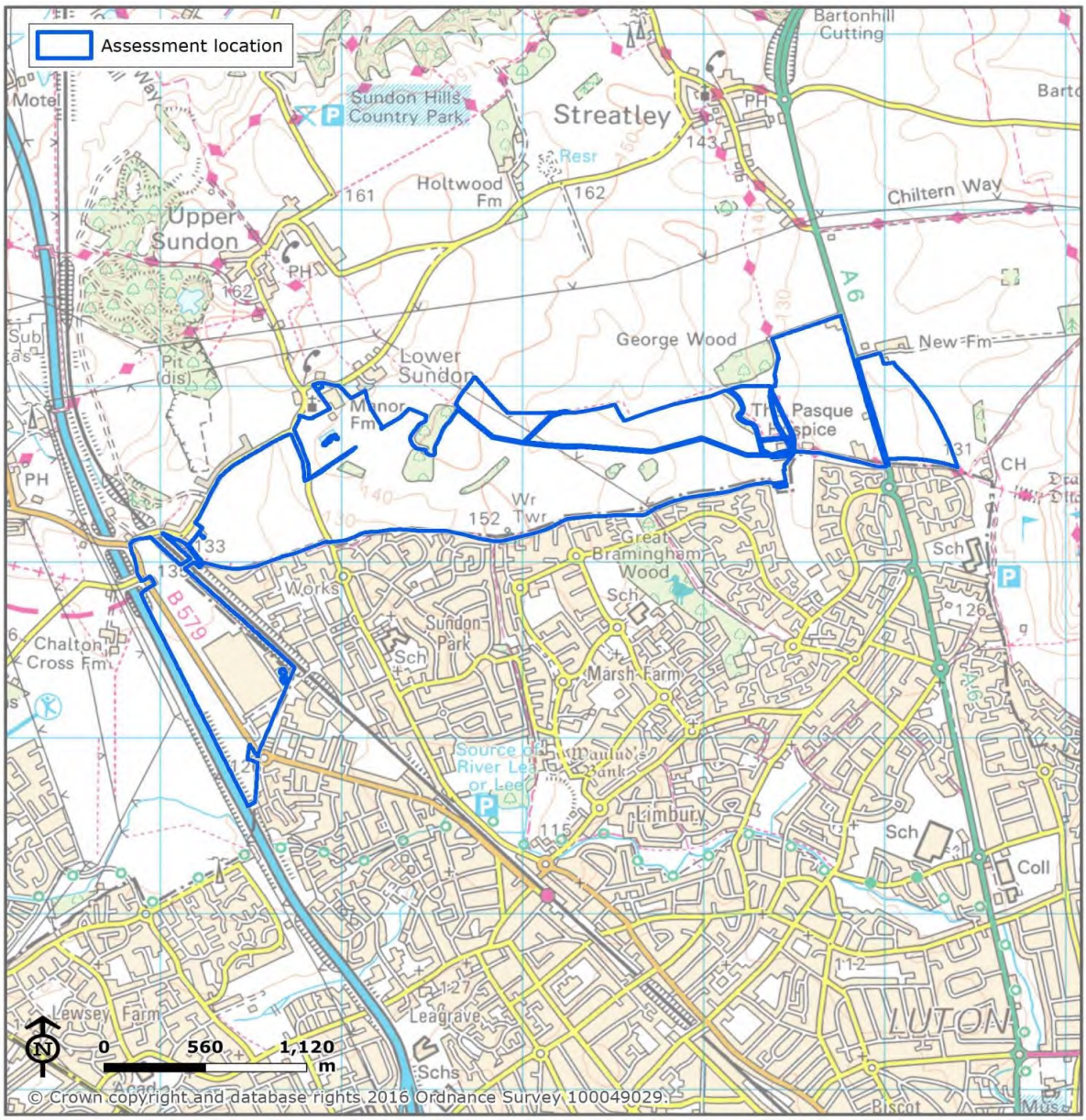
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L20	Location name:	North Luton

Location area:	**308.7** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Large urban infill site / extension, not in close proximity to public transport interchange**
Assumed net density:	**44** dwellings per hectare
Assumed total net capacity:	**8,150** dwellings
Estimated net capacity 2015-2035:	**3,000** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**2,000** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 90%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
L2	relatively strong	relatively weak	strong	relatively strong	strong	76
L1	strong	none or weak	moderate	relatively strong	strong	9
L3	strong	none or weak	strong	relatively strong	strong	5

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road, but not within 1.2km of existing public transport interchange. Development of this scale is likely to require moderate improvements to transport infrastructure; within 1.0km of planned strategic roads (M1-A6 link, High/75% likelihood of delivery by 2035; Woodside link, Confirmed/100%; A5-M1 link, Confirmed/100%). Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (increase from current assessment)

Housing demand may increase as a result of planned strategic road projects, and delivery of the Hougton Regis North masterplan. Demand may also increase in line with new employment opportunities provided as part of this large scale development, and at neighouring employment allocations. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (large urban infill site / extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

