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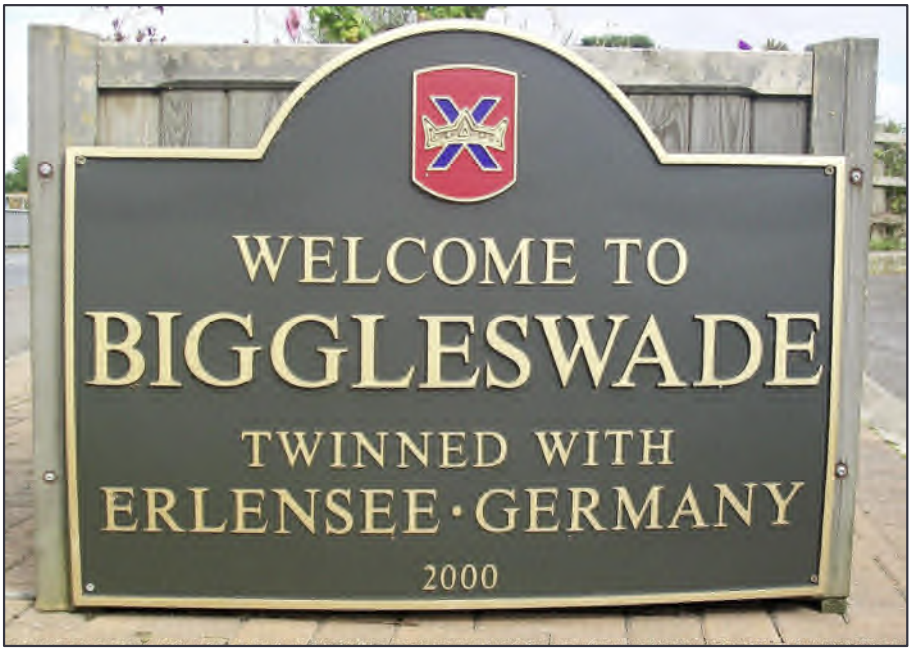
EXCEED RESPECT VALUE INNOVATE

Planning Application Ref: CB/19/04301/OUT
Transport and Highways Technical Audit



Client: Biggleswade Town Council

Project: Land North of Biggleswade

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Contents

Executive Summary

A Transport and Highways Technical Audit has been prepared by The Transportation Consultancy ("ttc") on behalf of Biggleswade Town Council. This comprehensive technical audit has been undertaken of the Transport Assessment (TA) dated 20th November 2019 and the Framework Travel Plan (FTP) dated 1st November 2019, which were submitted in support of the planning application reference CB/19/04301/OUT.

The principal findings of the audit are:

- The applicant has assessed the impacts of the proposed development on the local highway network but has failed to take into account four committed developments, which would materially affect the modelling results presented.
- The development trips rates have been derived from another Transport Assessment submitted in support of nearby scheme but have not been fully validated, nor verified in accordance with best practice.
- The development traffic distribution onto the local highway network has considered a limited methodology and has failed to take account of local 'rat running' traffic.
- The access arrangement onto Furzenhall Road includes a proposed surface treatment, referencing changes in 'priority'. It is presumed that pedestrians are afforded some sort of priority, however, tactile paving is not shown. Furthermore, this would be an isolated and unique feature within the highway and therefore likely to constitute a highway safety issue and has not been substantiated by an independent Stage 1 Road Safety Audit.
- The site will be served via a singular vehicular access, which will narrow from 6.1m to the 5.75m within the vicinity of the Furzenhall Road / Winston Crescent junction. The access road as proposed requires use of third-party land and no details have been submitted to confirm that access over this land has been secured.
- Pedestrian and cycle access into the site is limited. The applicant proposes providing a 2.0m wide footway/cycleway. This is below the 3.0m required by the Council's guidance and furthermore the proposed access routes along an existing Bridleway and the PRoW officer has requested a corridor of 4.5m, which would further impact on third-party land requirements.
- The applicant has underestimated the walking distances to nearby bus stops and local services and facilities, with the majority of the development being situated beyond the desirable maximum walking distance to local bus services and therefore misleading the decision maker on the sustainability of the site as a proposed residential development.
- The applicant has 'loosely' agreed to contribute towards improving bus stops and bus services and suggested that an existing service could directly serve the site. However, in accordance with the Council's guidance, the carriageway should be 6.5m, which cannot be provided. The applicant has also noted that they have discussed service improvements with operators, with no details provided as to the outcome of these discussions.
- Junction modelling has been conducted, but no model reports have been included within the submitted Transport Assessment and therefore these cannot be fully evaluated. The exclusion of model report is highly irregular.
- The modelling assessment has sought to consider a scenario where the Biggleswade East development site is excluded from the junction capacity assessment, noting that the

Biggleswade North development (the application site) would firstly, be constructed and completed prior to the Biggleswade East site and secondly, the applicant states that the Biggleswade East site may not come forward due to access issues. Notwithstanding the latter, the applicant has referred to contributions towards junction improvements being made by the Biggleswade East site and in this instance is therefore reliant on the site coming forward. As a result, Biggleswade East should be wholly considered as a committed development and therefore included in the reference case.

- The Applicant has presented mixed messages on their assumptions concerning the Biggleswade East site, with some improvements to junction being proposed since the Biggleswade East site will not come forward in the short term, and others where the applicant defers to the improvements being made by the Biggleswade East site and claiming that residual capacity from these schemes would accommodate the Biggleswade North site (the application site). The applicant has provided no evidence, provided no reference to the modelling results for the Biggleswade East site will affect the local highway network and consequently how the two sites will interact.
- The applicant has identified some junction improvements, but the drawings supplied lack any detail, measurements, evidence of design compliance, appropriate cost estimates, the extent of the highway boundary, impacts on non-motorised users or aspects of road safety. As a result, there is no evidence that they can be delivered or secured.
- The applicant has sought to quantify the impacts on Potton Road and has provided a link flow capacity but has failed to fully consider the characteristics of Potton Road and as such the assessment is severely flawed.
- Finally, the applicant has identified a set of improvements for non-motorised users (crossings and new pedestrian/cyclist connections), but as per the junction improvements, there is no detail or evidence of due process in confirming that these improvements can and will be delivered.

1. Introduction

1.1 Background

An outline planning application, reference CB/19/04301/OUT, has been submitted to Central Bedfordshire Council (CBC) which seeks planning permission to provide:

> *"for up to 416 dwellings including affordable housing; green infrastructure accommodating landscaping, allotments, community orchard, public open space, children's play space; new roads, car parking, cycleways and footways; associated infrastructure, including a sustainable drainage system; vehicular access to be secured from Furzenhall Road. "*

It should be noted that the Planning Applications is for all matters reserved, except access.

1.2 Objective

A comprehensive technical audit has been undertaken by The Transportation Consultancy Ltd. ("ttc") on behalf of Biggleswade Town Council, of the Applicant's Transport Assessment (TA) dated 20th November 2019 and the Framework Travel Plan (FTP) dated 1st November 2019 submitted in support of the above planning application.

1.3 Scope of the Report

The following aspects of the Applicant's TA and FTP have been considered within the report and are reviewed below:

- National Planning Policy Framework;
- Local Planning Policy;
- Traffic Surveys;
- Committed Development;
- Assessment Scenarios;
- Development Vehicle Trip Rates;
- Development Vehicle Trip Generation;
- Modal Shift;
- Development Vehicle Trip Distribution;
- Development Vehicle Trip Assignment;
- Committed Development Vehicle Trip Generation and Assignment;
- Proposed Site Access Arrangements;
- Site Access and Public Rights of Way;
- Site Access and Public Transport;
- Junction Modelling;

- Junction Modelling Outputs;
- Junction Model Validation;
- Future Traffic Flow Scenario;
- Potton Road; and
- Proposed Highway Improvements.

A summary of the technical audit is provided covering the following material matters:

- Sustainability of the proposed development site;
- Safe and suitable site access for all users;
- The impact of development on the local highway network; and
- The impact of the development on highway safety.

2. National Planning Policy Framework

The Decision Maker is required to make a judgement that the development proposals comply with the National Planning Policy Framework (NPPF). With regards to highways and transportation matters:

Paragraph 111 of the NPPF states;

> *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed".*

Paragraph 108 of the NPPF states;

> *"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
>
> *a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
>
> *b) Safe and suitable access to the site can be achieved for all users; and*
>
> *c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

Paragraph 109 of the NPPF states;

> *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".*

Paragraph 110 of the NPPF states;

> *"Within this context, applications for development should;*
>
> *a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
>
> *b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
>
> *c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
>
> *d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
>
> *e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

3. Local Planning Policy

Chapter 14 of the Pre-submission Central Bedfordshire Council Local Plan 2035 considers transportation matters.

Policy T1: Mitigation of Transport Impacts on the Network requires:

> *"Evidence must be provided in Transport Assessments to demonstrate:*
>
> - *The principles established to give priority to pedestrians and other vulnerable road users in new developments, together with links to local service provision.*
> - *Comprehensive and convenient pedestrian and cycle links to schools, local employment and service provision.*
> - *Connectivity with existing walking and cycling networks.*
>
> *Suitable bus or rail service provision within 400 metres (bus) or 800 metres (rail) safe walking distance offering at least a half-hourly peak hour service to a variety of service centres and interchanges."*

Policy T2: Highway Safety & Design states;

> *"Proposals for new development must not have a detrimental effect on highway safety and patterns of movement and must provide appropriate access in accordance with Council standards.*
>
> *Development will be permitted where:*
>
> - *The proposal is or will be well integrated with the existing transport network within and beyond the development itself; avoiding severance of communities as a result of measures to accommodate increased levels of traffic on the network;*
> - *The proposal does not impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;*
> - *The proposal retains or enhances existing footpaths and cycleway links;*
> - *The proposal promotes walking and cycling permeability and ensure that linkages and publicly accessible through routes are created to successfully integrate the development into wider networks;*
> - *The development provides safe and convenient access in accordance with appropriate standards, that promote accessibility for all users and all modes of transport and includes designs, where appropriate, that incorporate low speeds;*
> - *The proposal must avoid locations where the cumulative impacts of congestion is likely to remain severe following mitigation;*
> - *The proposal must make adequate provision for loading and unloading, circulation, servicing and vehicle turning; and*
> - *The proposal fully funds where appropriate or contributes towards the costs of any measures required to cost effectively mitigate the impacts arising from the development."*

Policy T3: Parking states:

> *"Developers of new residential developments must have regard to the car parking standards set out in the Central Bedfordshire Council's Design Guide and Parking Strategy."*

Provision for cycle parking must have regard to the standards in the Central Bedfordshire's guidance for cycle parking in new developments."

Policy T5: Ultra Low Emission Vehicles requires the provision of charging points at new development stating:

> *"The provision of charging points will be negotiated on a case by case basis until standards are set out in the Local Transport Plan which will then be applied to all qualifying developments."*

4. Traffic Surveys

The TA states that fixed traffic survey cameras were used to obtain manual classified turning counts (MCTC) and maximum queue length surveys for the Applicant on Thursday 27th September 2018 during the periods 07:00 to 10:00 and 15:00 to 19:00 at the following junctions:

- Junction 1 – Potton Road / Baden Powell Way 3-arm roundabout;
- Junction 2 – Potton Road / Drove Road priority junction;
- Junction 3 – Drove Road / London Road priority junction;
- Junction 4 – London Road / Chambers Way priority junction;
- Junction 5 – Saxon Drive / Dunton Lane / Foxglove Drive 4-arm roundabout;
- Junction 6 – London Road / Saxon Drive / Holme Court Avenue 4-arm roundabout;
- Junction 7 – London Road / Normandy Lane / Retail Park Access 4-arm roundabout;
- Junction 8 – London Road / Pegasus Drive / Retail Park Access 4-arm roundabout;
- Junction 9 – Furzenhall Road / Potton Road / Lime Tree Walk crossroads;
- Junction 10 – St John's Street / Potton Road / Rose Lane priority junction;
- Junction 11 – Rose Lane / Crab Lane / Sun Street 4-arm traffic signal-controlled junction;
- Junction 12 – Sun Street / St John's Street priority junction;
- Junction 13 – Shortmead Street / Sun Street 3-arm mini-roundabout
- Junction 14 – Shortmead Street / High Street / St Andrew's Street 3-arm mini-roundabout;
- Junction 15 – Hill Lane / Sainsbury's access 3-arm roundabout;
- Junction 16 – Biggleswade Road / Station Street / Blackbird Street priority junction, Potton;
- Junction 17 – Sun Street / Royston Street priority junction, Potton;
- Junction 18 – A1 / Hill Lane 4-arm roundabout; and;
- Junction 19 – A1 / London Road / Unnamed Road 4 –arm roundabout.

The maximum queues were recorded on each junction arm at five-minute intervals. To account for any effects of a rolling queue rather than a stationary queue, a vehicle was identified as being part of the queue if it was perceived to be travelling at less than 4 mph.

The MCTC and queue survey results are reported in Appendix C of the TA. The presentation of the results for some survey sites is poor with the values being illegible.

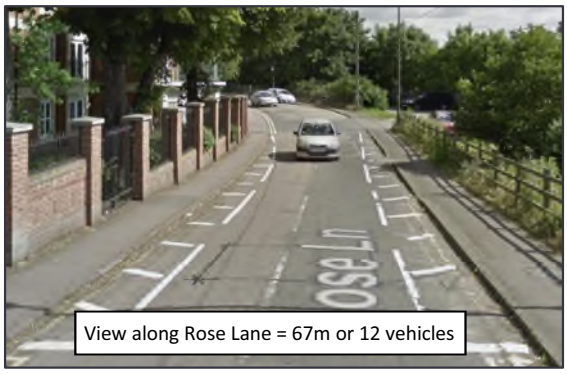
Appendix C of the TA omits the survey results from Thursday 27th September 2018 for:

- Junction 3 – Drove Road / London Road priority junction; and;
- Junction 9 – Furzenhall Road / Potton Road / Lime Tree Walk crossroads.

On the Rose Lane southbound approach to the Rose Lane / Crab Lane / Sun Street junction:

- The maximum queue length was recorded as being 12 vehicles for 16 of the 18 five-minute intervals between 07:40 and 09:10; and
- The maximum queue length was recorded as being 12 vehicles for 22 of the 35 five-minute time intervals between 15:00 and 17:55.

It appears from the above observations and the satellite view of the junction provided by the Applicant to show the location of the fixed cameras that the single camera observing the Rose Lane southbound approach. Due to the bend, south of the bus stop, the camera was unable to observe the rear of the queue and therefore a true typical maximum queue could not be recorded. The image adjacent shows a view along Rose Lane and from measurements on aerial imagery it has been confirmed that the camera could see circa 67m or 12 vehicles, hence the recorded queue length presented within the Applicants TA is misleading.



View along Rose Lane = 67m or 12 vehicles

Due to the omission of the queue survey data for the Drove Road / London Road junction from Appendix C of the TA it has not been possible to ascertain if the fixed cameras used to survey this location was able to observe the rear of a true typical maximum queue.

In Section 5 of the TA the Applicant covers the validation of junction models and refers to on-site observations of junctions. **These observations are not provided for scrutiny within the TA.**

An additional MCTC survey for the Application was also undertaken at the Furzenhall Road / Potton Road / Lime Tree Walk crossroads (Junction 9) on Thursday 7th February 2019 during the periods 07:00 to 10:00 and 16:00 to 19:00. On this occasion spot queues were recorded at five-minute intervals. The MCTC and queue survey results are reported in Appendix C of the TA.

The Applicant identifies the morning peak hour as being 07:45 to 08:45 and the evening peak hour as 17:00 to 18:00, whereby, Figure 5.1 and 5.2 of the TA show the traffic flows surveyed in 2018.

TEMPro software is used to obtain a growth factor from the National Trip End Model (NTEM) which is used to adjust the surveyed flows to provide baseline traffic flows for the application year of 2019. The 2019 baseline flows are shown in Figures 5.3 and 5.4 of the TA.

MCTC surveys for Biggleswade Town Council were undertaken on Tuesday 19th November 2019 during the time periods 07:30 to 09:30 and 16:30 to 18:30 at the junction of Potton Road / Drove Road (Junction 2) and the Furzenhall Road / Potton Road / Lime Tree Walk crossroads (Junction 9). The survey results are provided at **Appendix A** of this Technical Audit.

The Biggleswade Town Council MCTC survey data at the Furzenhall Road / Potton Road / Lime Tree Walk junction has been used to identify the peak hours and shoulder periods where the total junction vehicular traffic volume is greater than 95% of the peak hour total vehicular traffic volume.

The Town Council data shows, during the AM survey times at the Furzenhall Road / Potton Road / Lime Tree Walk junction, the peak hour was 08:15 to 09:15 with the period of high demand (shoulder period) commencing at 08:00. During the PM survey times the peak hour was 16:45 to 17:45 with the period of high demand (shoulder periods) commencing at 16:30 and ending at 18:00.

5. Committed Development

The Applicant, in line with good practice, is expected to assess the impact on the local highway network of committed developments (developments with planning consent) in combination with the proposed Biggleswade North development.

The committed developments that the Applicant considers in their TA are:

- Application MB/03/01205/OUT, Land at Kings Reach Biggleswade to provide 1,450 residential dwellings. The Applicant estimates that at the time of their September 2018 traffic surveys 134 dwellings had not been completed at this site. **The Applicant does not state how many dwellings at the Kings Reach site had been completed but were unoccupied at the time of the September 2018 traffic surveys;**
- Application CB/17/01277/OUT, Land at Saxon Drive Biggleswade to provide up to 200 residential dwellings;
- Application CB/18/02458/OUT, Land to the East of Baden Powell Way Biggleswade to provide up to 1,500 dwellings, up to 2ha of commercial development, up to 5ha of primary school development and up to 4ha of other leisure and community development; and
- Application CB/16/00181/FUL, Land to the rear of 33 to 57 Shortmead Street, Biggleswade, for the construction of 30 No. dwellings and associated road, demolition of commercial premises.

The Applicant has omitted the consideration of the impact of the following committed developments on the local highway network:

- Application CB/16/04658/FULL, Land North of Potton Road Biggleswade to provide a further 227 dwellings;
- Application CB/17/01236/OUT, Land at Sorrel Way Biggleswade, to provide extra care accommodation comprising up to 90 units; and
- Application CB/19/01211/FULL, Edward Peake School Biggleswade, to provide a double storey teaching block with 8 additional teaching facilities, new extensions to the school building to provide an additional 4 classrooms and additional car parking.

Throughout the TA the applicant refers to the fact that concerns have been raised regarding the accessibility of the Biggleswade East Site (Ref – CB/18/02458/OUT) and hence its deliverability is questioned throughout the TA.

Whilst it is good practice and in line with guidance to include all committed developments with planning permission within a TA the applicant has chosen to dismiss the effects of the Biggleswade East development, despite its grant of planning permission. This issue is discussed further within the report and supplementary representations on this will be made by Biggleswade Town Council in due course.

6. Assessment Scenarios

The Applicant considers the future operation of the local highway network for the year 2035 for the following scenarios:

1. **Reference Case** – 2018 traffic survey data with a TEMPro growth factor applied to provide background traffic flows for the year 2035 plus development vehicle trip generation taken from the TA's for the Land at Kings Reach and Land at Saxon Drive committed developments;
2. **Biggleswade East Impact Scenario** – Reference Case plus development vehicle trip generation taken from the Land to the East of Baden Powell Way TA;
3. **Cumulative Highway Impact Scenario** – Reference Case plus development vehicle trip generation from the Applicant's Biggleswade North TA plus development vehicle trip generation taken from the TA for the Land to the East of Baden Powell Way committed development; and;
4. **Biggleswade North Impact Scenario** - Reference Case plus development vehicle trip generation from the Applicant's Biggleswade North TA.

Consequently, to meet the requirement to assess the impact on the local highway network of all committed developments in combination with the proposed Biggleswade North development, the following committed developments should be added to the Applicant's Cumulative Impact Scenario:

1. Application CB/16/04658/FULL, Land North of Potton Road (remainder of the 227 dwellings);
2. Application CB/17/01236/OUT, Land at Sorrel Way Biggleswade (up to 90 extra care units);
3. Application CB/19/01211/FULL, Edward Peake School (additional classrooms, teaching facilities and car parking); and
4. Application CB/16/00181/FUL, Land to the rear of 33 to 57 Shortmead Street, Biggleswade, for the construction of 30 dwellings.

7. Development Vehicle Trip Rates

Central Bedfordshire is ranked 40th out of 326 English Districts in the 2011 census for the availability of cars and vans for household use. Furthermore, Central Bedfordshire is ranked 48th for the proportion of workers who choose to drive to their place of work by car. With Central Bedfordshire falling in the top 15% of districts in both categories it can be seen that the dependence on the car in the District is very high.

The population living within 1 mile of the proposed development is estimated as being between 15,001 and 20,000.

The Applicant extracts vehicle trip rates for privately owned houses from the TA for planning application CB/16/04658/FULL (Land North of Potton Road). The trip rates have been obtained from the TRICS database, **but the Applicant fails to provide the TRICS outputs for scrutiny**. For the purposes of openness, transparency and scrutiny the TRICS outputs have been obtained from the Land North of Potton Road application and provided here at **Appendix B**.