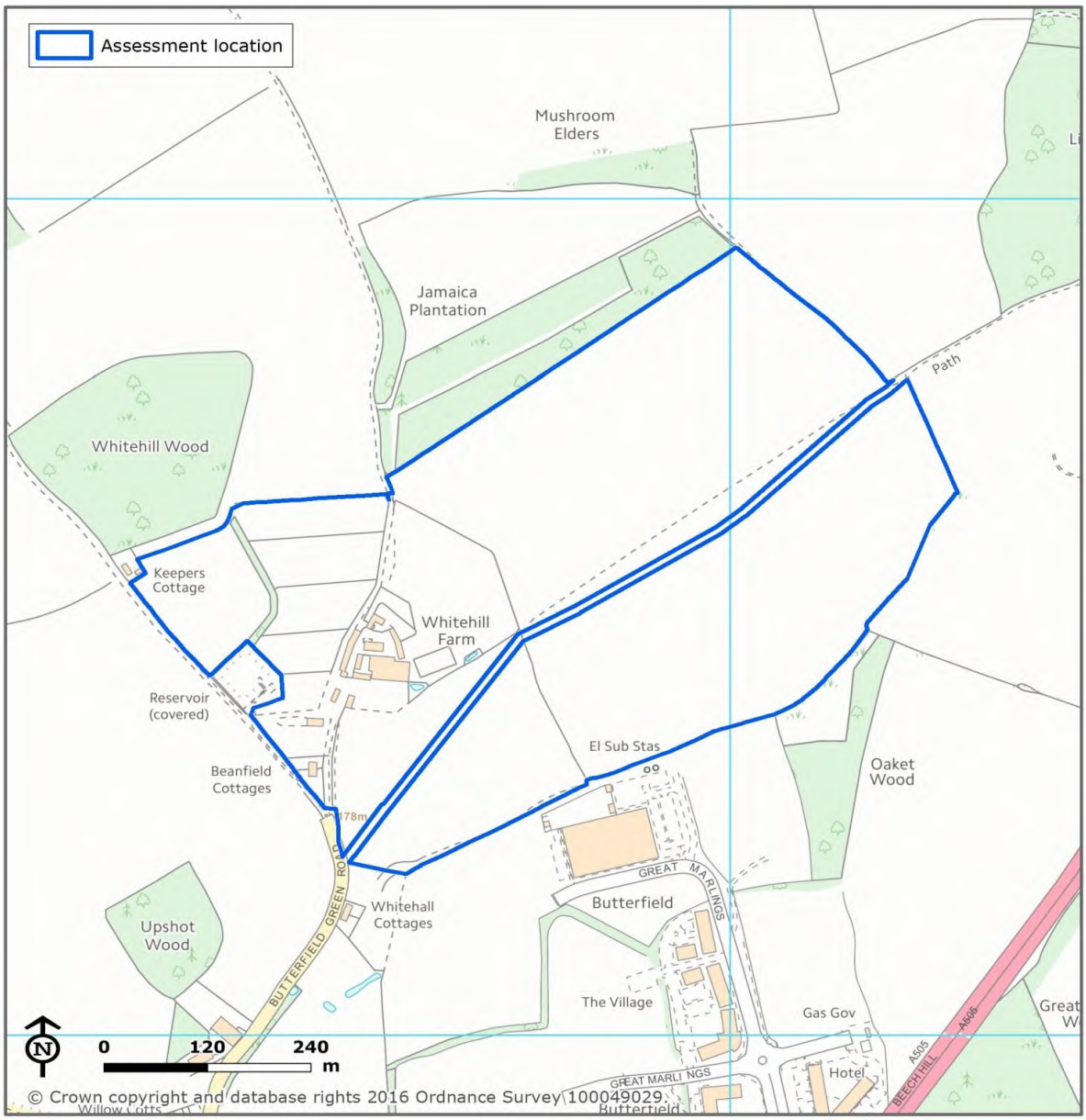
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L21	Location name:	Butterfield North

Location area:	**36.5** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small urban infill site / extension, in close proximity to public transport interchange**
Assumed net density:	**55** dwellings per hectare
Assumed total net capacity:	**1,205** dwellings
Estimated net capacity 2015-2035:	**1,205** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**900** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✓

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	**Yes**
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	No
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 98%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	**P1 Restrict sprawl**	**P2 Prevent merging**	**P3 Safeguard countryside**	**P4 Preserve setting**	**Maximum contribution to GB purposes**	**Parcel % of location area**
L4	strong	none or weak	strong	strong	strong	97
2	strong	none or weak	strong	none or weak	strong	1

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises a single site submitted by promoter(s) through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.2km of planned public transport interchange (Butterfield Park and Ride facility, High/75% likelihood of delivery by 2035), and within 1.0km of existing strategic road. Development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (increase from current assessment)

Housing demand may increase as a result of planned public transport interchange. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 55 dwellings per net developable hectare (small urban infill site / extension, in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Moderately likely

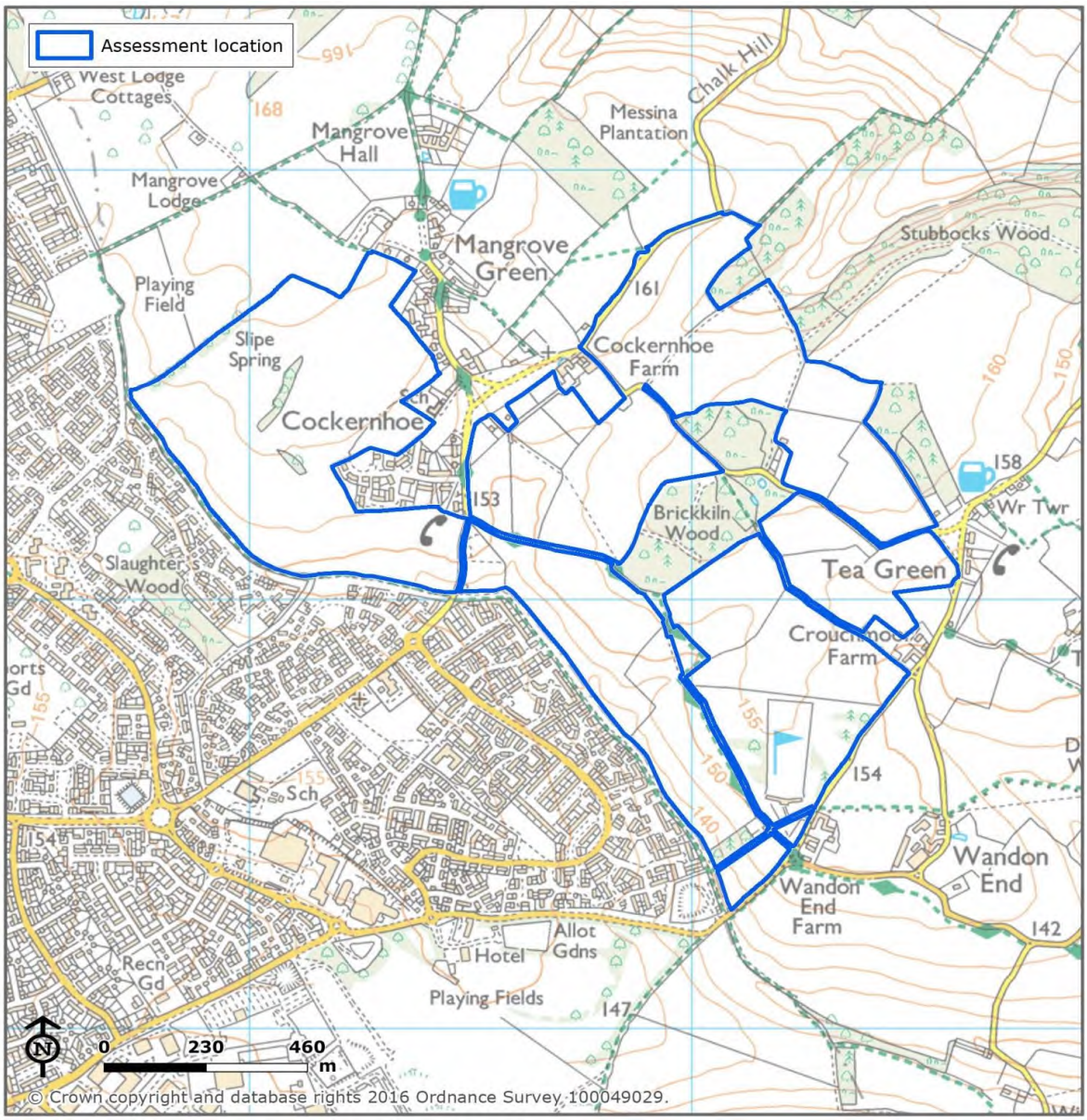
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density could only offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare with lower than policy compliant levels of affordable housing provision.