The vehicle trip rates are shown in Table 9.1 of the TA and are provided below at **Figure 7.1**.

Figure 7.1 Vehicle trip rates used by the Applicant extracted from the TA for planning application CB/16/04658/FULL (Land North of Potton Road)

	Morning peak (0800-0900)		Evening peak (1700-1800)	
	Arrival	Departure	Arrival	Departure
Vehicle trip rate per dwelling	0.165	0.419	0.389	0.226

Due to increasing National prosperity, historical trip rate surveys are likely to understate current trip rates with the degree of understatement increasing with the vintage of the survey date. TRICS does not have a fixed rule on the use of older donor sites but a default date cut-off of 8 years is applied. A TRICS user may shorten or lengthen the cut-off date if they wish.

The TRICS outputs used by the Applicant to derive trip rates are dated 12th August 2013 and comprise 26 surveys undertaken between 14th April 2005 and 23rd October 2012. Clearly the Applicant's TRICS donor site surveys cannot be regarded as being representative of current levels of National prosperity. Only 42% of the TRICS site surveys are from locations with a population in the range 15,001 to 20,000. The 2011 Census shows that the number of cars per household in Central Bedfordshire is 1.5 but 54% of the Applicant's TRICS survey sites are located in English Districts were the number of cars per household is 1.0 or less.

Consequently, the Applicant's vehicle trip rates shown in **Figure 7.1** above cannot be regarded as being representative of access to public transport opportunities in Biggleswade and it is normally best practise to validate trip rates obtained from TRICS using traffic survey data obtained at local sites comparable to the application site. **The Applicant fails to undertake this best practise validation of trip rates.**

The Applicant claims that the TRICS vehicle trip rates shown in **Figure 1** are validated because they are higher than the rates obtained from a validation exercise where the Applicant self-selects a further set of trip rates for privately owned houses from TRICS.

A general rule for the number of TRICS survey sites that are sufficient to provide a representative sample is "the more the better", however it should be noted that:

1. 26 TRICS survey sites are used to obtain the development vehicle trip rates but just 6 are used in the validation exercise, which the 'minimum' that should be used;
2. None of the survey sites used to obtain the development vehicle trip rates had a travel plan in place but 2 out of the 6 validation sites have travel plans. Consequently 33% of the validation survey sites cannot be regarded as being comparable to the survey sites used to obtain the development vehicle trip rates; and more critically; and
3. The validation exercise includes 1 site used to obtain the development vehicle trip rates thus invalidating the whole exercise as only three surveys are valid, well below the 'minimum'!

It is also noted that the Applicant deselected 2 of the survey sites from their validation exercise on the grounds that *"the sites have an uncharacteristically low trip rate which was impacting the likely vehicle trip rate".*

The Applicant presents a further validation exercise in their TA which claims that the development vehicle trip rates are acceptable because they are higher than the vehicle trips rates, excluding internalisation, used when planning application CB/18/02458/OUT (Land to the East of Baden Powell Way or Biggleswade East) gained consent.

However, it should be noted that the TA for the Biggleswade East application takes as its starting point trips per person by all modes per year data for the whole of the East of England Region (Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk) Rural – Urban category extracted from the National Travel Survey 2014 – 15. A convoluted procedure is then used to relate the whole year all mode Regional data to provide a forecast of Biggleswade East morning and evening peak hour vehicle trips. **The Biggleswade East applicant did not follow best practise and validate the vehicle trip rates using traffic survey data obtained at local sites comparable to the application site and as such cannot be relied upon as a valid comparison.**

8. Development Vehicle Trip Generation

The Applicant multiplies the development vehicle trips rates discussed in Chapter 7 with the number of proposed dwellings to calculate the development vehicle trip generation. The results are shown in Table 9.4 of the TA and reproduced below at **Figure 8.1** below.

Figure 8.1 Development vehicle trip generation shown in Table 9.4 of the Applicant's TA.

	Morning peak (0800-0900)		Evening peak (1700-1800)	
	Arrival	Departure	Arrival	Departure
Vehicle trip rate per dwelling	0.165	0.419	0.389	0.226
Vehicle trips	69	174	162	94

As already discussed, it is generally standard practice to validate any derived trip generation numbers against locally obtained traffic movements from similar developments in the local area.

9. Modal Shift

The Applicant's Framework Travel Plan identifies that the principal aim of the Plan is *"to minimize the number of single occupancy vehicle trips generated by the development"* with a target to "*reduce the single occupancy vehicle trips by an agreed proportion within five years"*.

No targets have been agreed for the reduction in single occupancy vehicle trips, there can therefore be no guarantee that any target can be met by proposed travel planning measures and furthermore no remedial measures are proposed for failure to meet the targets.

Table 4.1 of the Applicant's Framework Travel Plan claims to show the impact on development vehicle trip generation of a 10% reduction in single occupancy vehicle trips. The table is reproduced below as **Figure 9.1**.

Figure 9.1 The Applicant's claim of the impact of a 10% reduction in single occupancy development vehicle trips on the development vehicle trip generation as shown in Table 4.1 of the Applicant's Framework Travel Plan.

	Morning peak (0800-0900)		Evening peak (1700-1800)	
	Arrive	Depart	Arrive	Depart
Forecast vehicle trips	69	174	162	94
-10%	-7	-17	-16	-9
Target vehicle trips	62	157	146	85

The Applicant makes the assumption, that in the absence of a travel plan, development will only generate single occupancy vehicle trips. Clearly this is not the case, colleagues living nearby are likely to arrange a car share and during the morning peak period, for example, development will generate vehicle trips solely for the purpose of escorting a child to school or nursery which by definition cannot be single occupancy.

To provide a forecast of the impact of a travel plan target a necessary first step for the Applicant is to conduct a vehicle occupancy survey at a comparable location to give an indication of the likely proportion of single occupancy vehicle trips from the proposed development site.

10. Development Vehicle Trip Distribution

The Applicant makes use of travel to work data for Middle Layer Super Output Area (MSOA) Central Bedfordshire 005 (Biggleswade West) from the 2011 Census to provide a forecast for the distribution of development vehicle trips. The 2011 Census date was 27th March and it cannot be assumed that nearly nine years after data collection the distribution of potential places of employment for Biggleswade residents remains the same. Furthermore, the Applicant's methodology has limitations as during peak periods development will generate vehicle trips for purposes other than travel to work.

The Department for Transport (DfT) National Travel Survey 2018 (Dataset NTS0502), provided here at **Appendix C**, shows the purposes of weekday adult travel for trips that begin from home and start after 07:00 and end by 09:00. The NTS Dataset shows that:

- Between 0700 – 0800, commuting and business trips account for 55% of trips, with education and escort for education account for 19% and the remaining trips are associated with shopping, leisure and personal business;
- Between 0800 – 0900, commuting and business trips reduces to 23% of trips, with education and escort for education rising significantly to 51%, with the remaining trips associated with shopping, leisure and personal business;

As a result, the use of 'travel to work' data as the exclusive means of distributing traffic from the proposed development onto the local highway network is highly inaccurate.

It is therefore sensible to undertake checks on actual trip distribution within the local area to ensure that the Applicant's trip distribution forecasts are sensible and appropriate. For the proposed North Biggleswade development site there is a very easy check that can be undertaken. The Site is accessed from Furzenhall Road and it is likely that the development vehicle trip distribution will be very similar to the trip distribution from existing properties that access the local highway network from the Furzenhall Road arm of the Potton Road / Furzenhall Road / Lime Tree Walk junction.

The Town Council traffic survey data from 19th November 2019 has been used to check the Applicant's distribution of development vehicle trips at the Potton Road / Furzenhall Road / Lime Tree Walk junction with the results shown in **Tables 10.1** and **10.2** below.

Table 10.1 AM Peak Hour comparison of the Applicant's development vehicle trip distribution at the Potton Road / Furzenhall Road / Lime Tree Walk junction and existing vehicle trips with origins and destinations accessed from Furzenhall Road

AM Peak Hour - 8:00 am to 9:00 am	Departures			Arrivals		
	To Potton Rd East	To Lime Tree Walk	To Potton Rd West	From Potton Rd East	From Lime Tree Walk	From Potton Rd West
Applicant's Distribution	49%	0%	51%	49%	0%	51%
Town Council Distribution	40%	7%	53%	59%	0%	41%

For the AM Peak hour, the Town Council development vehicle distribution check shows:

1. Undesirable rat running departures along Lime Tree Walk, that appear to be to avoid the Potton Road / Drove Road junction, that are not accounted for by the Applicant. The Applicant describes

Lime Tree Walk as having *"a narrow carriageway of approximately 4.2 metres with a footway present on both sides of the road, ranging approximately from 1 to 1.2 metres in width"*; and;

2. A significantly greater proportion of arrivals from Potton Road East that may be attributable to returning child escort trips that are not accounted for by the Applicant.

The Applicant's survey results from 7th February 2019 confirm undesirable rat running along Lime Tree Walk with 12.5% of departures from Furzenhall Road continuing straight ahead into Lime Tree Walk between 08:00 and 09:00.

Surprisingly, given that the proposal is that Potton Road / Furzenhall Road / Lime Tree Walk junction will link the proposed development site to the local highway network, the Applicant expresses a degree of confusion over Lime Tree Walk by frequently referring to the street in their TA as Lime Tree Road and incorrectly stating that it is a cul-de-sac (TA para 5.3).

Table 10.2 PM Peak Hour comparison of the Applicant's development vehicle trip distribution at the Potton Road / Furzenhall Road / Lime Tree Walk junction and existing vehicle trips with origins and destinations accessed from Furzenhall Road.

PM Peak Hour - 17:00 am to 18:00 am	Departures			Arrivals		
	To Potton Rd East	To Lime Tree Walk	To Potton Rd West	From Potton Rd East	From Lime Tree Walk	From Potton Rd West
Applicant's Distribution	49%	0%	51%	49%	0%	51%
Town Council Distribution	40%	7%	53%	59%	0%	41%

For the PM Peak hour, the Town Council development vehicle distribution check is broadly in line with the Applicant's development vehicle trip distribution except for some undesirable rat running arrivals from Lime Tree Walk.

11. Development Vehicle Trip Assignment

The Applicant uses the development vehicle trip distribution based on 2011 Census travel to work data to assign development vehicle trips to the local highway network. The assignment is illustrated in Figure 10.1 for the AM Peak Period and Figure 10.2 for the PM Peak Period in the TA.

The appropriateness of using the 2011 census to work data has been discussed in Chapter 10.