OVERALL VIABILITY ASSESSMENT

Medium

Location ID:	L22	Location name:	East Luton

Location area:	**116.5** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Location 23 - emerging masterplan indicates capacity c.2,100 homes (equivalent 116ha**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**2,100** dwellings
Estimated net capacity 2015-2035:	**2,100** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**2,100** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
2c	strong	none or weak	strong	none or weak	strong	80
2d	strong	none or weak	strong	none or weak	strong	19

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Not within 1.2km of existing public transport interchange, and not within 1.0km of existing strategic road. Development of this scale is likely to require moderate improvements to transport infrastructure; within 1.0km of planned strategic road (Century Park Access Road High/75% likelihood of delivery by 2035). Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (increase from current assessment)

Housing demand may increase as a result of planned strategic road projects. Demand may also increase in line with new employment opportunities provided as part of the expansion of London Luton Airport and delivery of the Century Park employment site; however, we have been informed that there are no planned significant employment sites within the location itself. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (Location 23 - Emerging masterplan indicates capacity c.2,100 homes (equivalent 116ha units at 30dph))

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Moderately likely

All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density could only offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare with lower than policy compliant levels of affordable housing provision.

OVERALL VIABILITY ASSESSMENT

Medium

Location ID:	L23	Location name:	Butterfield South

Location area:	**10.0**	hectares
Proportion within Luton HMA:	**100%**	
Typology:	**Small urban infill site / extension, in close proximity to public transport interchange**	
Assumed net density:	**55**	dwellings per hectare
Assumed total net capacity:	**330**	dwellings
Estimated net capacity 2015-2035:	**330**	dwellings
Estimated net capacity in Luton HMA 2015-2031:	**330**	dwellings

Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✓

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	No
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	**Yes**
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	**P1 Restrict sprawl**	**P2 Prevent merging**	**P3 Safeguard countryside**	**P4 Preserve setting**	**Maximum contribution to GB purposes**	**Parcel % of location area**
2	strong	none or weak	strong	none or weak	strong	99

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises a single site submitted by promoter(s) through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.2km of planned public transport interchange (Butterfield Park and Ride facility, High/75% likelihood of delivery by 2035), and 1.0km of existing strategic road; development of this scale is likely to require local improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers poorer access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in moderate average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (increase from current assessment)

Housing demand may increase as a result of planned public transport interchange. There may be some demand for a more aspirational housing offer relative to the current area.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 55 dwellings per net developable hectare (small urban infill site / extension, in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

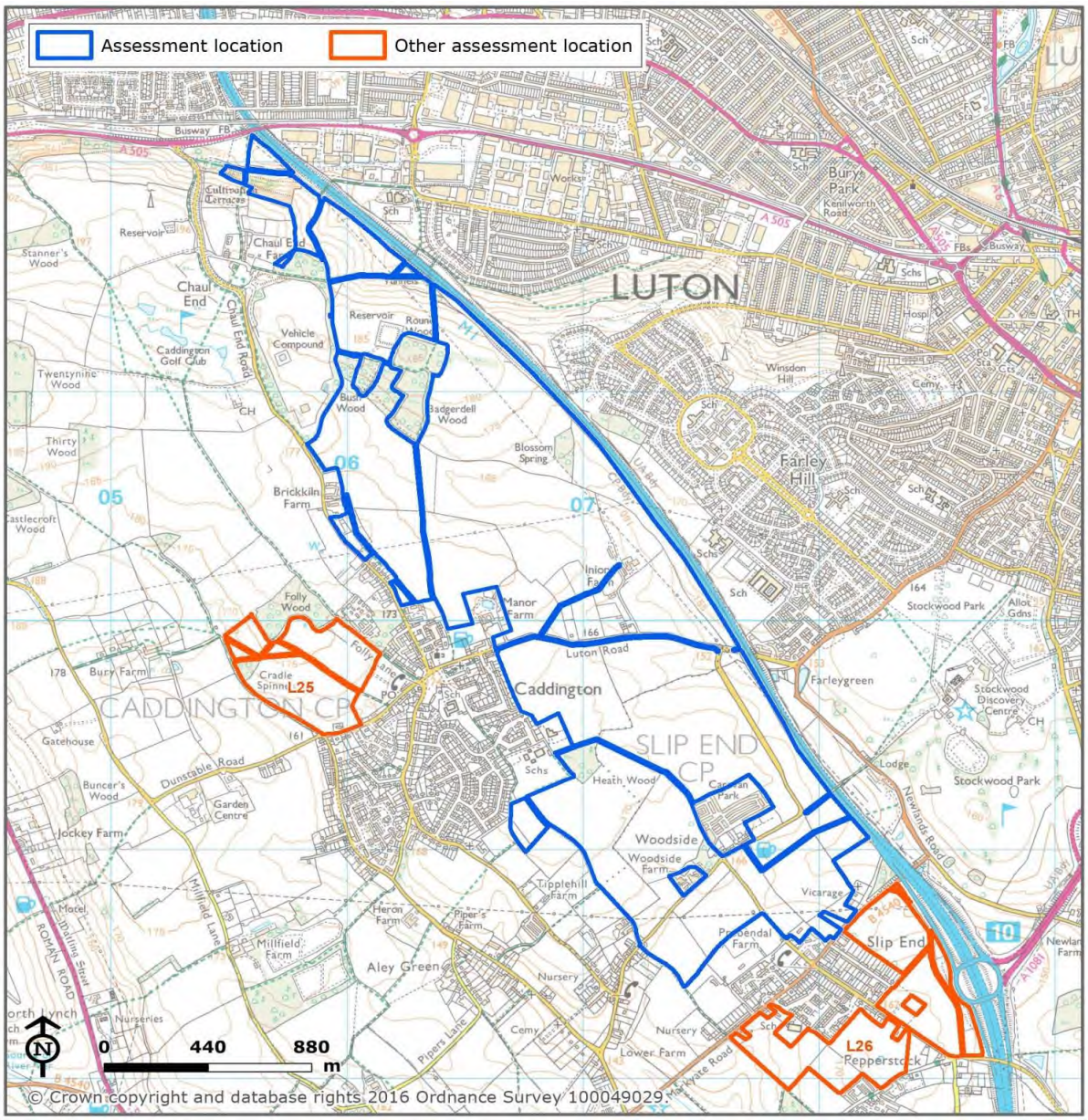
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L24	Location name:	West Luton

Location area:	**299.5** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Large urban infill site / extension, in close proximity to public transport interchange**
Assumed net density:	**55** dwellings per hectare
Assumed total net capacity:	**9,884** dwellings
Estimated net capacity 2015-2035:	**2,500** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**1,500** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✓

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	No
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	Yes
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	Yes
Luton Airport	Noise zones	Yes

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	Yes
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	Yes
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	Yes
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
L6	relatively strong	none or weak	moderate	relatively strong	relatively strong	55
C1	relatively strong	none or weak	relatively strong	relatively weak	relatively strong	33
SE2	moderate	none or weak	moderate	none or weak	moderate	11

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.2km of existing public transport interchange, and within 1.0km of existing strategic road, close to M1 J11. Development of this scale is likely to require minor improvements to transport infrastructure; within 1.2km of planned public transport interchange (Stockwood Park Park and Ride, Medium/50% likelihood of delivery by 2035). Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in relatively high average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development. , The location is affordable relative to neighboroughing areas, offering the opportunity to appeal to a broader market

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 55 dwellings per net developable hectare (large urban infill site / extension, in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L25	Location name:	Caddington NW

Location area:	**20.4** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**368** dwellings
Estimated net capacity 2015-2035:	**368** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**368** dwellings

Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✘
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	No
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	Yes
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
C4	none or weak	none or weak	moderate	relatively weak	moderate	86
D5	strong	none or weak	strong	strong	strong	13

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Not within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers poorer access to quality of life attractions (cultural, sports, leisure and/or natural assets), and less convenient access to employment and amenities. Relatively high residential sales values are likely to reflect the local character of the area.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

The location is affordable relative to neighbouring areas, offering the opportunity to appeal to a broader market.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

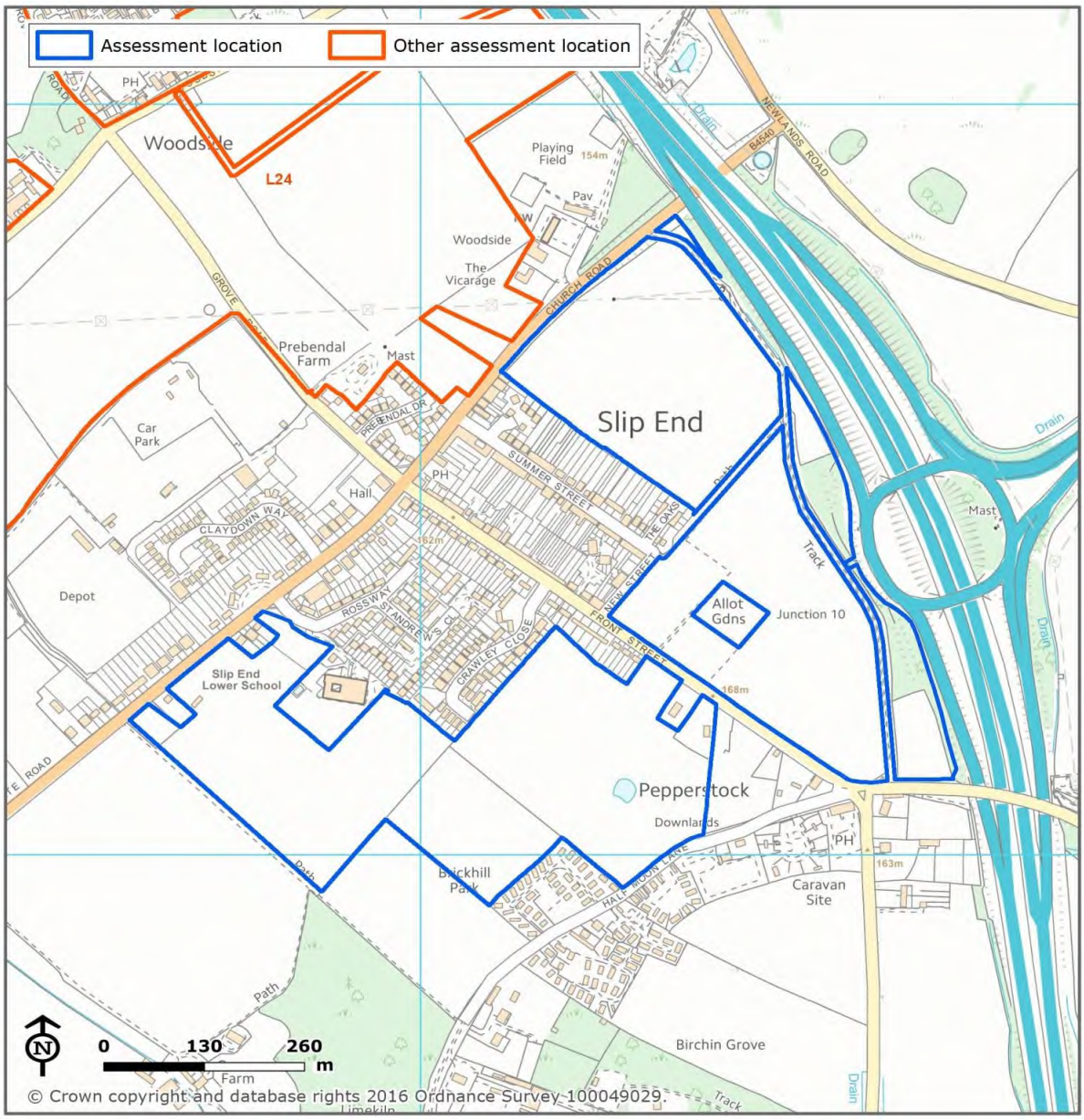
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L26	Location name:	M1 J10

Location area:	**33.6** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small urban infill site / extension, in close proximity to public transport interchange**
Assumed net density:	**55** dwellings per hectare
Assumed total net capacity:	**1,107** dwellings
Estimated net capacity 2015-2035:	**1,107** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**900** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✓

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	No
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	No
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	Yes
Luton Airport	Noise zones	Yes

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	**Yes**
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	No
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	**P1 Restrict sprawl**	**P2 Prevent merging**	**P3 Safeguard countryside**	**P4 Preserve setting**	**Maximum contribution to GB purposes**	**Parcel % of location area**
SE1	moderate	none or weak	moderate	none or weak	moderate	99

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.2km of planned public transport interchange (Stockwood Park Park and Ride facility, Medium/50% likelihood of delivery by 2035) and 1.0km of existing strategic road, close to M1 J10. Development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in relatively high average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase as a result of planned strategic transport infrastructure. The location is affordable relative to neighbouring areas, offering the opportunity to appeal to a broader market.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 55 dwellings per net developable hectare (small urban infill site / extension, in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