12. Committed Development Vehicle Trip Generation and Assignment

Table 11.1 of the Applicant's TA, reproduced below as **Figure 12.1**, provides a summary of committed developments and the location of diagrams in the TA showing the assignment of these trips to the local highway network.

Figure 12.1 Summary of committed developments shown in Table 11.1 of the Applicant's TA.

Planning reference	Development	Overall development proposal	Development considered	Transport Planning Associates figure reference	
				Morning peak	Evening peak
CB/18/02458/OUT	Land East of Biggleswade	1,500 dwellings	1,500 dwellings	Figure 11.1	Figure 11.2
CB/17/01227/OUT	Land at Saxon Drive, Biggleswade	Up to 230 dwellings	230 dwellings	Figure 11.3	Figure 11.4
MB/03/01205/OUT	Land at Kings Reach, Biggleswade	1,450 dwellings	134 dwellings	Figure 11.5	Figure 11.6
Total development considered			1,864 dwellings		

The Applicant assumes that 134 dwellings at the Kings Reach site had not been built at the time of the traffic surveys undertaken on 27th September 2018. It is likely that an additional number of completed dwellings would be unoccupied on this date which needs to be checked.

It appears from the Applicant's TA that the trip rates, vehicle trip generations and assignments of vehicle trips to the local highway network given in the East of Biggleswade, Saxon Drive and King's Reach Transport Assessments are used to provide traffic flow information for the Cumulative Highway Impact Scenario.

It is noted that the development vehicle trip rates for the Land at Saxon Drive committed development are 13.4% greater than those used in the Land North of Biggleswade application during the AM peak hour and 3.9% greater in the PM peak hour. This further highlights the ineffectiveness of the Applicants trip rate validation.

Whilst not referred to in the TA text, the Applicant provides the following diagrams showing their assumptions for the traffic flows generated by the committed developments included in their Cumulative Highway Impact Scenario;

- Figures 11.1 and 11.2 for Land East of Biggleswade;
- Figures 11.3 and 11.4 for Land at Saxon Drive; and;
- Figures 11.5 and 11.6 for Land at Kings Reach.

Figures 11.11 and 11.12 of the Applicant's TA show the assumed vehicular traffic flows for the Cumulative Highway Impact Scenario. Figures 11.11 and 11.12 does not account for the vehicular traffic generated by the following committed developments;

1. Application CB/16/04658/FULL, Land North of Potton Road (part of 227 dwellings build out);
2. Application CB/17/01236/OUT, Land at Sorrel Way Biggleswade (up to 90 extra care units);

3. Application CB/19/01211/FULL, Edward Peake School (additional classrooms, teaching facilities and car parking).

Nor does it allow for use of Lime Tree Walk.

In addition, there are proposals for 30 dwellings to be constructed on Shortmead Street close to the its junction with Sun Street (planning ref: 16/00181). The impact of the development should also be taken into account within the assessment of the Sun Street/Shortmead Street junction.

It is noted that the Housing Trajectory for Central Bedfordshire, provided here at **Appendix D**, shows housing completions as of 31st December 2018. It could be used to ascertain the likely occupation of the Land North of Potton Road committed development at the time of the Applicant's traffic survey on Thursday 27th September 2018.

13. Proposed Site Access Arrangements

The TA identifies that outline permission is sought with the *"principal vehicular access to be secured from Furzenhall Road"* suggesting that more than one access will be available for vehicles. This is misleading and not the case as the development proposal notes that *"access for vehicles is to be taken from Furzenhall Road via an extension to Furzenhall Road beyond the priority-controlled junction of Furzenhall Road with Winston Crescent"* only. The Applicant's Illustrative Masterplan indicates that there will be no direct vehicular access to dwellings from an upgraded Furzenhall Road with two new priority junctions providing access to proposed new residential streets.

It should be noted that the definitive map for Central Bedfordshire shows that beyond the Furzenhall Road / Winston Crescent junction, Furzenhall Road is designated as bridleway BW10 and forms a link in National Cycle Network Route 12 (Enfield Lock to Spalding).

Furzenhall Road currently provides access to 258 dwellings and the Biggleswade Sewage Treatment Works. This will rise to 674 dwellings plus the Sewage Treatment Work if planning consent is granted. **In the absence of a secondary vehicular site access point the Applicant has failed to confirm how emergency vehicles will be able to reach the proposed development site if access along any part of Furzenhall Road is blocked for any reason.**

The Applicant provides a drawing numbered PL01 dated 8th August 2019 shown as being amended on 9th August 2019 and **labelled as being the "Preliminary Access Arrangement and Internal Layout".** The drawing shows:

- Proposed improvements to Furzenhall Road, north of its junction with Winston Crescent;
- Proposed parking restrictions in the vicinity of the Furzenhall Road / Winston Crescent junction;
- The proposed new priority junctions on Furzenhall Road providing access to new residential streets;
- Pedestrian / cycle access points on Furzenhall Road;
- Pedestrian access points on Furzenhall Road; and
- The junction of bridleway BW10 and footpath FP13.

Immediately north of the junction between Furzenhall Road and Winston Crescent, where there are existing footways on each side of Furzenhall Road, the Applicant's drawing shows that the width of the carriageway is 5.75m. There are no proposals to increase the width of the carriageway at this pinch point. The Central Bedfordshire Design Guide requires a minimum carriageway width of 6.5m on bus routes, consequently, **the access design does not support extension of a bus route through the proposed development site.**

With regards to the Furzenhall Road/Potten Road junction, the proposed improvements include a proposed surface treatment, referencing changes in 'priority'. It is presumed that pedestrians are afforded some sort of priority, however, tactile paving is not shown, this would also be an isolated and unique feature within the highway and therefore likely to constitute a highway safety issue. **As a result, a Stage 1 RSA is required to determine whether the junction is appropriate.**

Beyond number 46 Furzenhall Road the Applicant's proposal is that the existing footway on the east side of Furzenhall Road be extended with its width being 2m for a length of approximately 50m before widening to a width of 3m with a dropped kerb and markings to become unsegregated shared use footway and cycle

route. It should be noted that 3m is the desirable minimum width for unsegregated shared pedestrian and cyclist use.

The Applicant's proposed extension of the footway and the widening the carriageway beyond number 46 Furzenhall Road requires the use of land beyond the boundary of the existing bridleway BW10 within the curtilage of two dwellings located in Stoneland Avenue. The Applicant does not indicate if they have entered into a legal agreement with the property owners in Stoneland Avenue to purchase the land required to deliver the footway and carriageway as shown on the Preliminary Access Arrangement and Internal Layout diagram. **The Applicant has also failed to supply any highway boundary information and as such, the deliverability of the access road, alongside other schemes referenced throughout the TA are questionable.**

Beyond the proposed new priority junction on the east side of Furzenhall Road the Applicant's proposal is for an unsegregated shared use footway and cycle route of 2m width that is below the desirable minimum width of 3m.

It should be noted that the Central Bedfordshire Rights of Way Officer in his consultation response states *"Furzenhall Road would become the vehicular route into the development and will be a busy road. It is essential, therefore, that the existing bridleway 10 is re-established to the side of the road. (see route A to B on Map1 in the consultation response). A 2.5m width is required with a planed surface and at least a 1m buffer verge either side. This will allow the route to be used safely by pedestrians, cyclists and horse riders alike."*

Point A on the map accompanying the Rights of Way Officer's consultation response (shown opposite) is shown to be the most southerly point of the site boundary. Consequently the Officer is clearly requiring that the shared pedestrian, cycling, horse rider route of width 2.5m with at least a 1m buffer verge on either side should extend from the boundary of number 46 Furzenhall Road to a point close to the proposed play provision shown on the Illustrative Masterplan.

It should be noted however that:

1. The Officer's requirement for a planed surface of width 2.5m for the unsegregated shared use pedestrian, cycling and horse-riding route is less than the desirable 3m minimum width for unsegregated pedestrian and cyclist use only; and

2. The Officer has an expectation that a Section 106 financial contribution be provide so that footpath FP12 can be upgraded to a bridleway of width 3.5m.

With reference to the above, it should also be acknowledged that in accordance with the Council's guidance, PRoW should not route alongside a residential estate road and as such, the proposed provision is contrary to local requirements. Furthermore, the proposed widths referenced by the PRoW of officer would create inconsistency, with connecting PRoW to the detriment of users.

The Applicant's Preliminary Access Arrangement and Internal Layout diagram shows a proposal for double yellow lines to restrict parking in the vicinity of the Furzenhall Road / Winston Road junction and northwards along Furzenhall Road to the line of the hedge behind properties in Stoneland Avenue. Currently parking can be observed on the carriageway in the vicinity of the Furzenhall Road / Winston Road junction and the loss of parking spaces here has to be regarded as a loss of residential amenity for existing residents.

Since the site would be served from a single access, whose operation would be severely impeded by on-street parking, removing on-street parking is required to maintain safe and convenient access for users, which is reliant on a TRO. A TRO can be conditioned but if it is refused, then the applicant can simply apply to have the condition removed under Section 73 and therefore there is no guaranteed that unimpeded access can be maintained.

It is noted that the Applicant's Preliminary Access Arrangement and Internal Layout diagram has not been advanced to a sufficient design level to ensure that the arrangements shown are safe and suitable for all users and as a result the following should be undertaken and provided, namely:

- Vehicle tracking diagrams;
- Access Design and Compliance Reports;
- Swept Path Analysis;
- Road safety audits; and;
- Walking, cycling, horse riding assessments and reviews (particularly prevalent given the extent of the local PRoW network).

On this basis insufficient evidence has been provided to allow for an appropriate level of scrutiny to take place or for the Decision Maker to determine, in accordance with the NPPF, that safe and suitable access to the proposed development site can be achieved for all users.

The Applicant proposes the introduction of traffic calming and a 20mph zone along Furzenhall Road and has discussed potential measures with the local highway authority. No traffic calming scheme has therefore been finalised for scrutiny by the Decision Maker to ensure it is acceptable and deliverable.

The Applicant describes the purpose of the traffic calming measures as being to "effect a change to the existing street scene" and contribute "to slower speeds and a people first environment". The Applicant has not provided evidence to show that speeding is a problem on Furzenhall Road, and it is disappointing that the Applicant has made no proposal for the Furzenhall Road / Winston Crescent community to be involved in redesigning their streets.

Traffic calming measures are often used to reduce rat-running on a through route. The use of such measures on a "principle access street" that is an approach to a major development and a bus route could be said to be unusual.

14. Site Access and Public Rights of Way

The Applicant's TA states that *"pedestrians travelling to the Edward Peake Middle School are more likely to use the traffic free route along Footpath 13 to the east of the site, before travelling southbound along Bridleway 9 towards Potton Road"*. The Applicant's Preliminary Access Arrangement and Internal Layout diagram shows Footpath FP13 as being *"unmade ground"*. Furthermore, **the path is unlit raising safety and security issues for users that the Applicant does not address.**

The Applicant proposes a number of small improvement schemes to the existing walking and cycling infrastructure, these being located at:

1. The junction of High Street / London Road / The Baulk (Feasibility Drawing 1512-07 SK32);
2. In Lawrence Road in the vicinity of the St John Ambulance Headquarters and south of the Lawrence Road and Crab Lane junction (Feasibility Drawing 1512-07 SK33);
3. The Lawrence Road / Havelock Road junction (Feasibility Drawing 1512-07 SK34);
4. The Havelock Road / Lindsell Crescent junction (Feasibility Drawing 1512-07 SK35); and;
5. In the vicinity of the junctions of Drove Road with Edward Road and Auckland Road (Feasibility Drawing 1512-07 SK35);

None of the above proposed improvement schemes have been advanced, there are no road safety audits and as such the decision maker cannot be sure that the schemes are safe and achievable, and therefore in accordance with NPPF.

It is noted that the Rights of Way Officer identifies in his consultation response a requirement for a Rights of Way Strategy. Clearly rights of way are material considerations regarding access to the proposed development site and as all matters are reserved with the exception of access it is essential that the Rights of Way Strategy is considered at the Outline Stage. If subsequent to Outline approval any matters regarding rights of way need to be changed then it will effectively be too late to do so.

15. Site Access and Public Transport

The distances from the key facilities, services and bus stops are set out in Table 3.1 of the TA, the table is reproduced at **Figure 15.1**.

Figure 15.1 Application Summary of Local Services and Facilities (from Table 3.1 of TA)

Destination	Distance (kilometres)	Walk time * (minutes)	Cycle time * (minutes)
Local bus stop (Services 85 / 85A)	0.3	3 min	1 min
Further local bus stops (Services 73 and 1B)	0.5	5 min	1 min
Costcutter (Potton Road)	0.5	5 min	1 min
Edward Peake Middle School	1.2	15 min	4 min
St Andrews Church of England VC Lower School West	1.2	15 min	5 min
Asda superstore	1.3	16 min	5 min
Biggleswade Hospital	1.4	17 min	5 min
Biggleswade railway station	1.6	20 min	6 min
Post Office	1.6	20 min	6 min
Stratton Upper School	1.6	20 min	6 min
Saxon Pool and Leisure Centre	2.5	28 min	9 min

** Walk time based on a speed of 3 mph and cycle time based on a speed of 12 mph.*

It states at section 3.19 of the TA that:

"a number of key amenities are accessible within walking and cycling distances of the application site".

Both Table 3.1 and section 3.19 of the TA are misleading as the distances measured are from the start of the proposed development site on Furzenhall Road. It is best practice to take measurements from the centre of developments to obtain a more realistic reflection of potential walking and cycling distances. Taking the measurements from when you enter the development site exaggerates the sustainability of the development site.

Taking a more appropriate and realistic approach by measuring distances from the centre of the development site, a further 250 metres need to be added to the distances set out in **Figure 15.1** (TA table 3.1). Taken to the extremities of the development site a further 450 metres should be added to the distances, thus the following distances to the nearest bus stops can be revealed, namely:

- Front edge of site – 300 metres;
- Centre of the site – 550 metres
- Far edge of site – 750 metres

This misleading approach of measuring distances from the front edge of the site is also apparent in Chapter 4 of the TA which states that the site is "well served" (ttc emphasis) by public transport as a bus stop is within a 3 minute walk of the site. A more realistic figure is 6 minutes using the industry standard walking speed of 1.4m/sec.

When making a bus journey, passengers take account of the total journey travel time including the time spent on the bus in addition to the walking time at either end of the journey. The Chartered Institute of Highways and Transportation (CIHT) regard in their report Buses in Urban Environments that the planning of development sites should consider the walking distance to bus stops. CIHT recommended that the maximum walking distance to a bus stop where the interval between services is greater than 12 minutes should be 300m. The TA claims that 400m walking distance to a bus stop should be used, again another misleading statement within the applicants support submissions.

In summary section 3.21 and Chapter 4 of the Applicants TA are misleading and that the majority of services and facilities being within a preferred walking distance is not correct.

Local Planning Policy T1 on the Mitigation of Transport Impacts on the Network requires "Suitable bus or rail service provision within 400 metres (bus) or 800 metres (rail) safe walking distance offering at least a half-hourly peak hour service to a variety of service centres and interchanges." **This is clearly not the case in respect of the Applicants development site, and it is therefore contrary to Local Planning Policy T1.**

Table 4.1 of the Applicant's TA identifies that the bus stop on Winston Road is served by services 85 and 85A. During weekdays;

- Service 85 runs hourly with the first service at 07:16 and the last at 17:23; and;
- Service 85A runs hourly with the first service at 08:11 and the last at 18:11.

The Applicant has reviewed the 85 / 85A bus timetables and train services and identified that;

1. It is not possible to board a bus in Winston Crescent and then catch a train to be in London before 09:00; and;
2. It is not possible for a train journey starting in London after 17:30 to get to Biggleswade in time to catch the 85 / 85A service to travel to Winston Crescent.

The TA informs the Decision Maker that the Applicant has held preliminary discussions with the current operator of the 85 / 85A service with regards to;

1. The potential extension of the service into the proposed development site; or
2. An extension in the operating hours of the service to enable future residents of the proposed site to use the bus as part of their journey to the train station and arrive in London before 09:00 or leave after 17:30.

As noted above there is a pinch point in Furzenhall Road on the approach to the proposed development site where the width of the carriageway is 5.75m. There is no proposal from the Applicant to increase the width of the carriageway at this pinch point. As already mentioned the Central Bedfordshire Design Guide requires a minimum carriageway width of 6.5m on bus routes, consequently, the current access does not support extension of the 85 / 85A bus route into the proposed development site.

As part of its Transport Mitigation Strategy the Applicant proposes that a contribution be made towards public transportation that may be used for *"providing additional buses to existing services to improve or extend service operation"*. As yet there is no firm proposal from the Applicant for a Section 106 contribution that will guarantee an extension to the operating period of the 85 / 85A bus service. If such an agreement is reached with the Applicant and the bus service operator, the Decision Maker will need to consider the

likelihood of delivery of the proposed service enhancement and the impact if the enhanced service is not viable once any period of subsidy has ceased.

Although the Applicant suggests a contribution (assume via a Section 106 contribution) to improve or extend the bus services it should be noted that no route has been defined for the service, no frequency of service been set nor has a comprehensive bus service viability study been undertaken. In addition, it appears that no guarantee is being provided that the proposed residential development will benefit from a peak period bus service or extending a bus service through the site.

The Public Transport Strategy as proposed with the TA is limited, reliant upon a contribution to public transport and therefore not guaranteed or even deliverable.

16. Junction Modelling

The Applicant makes use of industry standard software to model the baseline (2019) performance of junctions and to forecast the future operation of junctions for the year 2035.

The TA reports the results of the Applicant's junction modelling exercise in a series of tables. It should be noted that;

1. Priority junctions are modelled using the PICADY module within the industry standard Junctions 9 software package. The Ratio of Flow to Capacity (RFC) for a priority junction is deemed to be operating at theoretical capacity once it reaches a threshold of 0.85, whereby an RFC of 0.85 is used to identify when a junction requires mitigation to offset the impact of a proposed development;
2. Roundabouts are modelled using the ARCADY module within the industry standard Junctions 9 software package. The Ratio of Flow to Capacity (RFC) for a roundabout is deemed to be operating at theoretical capacity once it reaches a threshold of 0.85 whereby an RFC of 0.85 is used to identify when a junction requires mitigation to offset the impact of a proposed development; and;
3. Signalised junctions are modelled using industry standard LinSig software. The Degree of Saturation (DoS) for a signalised junction is deemed to be at its theoretical capacity once it reaches a threshold of 90.0%.

17. Junction Modelling Outputs

The Applicant does not provide detailed assessment outputs for the junction modelling undertaken using the industry standard PICADY, ARCADY and LinSig software packages. Consequently, it has not been possible to undertake the appropriate level of scrutiny to determine if, for example, the Applicant's modelling of the performance of junctions:

1. Makes use of appropriate vehicle arrival profiles; or
2. Takes account of how the use of pedestrian crossing facilities impacts on junction performance;
3. Allows for the correct Heavy Goods Vehicle proportions; and
4. Input junction geometries are appropriate or correct.

In addition, it would appear that the junction modelling of Drove Road/London Road does not include for the effects of Eagle Farm Road or the impacts from the adjacent school. These potential additional impacts should be reviewed as they impact on the operational performance of the junction.

18. Junction Model Validation

The Applicant, in line with good practice, has undertaken a validation exercise that compares modelled vehicle queues and observed vehicle queues to determine if baseline junction models are representative of true typical current traffic conditions.

As noted in Chapter 4 above, on the Rose Lane southbound approach to the Rose Lane / Crab Lane / Sun Street junction, it appears that the fixed camera used to record queuing traffic did not provide line of sight to the rear of a true typical maximum queue. Consequently, **the baseline model for the Rose Lane / Crab Lane / Sun Street junction cannot be regarded as being appropriately validated.**

At the following locations:

- Junction 6 – London Road / Saxon Drive / Holme Court Avenue 4-arm roundabout;
- Junction 13 – Shortmead Street / Sun Street 3-arm mini-roundabout; and
- Junction 18 – A1 / Hill Lane 4-arm roundabout.

the Applicant identifies that the baseline junction models have not been appropriately validated on one or more arms and yet has still used the junction models within the TA. In each case the Applicant assumes, rather than considering other reasons, that it is necessary "to increase the amount of traffic identified by the model to cross over the give-way line" and applies positive calibration.

It appears from the tables in the TA showing the results of junction model calibration that the baseline junction models at the above junctions cannot be regarded as being appropriately validated.

Furthermore, discrepancies between modelled and observed queues at the London Road / Chambers Way and Hill Lane / Sainsbury's junction indicate that the baseline junction models at these locations cannot be regarded as being appropriately validated.

19. Future Traffic Flow Scenario Assessments

The Applicants TA at Chapter 11 sets out the future year traffic scenarios developed for the purposes of assessing the traffic impact of the Biggleswade North proposed residential development on the surrounding highway network.

The TA sets out future analysis scenario's which are:

- **Reference Case –** Background traffic flows to 2035 and "Land at Saxon Drive" and "Land at Kings Reach" committed developments only;
- **Biggleswade East Impact Scenario** – Reference Case plus Biggleswade East development only;
- **Cumulative Highway Impact Scenario** – Reference Case plus the Biggleswade North and Biggleswade East developments only; and
- **Biggleswade North Impact Scenario** – Reference Case plus Biggleswade North development only.