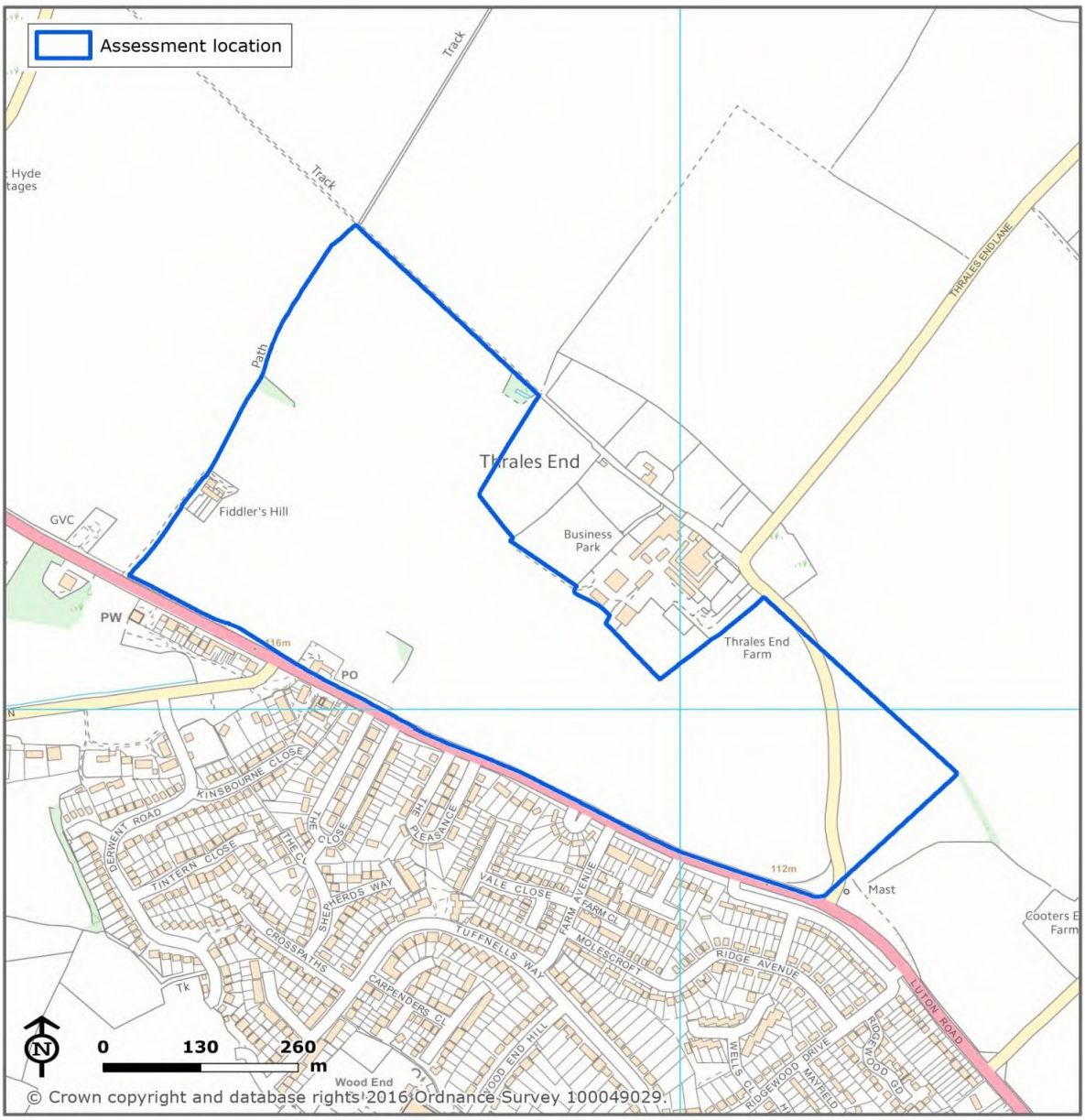
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L27	Location name:	Harpenden

Location area:	**37.5** hectares
Proportion within Luton HMA:	**99%**
Typology:	**Small urban infill site / extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**675** dwellings
Estimated net capacity 2015-2035:	**675** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**669** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	No
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	No
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
HP1	none or weak	relatively weak	relatively strong	none or weak	relatively strong	93
C	none or weak	relatively strong	strong	moderate	strong	6

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises a single site submitted by promoter(s) through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Highly likely

Location offers good access to quality of life attractions (cultural, sports, leisure and/or natural assets), and highly convenient access to employment and amenities. These factors are reflected in relatively high average local residential sales values.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Highly likely (no change from current assessment)

Housing demand may increase in line with expansion of Rothamstead Research Site, Harpenden.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small urban infill site / extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

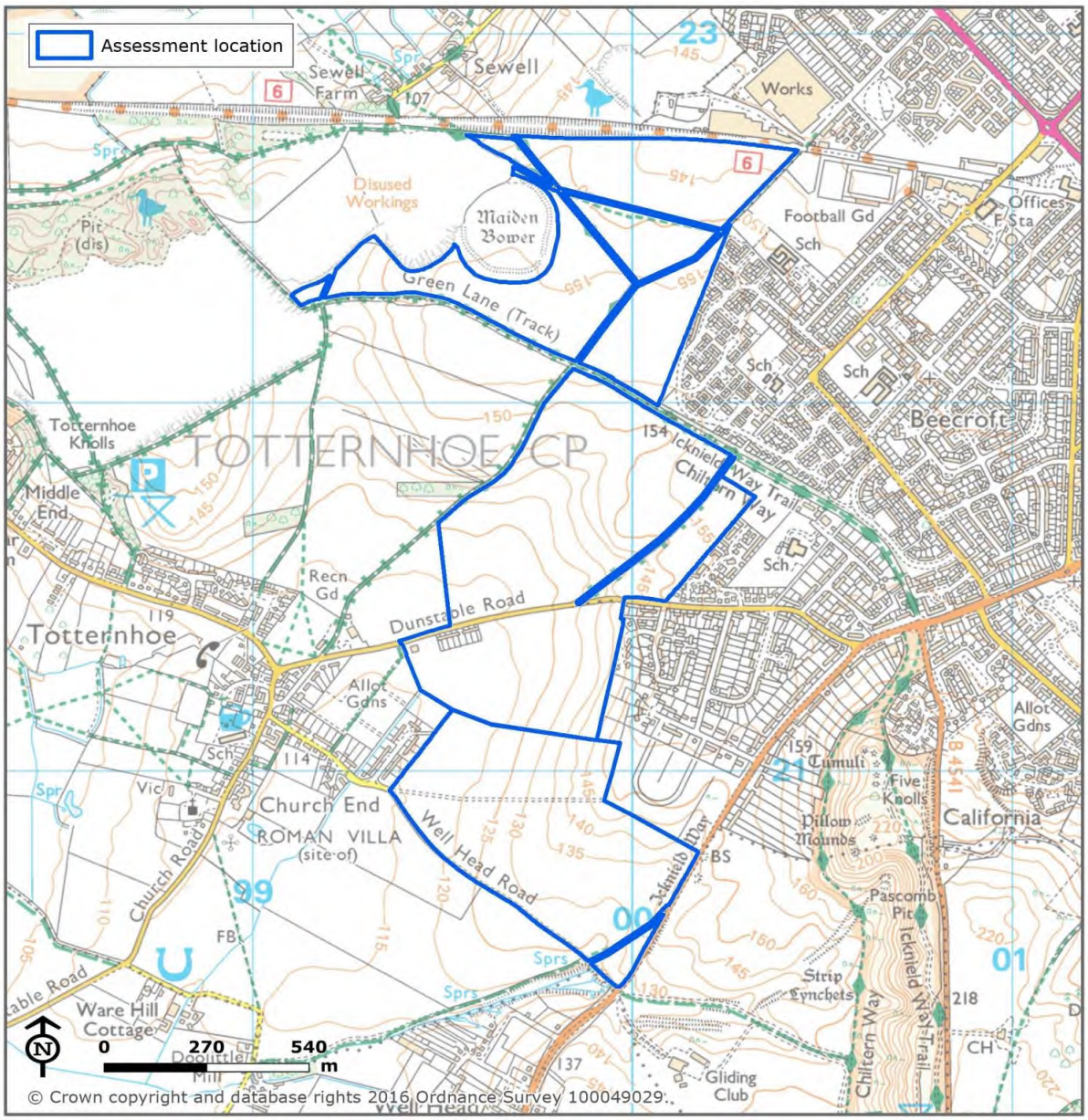
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L28	Location name:	West Dunstable