Within the Biggleswade North Impact Scenario it is noted that the scenario excludes the Biggleswade East committed development, whereby the TA states at Section 11.17 that its exclusion is reasonable given that the proposed Biggleswade North development will come forward prior to the full occupation of the Biggleswade East development.

The TA continues with the future traffic impact assessment at Chapter 12 which reports on the junction capacity assessment under the Biggleswade East Impact Scenario (no development trips from Biggleswade North). The conclusions from the Biggleswade East Impact Scenario assessment revealed that the Biggleswade East development materially impacts on the operation of a number of junctions within the study area, defined within the TA, which significantly reduces the available capacity for a number of junctions above the Reference Case Scenario.

Chapter 12 of the TA further concludes with a statement that reads:

> *"it is appropriate to assess the future impact scenario (Biggleswade North) without the inclusion if the Biggleswade East development."*

The above statement is based upon the views within the Local Plan Inspector's post hearing latter which raised concerns about the access of the site and its deliverability within the assessment timescale of 2035.

The presumption that the Biggleswade East development will not come forward before 2035 is an enormous assumption to make within the assessment process considering the site has planning permission. The omission of the traffic impacts of the Biggleswade East development within the outcomes of the TA results is misleading as it cannot be a true reflection of traffic impacts of the Biggleswade North development on the local highway network within Biggleswade. **It is considered that the Biggleswade East development should not be omitted from the assessment and should be considered within the TA in order to get a true reflection of the traffic situation within Biggleswade at 2035.**

A methodology of omitting the impact of the Biggleswade East development within the mitigation strategy and TA conclusions is a fallacious approach which if taken forward will have a massive impact on the town of Biggleswade and its residents as evidenced in the cumulative assessment presented with the Applicants TA.

Chapter 13 of the TA assesses the Cumulative Highway Impact Scenario and reports on the traffic impacts on the highway network within the study area of all committed developments (Saxon Drive, Kings Reach, Biggleswade East and Biggleswade North). The conclusions from the assessment are the same as those

identified at Chapter 12 and as set out above. To reiterate the traffic impact from the Cumulative Highway Impact Scenario has a material impact on the operation of several key junctions within Biggleswade by increasing the queues and delays on the approaches to the junction. In addition, Chapter 13 also concludes that:

> *"it is appropriate to assess the future impact scenario (Biggleswade North) without the inclusion if the Biggleswade East development."*

As a consequence of the conclusions from Chapters 12 and 13 of the TA, which includes the erroneous omission of the traffic from the Biggleswade East development, the Applicants TA goes onto address the traffic impacts of the Biggleswade North development through the Biggleswade North Impact Scenario (Reference Case plus Biggleswade North development).

The Applicant's Biggleswade North Impact Scenario takes the Reference Case and adds the development vehicle trip generation and assignment contained within the TA.

It should be noted that the Applicant's Biggleswade North Impact Scenario does not consider the impact of the vehicular traffic generated by the committed developments at:

1. Land to the East of Baden Powell Way (Biggleswade East);
2. Land North of Potton Road;
3. Shortmead Road
4. Land at Sorrel Way Biggleswade; and;
5. Edward Peake School.

Consequently, the Applicant's Biggleswade North Impact Scenario cannot be regarded as an appropriate starting point for the assessment of the impact of development at the Biggleswade North site on the local highway network.

Notwithstanding the comments above regarding the efficacy of;

- Trip rate methodologies likely to result in the suppression of the generation of development vehicle trips; and;
- The validation of baseline junction models;

The Applicant identifies three locations where highway capacity improvements will be required to mitigate the impact of the proposed development of the Biggleswade North site.

At the Drove Road / London Road junction the Applicant's proposal is that the carriageway on the Drove Road arm of the junction be realigned to remove the existing traffic island. The removal of the traffic island is to allow vehicles to be stored in the flare to assist left and right turning vehicles.

The existing traffic island is located on the desire line for pedestrians walking along the east side of London Road. The gap between the two bollards is at highway level and acts as a refuge for pedestrians choosing to use the island to assist with crossing Drove Road. The longer paved alternative route for pedestrians requires crossing both Eagle Farm Road and Drove Road. The Applicant does not consider the inconvenience to pedestrians of removing the traffic island or address the safety of pedestrians attempting to cross three traffic lanes.

The Applicant states that *"an indicative layout of the proposed junction arrangement"* is provided in Appendix K of the TA.

The indicative design proposal shown in drawing 1512-07-SK27 has not been advanced to a final design nor have vehicle tracking diagrams, road safety assessments, design compliance reports and non-motorised user audits been provided for the Decision Maker to make an informed decision on safety matters.

The Applicant proposes that they make a Section 106 contribution towards the cost of the development impact mitigation scheme, but the scheme itself is not costed.

At the Shortmead Street/Sun Street junction the Applicant's proposed mitigation strategy is to replace the mini roundabout with a signalisation scheme. An indicative layout of the proposed traffic signal scheme (drawing 1512-07-SK38) is provided in appendix K of the TA. **The indicative design proposal has not been advanced to a final design nor have vehicle tracking diagrams, road safety assessments, design compliance reports and non-motorised user audits been provided for the Decision Maker to make an informed decision on safety matters.**

In addition, there are several business and residential premises with access arrangements, either onto, or adjacent to the junction which will be affected by the junction improvement proposals. It is unclear how these will be overcome with the introduction of traffic signals. **It is therefore imperative that the problems are addressed to ensure that any proposals are safe and deliverable.**

Although the Applicant proposes that they make a Section 106 contribution towards the cost of the signalisation, the proposed scheme is not costed. The Applicant notes that there is a Section 106 contribution of £250,000 for highway improvements to the Town Centre attached to the Biggleswade East planning consent and suggest that this sum could contribute towards the cost of the signalisation scheme. The vagueness of the Section 106 proposals , the Applicants doubts on the Biggleswade East application progress and the absence of a final design that has been assessed, tested and fully costed appear to give the Decision Maker little comfort on the delivery of an appropriate mitigation scheme at the Shortmead Street / Sun Street junction.

At the A1/Hill Lane roundabout the mitigation proposals are for a partial contribution to the proposals identified within the Biggleswade East assessment. Again, a confusing statement as the Applicant does not anticipate that the Biggleswade East development will proceed.

Highways England are the highway authority for the A1 and as such they will undertake their own audit of the TA in due course.

20. Potton Road

The capacity of Potton Road has been assessed by the applicant within sections 13.90 -13.92 of the TA. The results of the assessment indicate that Potton Road will operate within capacity during both the morning and evening periods under the "Cumulative Highway Impact Scenario". It is noted that no reference has been given as to the source of the urban capacity figures used, the document source should be referenced in order to make a true judgement of the capacity of Potton Road. It is noted that if the document TA/79/99 "Traffic Capacity of Urban Roads" from DMRB is applied to obtain a guide to the capacity of urban roads.

The TA appears to indicate that Potton Road, at section 5.128, has a two way flow capacity of 1,250 vehicles/hr. This level of capacity is extremely generous given that the characteristics of Potton Road show the following concerns arising from:

- The location of two convenience stores within 100m of each other on Potton Road;
- Vehicles parked along the length of Potton Road;
- No laybys for buses at the Bus stops on Potton Road;
- Observations of existing congestion;
- The identification of rat running along Lime Tree Walk; and
- The forthcoming expansion of Edward Peake Middle School.

All the above clearly indicate that Potton Road has severe restriction along its length which in turn effects its capacity and the smooth flow of traffic along its length, between Drove Road and Rose Lane. The characteristics results in Potton Road effectively operating as a one-way road in places causing queues and delays along its length. This situation has been observed on numerous site visits and is well known to the Town Council. As a result, the surrounding area is especially sensitive to the impact of development at the proposed Biggleswade North site.

The assessment of Potton Road has been undertaken using a static approach which appears to overestimate its capacity and in the absence of any dynamic microsimulation modelling, the Decision Maker can have little confidence in the Applicant's assertion that the proposed development "*is acceptable and would not result in conditions that are prejudice to highway safety and the operation of the highway network".*

It is strongly recommended that the road network within the vicinity of the Potton Road/Furzenhall Road junction is assessed by a more appropriate form of traffic modelling, such as VISSIM, in order to correctly assess the operational impact of the proposed North Biggleswade development.

21. Proposed Highway Improvements

Chapter 15 of the TA sets out a summary of the proposed highway improvements to mitigate the impact of the *"limited impact"* (quote from TA) of the Biggleswade North development and to enhance deficiencies for pedestrians and cyclists.

With regards to the capacity improvements at junctions' concerns have been raised at Chapter 19 above regarding the fact that the drawings are indicative design proposals which have not been advanced to an appropriate level of design nor have vehicle tracking diagrams, road safety assessments, design compliance reports and non-motorised user audits been provided for the Decision Maker to make an informed decision on safety matters.

In respect of the proposed pedestrian/cycle routes a series of improvements have been proposed where deficiencies have been identified within the existing pedestrian and cycle infrastructure. The drawings of the proposed improvements are presented at Appendix H within the TA and are welcomed to aid the sustainability of the development; however, the drawings are indicative and lack the necessary checks and audits to ensure that they are safe and suitable. In order for the Decision Maker to make an informed decision the following should be undertaken on the proposed improvements, namely:

- Road Safety Audits;
- Compliance Design Reports; and
- Non-Motorised User Audits.

The limited contribution towards public transport provision within the area has been commented on at Section 15 above. Overall the Public Transport Strategy as proposed with the TA is limited, reliant upon a contribution to public transport and therefore not guaranteed or even deliverable.

Clearly there are a number of major concerns regarding the TA and its ability to effectively assess the true impacts of the Biggleswade North proposed development and until the issues outlined in the report have been correctly addressed it is difficult determine if the mitigation measures proposed are applicable and enough.

The Potton Road/Drove Road junction is particularly sensitive and whilst not identified as requiring mitigation measures, if correctly assessed then it is highly likely that this position will change.