Location area:	**117.2** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Large urban infill site / extension, not in close proximity to public transport interchange**
Assumed net density:	**44** dwellings per hectare
Assumed total net capacity:	**3,093** dwellings
Estimated net capacity 2015-2035:	**2,000** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**1,200** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✘
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✓
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	Yes
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	Yes
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	**Yes**
Major employment areas (2.0 km)	Yes
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	Yes
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	**P1 Restrict sprawl**	**P2 Prevent merging**	**P3 Safeguard countryside**	**P4 Preserve setting**	**Maximum contribution to GB purposes**	**Parcel % of location area**
D1	strong	moderate	strong	none or weak	strong	99

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Moderately likely

Within 1.2km of existing public transport interchange, but not within 1.0km of an existing strategic road. Development of this scale likely to require moderate improvements to transport infrastructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), but highly convenient access to employment and amenities. These factors are not fully reflected in what are low average local residential sales values, although there are some pockets of higher value.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

Housing demand may increase in line with the regeneration of Dunstable town centre, as well as new employment opportunities provided as part of this large scale development. Average residential sales values do not currently reflect access to quality of life attractions (cultural, sports, leisure and/or natural assets) and convenience of access to employment and amenities, offering the potential to appeal to a broader market.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Moderately likely

High level viability modelling suggests that development at the assumed density exceeds the Threshold Land Value at current costs and values with lower than policy compliant affordable housing provision. Assumed density: 44 dwellings per net developable hectare (large urban infill site / extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Less likely

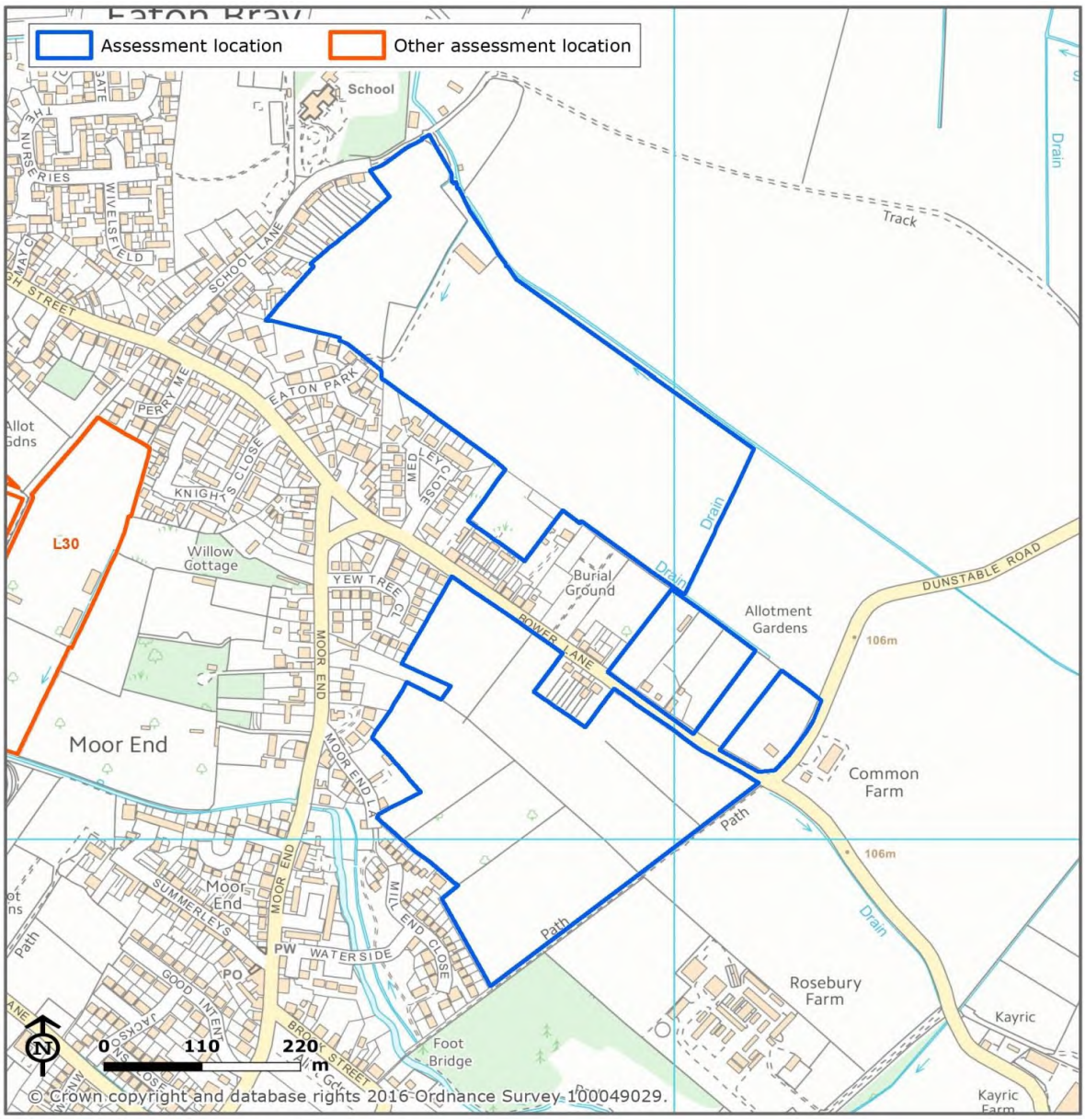
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density could not offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare, even with zero affordable housing provision.

OVERALL VIABILITY ASSESSMENT

Low

Location ID:	L29	Location name:	Eaton Bray East

Location area:	**22.8** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**411** dwellings
Estimated net capacity 2015-2035:	**411** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**411** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✘
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	No
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	Yes
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 99%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
EB2	none or weak	moderate	relatively strong	none or weak	relatively strong	99

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Not within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. Relatively high residential sales values are likely to reflect the local character of the area.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

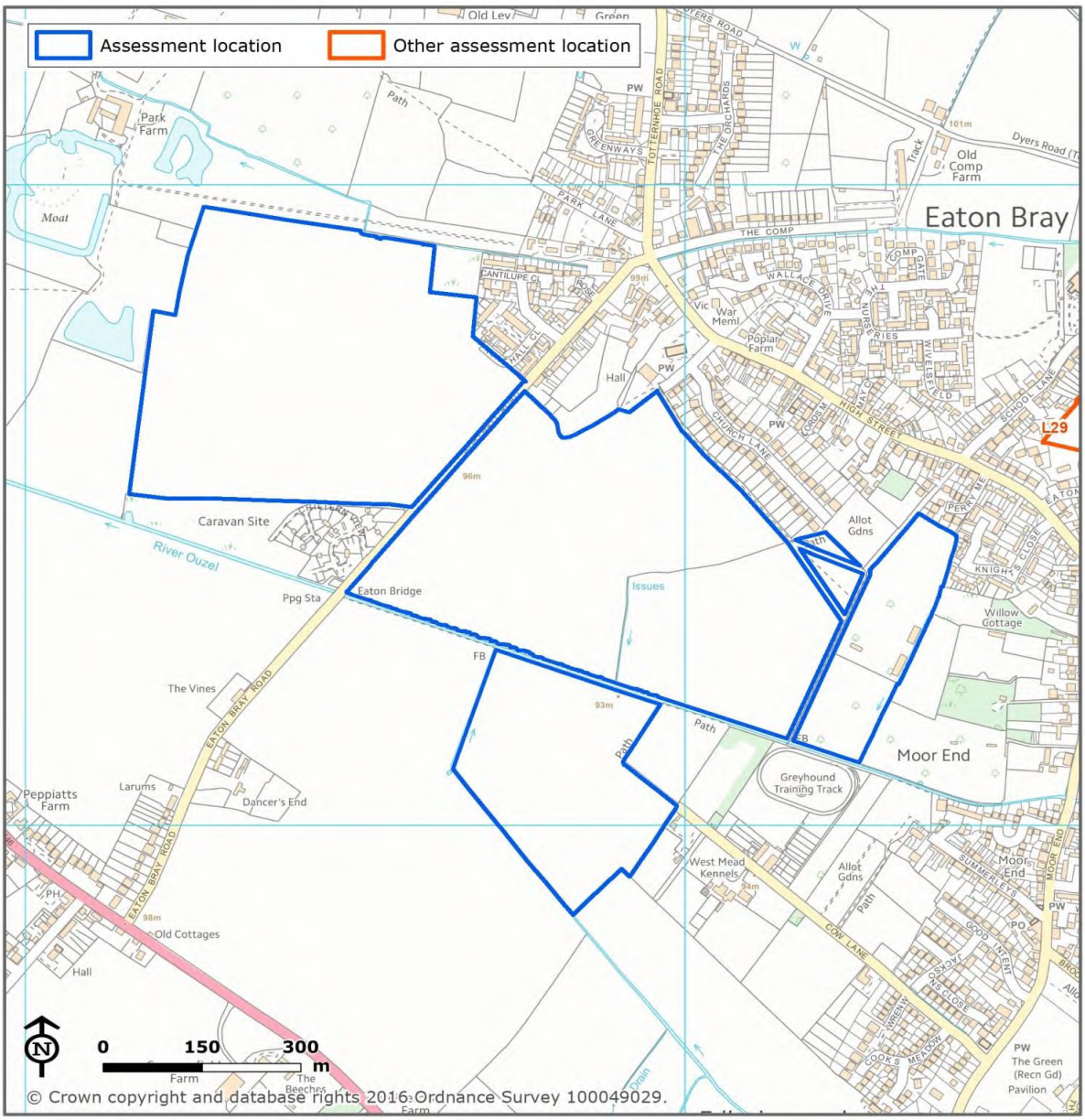
It is understood that the majority of the growth location is greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L30	Location name:	Eaton Bray West

Location area:	**55.6** hectares
Proportion within Luton HMA:	**100%**
Typology:	**Small village extension, not in close proximity to public transport interchange**
Assumed net density:	**30** dwellings per hectare
Assumed total net capacity:	**1,000** dwellings
Estimated net capacity 2015-2035:	**1,000** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**720** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✘
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	Yes
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	No
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	Yes
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	Yes
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 85%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
EB1	none or weak	relatively weak	strong	none or weak	strong	85

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Highly likely

Within 1.0km of existing strategic road; development of this scale is likely to require minor improvements in access to strategic road network. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and moderately convenient access to employment and amenities. Relatively high residential sales values are likely to reflect the local character of the area.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

There are no known regeneration / employment / infrastructure projects planned that would significantly change the likelihood of demand from the current assessment.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 30 dwellings per net developable hectare (small village extension, not in close proximity to public transport interchange)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