22. Salient Points

A summary of the technical audit of the Applicant's submitted Transport Assessment dated 20th November 2019 and Framework Travel Plan dated 1st November 2019 is provided within **Table 22.1** below:

Table 22.1 Summary of Salient Points

Heading	Salient Point
Sustainability	**The proposed development site cannot be regarded as being sustainable.**
Safe and Suitable Site Access for All Users	**Insufficient evidence has been provided to allow for an appropriate level of scrutiny to take place or for the Decision Maker to determine, in accordance with the NPPF, that safe and suitable access to the proposed development site can be achieved for all users.**
Impact of Development on Potton Road	**In the absence of any dynamic modelling the Decision Maker can have little confidence in the Applicant's opinion that the impact of development on highway safety and the operation of the highway network in Potton Road will be acceptable**
Impact of Development on the Local Highway Network	**Insufficient evidence has been provided to allow for an appropriate level of scrutiny to take place or for the Decision Maker to determine, in accordance with the NPPF, that the impact of development on the Local Highway Network will not be severe.** **The omission of the Biggleswade East committed development is not in line with good practise and could let to misleading results as to the impact of the Biggleswade North development on the surrounding highway network**
Impact of Development on Highway Safety	**Insufficient evidence has been provided to allow for an appropriate level of scrutiny to take place or for the Decision Maker to determine, in accordance with the NPPF, that safe and suitable access to the proposed development site can be achieved for all users.**

The work undertaken within the Technical Audit of the transport and highway supporting documents for planning application, reference CB/19/04301/OUT, has revealed a number of serious concerns as highlighted above.

Biggleswade Town Council reserves the right to submit further information as additional information becomes available.

Appendix A
Biggleswade Town Council MCTC surveys

Biggleswade - Tuesday 19th November 2019

Junction: Furzenhall Road/Potton Road

Approach: Furzenhall Road

	Left Turn				Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0730 - 0745	8	0	0	**8**	1	0	0	**1**	13	0	0	**13**
0745 - 0800	5	0	0	**5**	4	0	0	**4**	10	0	0	**10**
Hourly Total	**13**	**0**	**0**	**13**	**5**	**0**	**0**	**5**	**23**	**0**	**0**	**23**
0800 - 0815	15	0	0	**15**	1	0	0	**1**	5	0	0	**5**
0815 - 0830	6	1	0	**7**	2	0	0	**2**	7	1	0	**8**
0830 - 0845	6	0	0	**6**	3	0	0	**3**	18	0	0	**18**
0845 - 0900	6	0	2	**8**	0	0	0	**0**	15	0	0	**15**
Hourly Total	**33**	**1**	**2**	**36**	**6**	**0**	**0**	**6**	**45**	**1**	**0**	**46**
0900 - 0915	7	0	0	**7**	0	0	0	**0**	5	0	0	**5**
0915 - 0930				**0**				**0**				**0**
Hourly Total	**7**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**53**	**1**	**2**	**56**	**11**	**0**	**0**	**11**	**73**	**1**	**0**	**74**

	Left Turn				Southbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1630 - 1645	3	0	0	**3**	0	0	0	**0**	7	0	0	**7**
1645 - 1700	8	0	1	**9**	1	0	0	**1**	4	0	0	**4**
Hourly Total	**11**	**0**	**1**	**12**	**1**	**0**	**0**	**1**	**11**	**0**	**0**	**11**
1700 - 1715	0	0	0	**0**	0	0	0	**0**	8	0	0	**8**
1715 - 1730	3	0	0	**3**	0	0	0	**0**	2	0	0	**2**
1730 - 1745	8	0	0	**8**	0	0	0	**0**	5	0	0	**5**
1745 - 1800	6	0	0	**6**	0	0	0	**0**	2	0	0	**2**
Hourly Total	**17**	**0**	**0**	**17**	**0**	**0**	**0**	**0**	**17**	**0**	**0**	**17**
1800 - 1815				**0**				**0**				**0**
1815 - 1830				**0**				**0**				**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**28**	**0**	**1**	**29**	**1**	**0**	**0**	**1**	**28**	**0**	**0**	**28**

Biggleswade - Tuesday 19th November 2019

Junction: Furzenhall Road/Potton Road

Approach: Potton Road (East)

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0730 - 0745	1	0	0	**1**	58	8	0	**66**	4	0	0	**4**
0745 - 0800	0	0	0	**0**	38	2	3	**43**	1	2	0	**3**
Hourly Total	**1**	**0**	**0**	**1**	**96**	**10**	**3**	**109**	**5**	**2**	**0**	**7**
0800 - 0815	1	0	0	**1**	55	3	1	**59**	5	0	0	**5**
0815 - 0830	0	1	0	**1**	63	4	1	**68**	5	0	0	**5**
0830 - 0845	1	0	0	**1**	81	7	1	**89**	4	0	0	**4**
0845 - 0900	1	0	0	**1**	83	2	1	**86**	5	1	0	**6**
Hourly Total	**3**	**1**	**0**	**4**	**282**	**16**	**4**	**302**	**19**	**1**	**0**	**20**
0900 - 0915	0	0	0	**0**	54	7	5	**66**	5	1	0	**6**
0915 - 0930				**0**				**0**				**0**
Hourly Total	**0**	**0**	**0**	**0**	**54**	**7**	**5**	**66**	**5**	**1**	**0**	**6**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**4**	**1**	**0**	**5**	**432**	**33**	**12**	**477**	**29**	**4**	**0**	**33**

	Left Turn				Westbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1630 - 1645	1	0	0	**1**	70	4	1	**75**	6	2	0	**8**
1645 - 1700	0	0	0	**0**	49	4	0	**53**	10	0	0	**10**
Hourly Total	**1**	**0**	**0**	**1**	**119**	**8**	**1**	**128**	**16**	**2**	**0**	**18**
1700 - 1715	0	0	0	**0**	47	5	0	**52**	10	1	0	**11**
1715 - 1730	1	0	0	**1**	51	5	1	**57**	6	1	0	**7**
1730 - 1745	0	0	0	**0**	78	3	0	**81**	12	3	0	**15**
1745 - 1800	0	0	0	**0**	46	3	0	**49**	10	0	0	**10**
Hourly Total	**1**	**0**	**0**	**1**	**222**	**16**	**1**	**239**	**38**	**5**	**0**	**43**
1800 - 1815				**0**				**0**				**0**
1815 - 1830				**0**				**0**				**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**2**	**0**	**0**	**2**	**341**	**24**	**2**	**367**	**54**	**7**	**0**	**61**

Biggleswade - Tuesday 19th November 2019

Junction: Furzenhall Road/Potton Road

Approach: Lime Tree Walk

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0730 - 0745	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0745 - 0800	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
0800 - 0815	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
0815 - 0830	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
0830 - 0845	1	0	0	**1**	0	0	0	**0**	0	0	0	**0**
0845 - 0900	0	0	0	**0**	3	0	0	**3**	1	0	0	**1**
Hourly Total	**2**	**0**	**0**	**2**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**
0900 - 0915	1	0	0	**1**	1	0	0	**1**	0	0	0	**0**
0915 - 0930	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**4**	**0**	**0**	**4**	**4**	**0**	**0**	**4**	**1**	**0**	**0**	**1**

	Left Turn				Northbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1630 - 1645	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
1645 - 1700	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**
Hourly Total	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
1700 - 1715	2	0	0	**2**	2	0	0	**2**	2	0	0	**2**
1715 - 1730	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**
1730 - 1745	2	0	0	**2**	0	0	0	**0**	1	0	0	**1**
1745 - 1800	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**
Hourly Total	**4**	**0**	**0**	**4**	**2**	**1**	**0**	**3**	**3**	**0**	**0**	**3**
1800 - 1815				**0**				**0**				**0**
1815 - 1830				**0**				**0**				**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**4**	**0**	**0**	**4**	**3**	**1**	**0**	**4**	**3**	**0**	**0**	**3**

Biggleswade - Tuesday 19th November 2019

Junction: Furzenhall Road/Potton Road

Approach: Potton Road (West)

	Left Turn				Eastbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0730 - 0745	2	1	0	**3**	58	2	0	**60**	2	0	0	**2**
0745 - 0800	4	0	0	**4**	51	1	0	**52**	1	0	0	**1**
Hourly Total	**6**	**1**	**0**	**7**	**109**	**3**	**0**	**112**	**3**	**0**	**0**	**3**
0800 - 0815	1	0	0	**1**	39	0	1	**40**	0	0	0	**0**
0815 - 0830	5	0	0	**5**	57	0	1	**58**	0	0	0	**0**
0830 - 0845	4	0	1	**5**	56	1	0	**57**	0	0	0	**0**
0845 - 0900	4	0	1	**5**	66	1	3	**70**	0	0	0	**0**
Hourly Total	**14**	**0**	**2**	**16**	**218**	**2**	**5**	**225**	**0**	**0**	**0**	**0**
0900 - 0915	6	0	0	**6**	66	0	0	**66**	0	0	0	**0**
0915 - 0930				**0**				**0**				**0**
Hourly Total	**6**	**0**	**0**	**6**	**66**	**0**	**0**	**66**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**26**	**1**	**2**	**29**	**393**	**5**	**5**	**403**	**3**	**0**	**0**	**3**

	Left Turn				Eastbound				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1630 - 1645	9	0	0	**9**	72	2	1	**75**	3	0	0	**3**
1645 - 1700	3	0	0	**3**	65	1	2	**68**	1	0	0	**1**
Hourly Total	**12**	**0**	**0**	**12**	**137**	**3**	**3**	**143**	**4**	**0**	**0**	**4**
1700 - 1715	12	0	0	**12**	79	2	1	**82**	2	0	0	**2**
1715 - 1730	14	1	0	**15**	102	0	0	**102**	1	0	0	**1**
1730 - 1745	9	0	0	**9**	90	0	1	**91**	4	0	0	**4**
1745 - 1800	12	0	0	**12**	68	0	0	**68**	0	0	0	**0**
Hourly Total	**47**	**1**	**0**	**48**	**339**	**2**	**2**	**343**	**7**	**0**	**0**	**7**
1800 - 1815				**0**				**0**				**0**
1815 - 1830				**0**				**0**				**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**59**	**1**	**0**	**60**	**476**	**5**	**5**	**486**	**11**	**0**	**0**	**11**

Queues observed on Potton Road between 5.30 and 5.45 pm

Biggleswade - Thursday 14th November 2019

Junction: Furzenhall Road/Potton Road

Approach: Potton Road (East)

	Left Turn				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0730 - 0745				**0**				**0**
0745 - 0800	50	3	0	**53**	22	5	1	**28**
Hourly Total	**50**	**3**	**0**	**53**	**22**	**5**	**1**	**28**
0800 - 0815	44	3	1	**48**	31	5	0	**36**
0815 - 0830	59	1	1	**61**	62	2	0	**64**
0830 - 0845	71	2	8	**81**	75	5	4	**84**
0845 - 0900	44	3	0	**47**	66	0	0	**66**
Hourly Total	**218**	**9**	**10**	**237**	**234**	**12**	**4**	**250**
0900 - 0915	44	3	1	**48**	79	6	1	**86**
0915 - 0930				**0**				**0**
Hourly Total	**44**	**3**	**1**	**48**	**79**	**6**	**1**	**86**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**312**	**15**	**11**	**338**	**335**	**23**	**6**	**364**