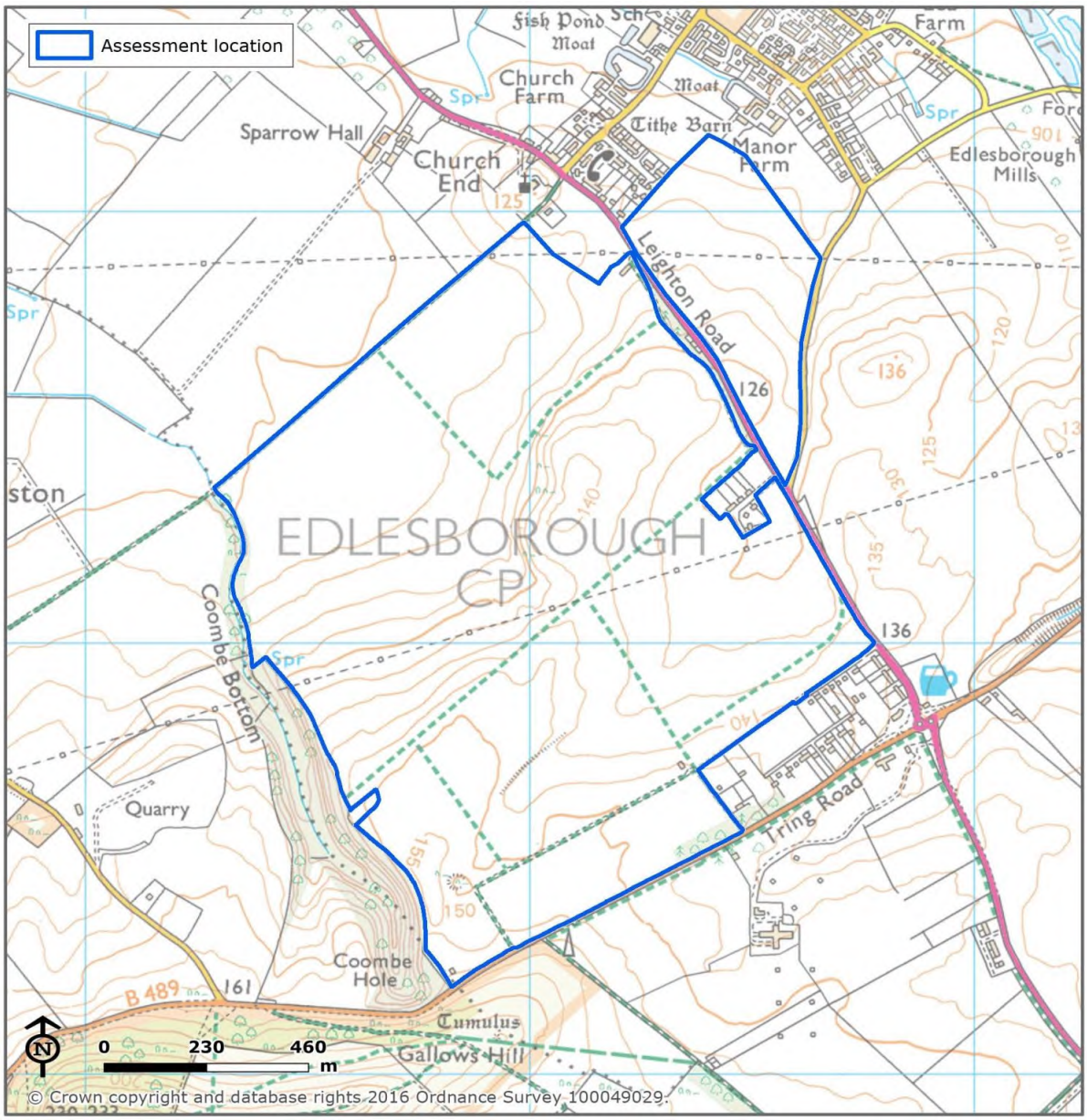
All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High

Location ID:	L31	Location name:	Eddlesborough

Location area:	**165.1** hectares
Proportion within Luton HMA:	**100%**
Typology:	**New settlement / large village extension**
Assumed net density:	**44** dwellings per hectare
Assumed total net capacity:	**4,359** dwellings
Estimated net capacity 2015-2035:	**2,000** dwellings
Estimated net capacity in Luton HMA 2015-2031:	**1,200** dwellings



Spatial options

Which spatial options does the location meet the criteria for?

New settlements	(>1 km from existing top-tier settlement and >2000 capacity)	✓
Village extensions	(<100 m from existing non top-tier settlement)	✓
Growth in transport corridors	(<1.2km from railway stn, guided busway stop or park & ride facility, or <1km from A-road or motorway)	✓
Urban extensions	(<100 m from top tier settlement and not within urban area)	✘
Urban intensification around public transport hubs	(within or adjacent to top-tier urban area and <1.2 km from railway stn, guided busway stop or park & ride facility)	✘

Constraints

Which types of secondary constraint are present within the location?

Historic environment	Listed Building	No
Historic environment	Conservation Area	No
Biodiversity	Priority Habitat Inventory	Yes
Biodiversity	Locally designated wildlife site	No
Biodiversity	Local Nature Reserve	No
Biodiversity	Local geological site	No
Landscape	Locally identified sensitive landscape	No
Air quality	Air Quality Management Area	No
Soil quality	Grade 1, 2 or 3 agricultural land	Yes
Water quality	Source Protection Zone 1 or Zone 1c	No
Flood risk	Flood Zone 2	No
Flood risk	Flooding from surface water (1 in 100 year)	Yes
Energy infrastructure	High voltage electricity line 400 m buffer zone	No
Mineral resources	Mineral Safeguarding Area	No
Open space, sport & recreation	Sustrans national cycle route	No
Open space, sport & recreation	Publicly accessible open space	No
Luton Airport	Noise zones	No

Access to services and facilities

Which services and facilities are present within indicative walking distance of the location?

Railway stations, guided busway stops and park and ride facilities (1.2 km)	No
Major employment areas (2.0 km)	No
Town centres and major out of centre retail parks (0.8 km)	No
Publicly accessible open spaces (1.2 km)	Yes
Secondary or upper schools and further or higher education establishments (2.0 km)	No
Lower, middle or primary schools (1.0 km)	Yes
Local / neighbourhood centres (0.4 km)	No
NHS primary healthcare (GPs) and hospitals (1.2 km)	Yes
Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)	Yes

Green Belt

What proportion of the location is covered by the Green Belt parcels below? 0%

What contribution to Green Belt purposes is made by the parcels within the location?

GB study parcel ID	P1 Restrict sprawl	P2 Prevent merging	P3 Safeguard countryside	P4 Preserve setting	Maximum contribution to GB purposes	Parcel % of location area
Not applicable						

Deliverability

Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?

Highly likely

The entirety of the growth location comprises sites submitted by promoters through the Call for Sites process.

Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?

Less likely

Within 1.0km of existing strategic road, but further than 1.2km from existing public transport interchange. Development of this scale in this location is likely to require significant improvements to transport infrastructure, but none are currently planned. Any known critical strategic utilities requirements are significantly funded.

Is there likely to be <u>current</u> demand for this scale of development in this location?

Moderately likely

Location offers moderate access to quality of life attractions (cultural, sports, leisure and/or natural assets), and less convenient access to employment and amenities. Relatively high residential sales values are likely to reflect the local character of the area.

Is there likely to be <u>potential future</u> demand for this scale of development in this location, if planned regeneration, employment, and infrastructure projects are delivered?

Moderately likely (no change from current assessment)

Housing demand may increase in line with new employment opportunities provided as part of this large scale development.

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

High level viability modelling suggests that development at the assumed density with policy compliant affordable housing exceeds the Threshold Land Value at current costs and values. Assumed density: 44 dwellings per net developable hectare (new settlement)

Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?

Highly likely

All of the growth location is understood to be greenfield. High level viability modelling suggests that development at the assumed density with policy compliant affordable housing could offer contributions towards local infrastructure and abnormal cost items of over £30,000 per residential unit / £750,000 per net developable hectare.

OVERALL VIABILITY ASSESSMENT

High