	Left Turn				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1630 - 1645	38	1	0	**39**	64	0	0	**64**
1645 - 1700	40	1	0	**41**	41	0	0	**41**
Hourly Total	**78**	**2**	**0**	**80**	**105**	**0**	**0**	**105**
1700 - 1715	23	0	0	**23**	29	0	0	**29**
1715 - 1730	41	2	0	**43**	41	0	0	**41**
1730 - 1745	29	1	0	**30**	29	0	1	**30**
1745 - 1800	19	0	0	**19**	9	0	0	**9**
Hourly Total	**112**	**3**	**0**	**115**	**108**	**0**	**1**	**109**
1800 - 1815				**0**				**0**
1815 - 1830				**0**				**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**190**	**5**	**0**	**195**	**213**	**0**	**1**	**214**

Biggleswade - Tuesday 19th November 2019

Junction: Furzenhall Road/Potton Road

Approach: Drove Road

	Left Turn				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
0730 - 0745	5	0	1	**6**	19	1	0	**20**
0745 - 0800	6	0	0	**6**	25	4	0	**29**
Hourly Total	**11**	**0**	**1**	**12**	**44**	**5**	**0**	**49**
0800 - 0815	7	0	0	**7**	24	0	1	**25**
0815 - 0830	1	0	1	**2**	36	5	0	**41**
0830 - 0845	3	0	0	**3**	53	4	2	**59**
0845 - 0900	5	0	1	**6**	58	1	0	**59**
Hourly Total	**16**	**0**	**2**	**18**	**171**	**10**	**3**	**184**
0900 - 0915	2	0	0	**2**	31	2	0	**33**
0915 - 0930				**0**				**0**
Hourly Total	**2**	**0**	**0**	**2**	**31**	**2**	**0**	**33**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**29**	**0**	**3**	**32**	**246**	**17**	**3**	**266**

	Left Turn				Right Turn			
TIME	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
1630 - 1645	4	0	1	**5**	40	0	0	**40**
1645 - 1700	3	1	0	**4**	51	0	0	**51**
Hourly Total	**7**	**1**	**1**	**9**	**91**	**0**	**0**	**91**
1700 - 1715	5	0	0	**5**	69	0	0	**69**
1715 - 1730	7	0	1	**8**	50	0	2	**52**
1730 - 1745	3	0	0	**3**	55	1	0	**56**
1745 - 1800	1	0	1	**2**	41	0	0	**41**
Hourly Total	**16**	**0**	**2**	**18**	**215**	**1**	**2**	**218**
1800 - 1815				**0**				**0**
1815 - 1830				**0**				**0**
Hourly Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
	Lights	HGV	Bus/Coach	**TOTAL**	Lights	HGV	Bus/Coach	**TOTAL**
TOTAL	**23**	**1**	**3**	**27**	**306**	**1**	**2**	**309**

Appendix B
Biggleswade East TRICS

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

02	**SOUTH EAST**		
	EX	ESSEX	1 days
03	**SOUTH WEST**		
	CW	CORNWALL	2 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	1 days
	SF	SUFFOLK	3 days
05	**EAST MIDLANDS**		
	LE	LEICESTERSHIRE	1 days
	LN	LINCOLNSHIRE	2 days
	NT	NOTTINGHAMSHIRE	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	1 days
	ST	STAFFORDSHIRE	1 days
	WM	WEST MIDLANDS	1 days
	WO	WORCESTERSHIRE	3 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	3 days
	GM	GREATER MANCHESTER	1 days
	LC	LANCASHIRE	1 days
09	**NORTH**		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
Actual Range: 7 to 237 (units:)
Range Selected by User: 6 to 491 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/05 to 23/10/12

Tuesday	14 days
Wednesday	5 days
Thursday	7 days

Manual count	26 days
Directional ATC Count	0 days

Suburban Area (PPS6 Out of Centre)	15
Edge of Town	11

Residential Zone	21
No Sub Category	5

Filtering Stage 3 selection:

C3	25 days

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	7 days
15,001 to 20,000	11 days
20,001 to 25,000	4 days

Filtering Stage 3 selection (Cont.):

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	1 days
75,001 to 100,000	7 days
100,001 to 125,000	5 days
125,001 to 250,000	6 days
250,001 to 500,000	2 days
500,001 or More	1 days

0.6 to 1.0	14 days
1.1 to 1.5	12 days

No	26 days

1	**CA-03-A-04**	**DETACHED**		**CAMBRIDGESHIRE**
	THORPE PARK ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		9	
2	**CB-03-A-03**	**SEMI DETACHED**		**CUMBRIA**
	HAWKSHEAD AVENUE WORKINGTON Edge of Town Residential Zone Total Number of dwellings:		40	
3	**CH-03-A-05**	**DETACHED**		**CHESHIRE**
	SYDNEY ROAD SYDNEY CREWE Edge of Town Residential Zone Total Number of dwellings:		17	
4	**CH-03-A-06**	**SEMI-DET./BUNGALOWS**		**CHESHIRE**
	CREWE ROAD CREWE Suburban Area (PPS6 Out of Centre) No Sub Category Total Number of dwellings:		129	
5	**CH-03-A-08**	**DETACHED**		**CHESHIRE**
	WHITCHURCH ROAD BOUGHTON HEATH CHESTER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		11	
6	**CW-03-A-01**	**TERRACED**		**CORNWALL**
	ALVERTON ROAD PENZANCE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		13	
7	**CW-03-A-02**	**SEMI D./DETATCHED**		**CORNWALL**
	BOSVEAN GARDENS TRURO Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		73	

8	**EX-03-A-01**	**SEMI-DET.**		**ESSEX**
	MILTON ROAD CORRINGHAM STANFORD-LE-HOPE Edge of Town Residential Zone Total Number of dwellings:		237	
9	**GM-03-A-10**	**DETACHED/SEMI**		**GREATER MANCHESTER**
	BUTT HILL DRIVE PRESTWICH MANCHESTER Edge of Town Residential Zone Total Number of dwellings:		29	
10	**LC-03-A-22**	**BUNGALOWS**		**LANCASHIRE**
	CLIFTON DRIVE NORTH BLACKPOOL Edge of Town Residential Zone Total Number of dwellings:		98	
11	**LE-03-A-01**	**DETACHED**		**LEICESTERSHIRE**
	REDWOOD AVENUE MELTON MOWBRAY Edge of Town Residential Zone Total Number of dwellings:		11	
12	**LN-03-A-01**	**MIXED HOUSES**		**LINCOLNSHIRE**
	BRANT ROAD BRACEBRIDGE LINCOLN Edge of Town Residential Zone Total Number of dwellings:		150	
13	**LN-03-A-03**	**SEMI DETACHED**		**LINCOLNSHIRE**
	ROOKERY LANE BOULTHAM LINCOLN Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		22	
14	**NF-03-A-01**	**SEMI DET. & BUNGALOWS**		**NORFOLK**
	YARMOUTH ROAD CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings:		27	

15	**NT-03-A-03**	**SEMI DETACHED**		**NOTTINGHAMSHIRE**
	B6018 SUTTON ROAD			
	KIRKBY-IN-ASHFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		166	
16	**NY-03-A-01**	**MIXED HOUSES**		**NORTH YORKSHIRE**
	GRAMMAR SCHOOL LANE			
	NORTHALLERTON			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		52	
17	**SF-03-A-01**	**SEMI DETACHED**		**SUFFOLK**
	A1156 FELIXSTOWE ROAD			
	RACECOURSE			
	IPSWICH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		77	
18	**SF-03-A-02**	**SEMI DET./TERRACED**		**SUFFOLK**
	STOKE PARK DRIVE			
	MAIDENHALL			
	IPSWICH			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		230	
19	**SF-03-A-04**	**DETACHED & BUNGALOWS**		**SUFFOLK**
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		7	
20	**SH-03-A-04**	**TERRACED**		**SHROPSHIRE**
	ST MICHAEL'S STREET			
	SHREWSBURY			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		108	
21	**ST-03-A-05**	**TERRACED & DETACHED**		**STAFFORDSHIRE**
	WATERMEET GROVE			
	ETRURIA			
	STOKE-ON-TRENT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		14	

22	**TV-03-A-01**	**HOUSES & FLATS**		**TEES VALLEY**
	POWLETT ROAD			
	HARTLEPOOL			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total Number of dwellings:		225	
23	**WM-03-A-02**	**DETACHED & SEMI DET.**		**WEST MIDLANDS**
	HEATH STREET			
	STOURBRIDGE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		12	
24	**WO-03-A-01**	**DETACHED**		**WORCESTERSHIRE**
	MARLBOROUGH AVENUE			
	ASTON FIELDS			
	BROMSGROVE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:		10	
25	**WO-03-A-02**	**SEMI DETACHED**		**WORCESTERSHIRE**
	MEADOWHILL ROAD			
	REDDITCH			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		48	
26	**WO-03-A-06**	**DET./TERRACED**		**WORCESTERSHIRE**
	ST GODWALDS ROAD			
	ASTON FIELDS			
	BROMSGROVE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		232	

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.077	26	79	0.289	26	79	0.366
08:00 - 09:00	26	79	0.165	**26**	**79**	**0.419**	26	79	0.584
09:00 - 10:00	26	79	0.178	26	79	0.225	26	79	0.403
10:00 - 11:00	26	79	0.160	26	79	0.199	26	79	0.359
11:00 - 12:00	26	79	0.203	26	79	0.184	26	79	0.387
12:00 - 13:00	26	79	0.194	26	79	0.191	26	79	0.385
13:00 - 14:00	26	79	0.180	26	79	0.169	26	79	0.349
14:00 - 15:00	26	79	0.191	26	79	0.184	26	79	0.375
15:00 - 16:00	26	79	0.309	26	79	0.221	26	79	0.530
16:00 - 17:00	26	79	0.321	26	79	0.197	26	79	0.518
17:00 - 18:00	**26**	**79**	**0.389**	26	79	0.226	**26**	**79**	**0.615**
18:00 - 19:00	26	79	0.276	26	79	0.211	26	79	0.487
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.643			2.715			5.358

[redacted]

[redacted]

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

[redacted]

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.004	26	79	0.003	26	79	0.007
08:00 - 09:00	26	79	0.003	26	79	0.003	26	79	0.006
09:00 - 10:00	26	79	0.005	26	79	0.002	26	79	0.007
10:00 - 11:00	26	79	0.003	26	79	0.005	26	79	0.008
11:00 - 12:00	26	79	0.002	26	79	0.002	26	79	0.004
12:00 - 13:00	**26**	**79**	**0.008**	**26**	**79**	**0.007**	**26**	**79**	**0.015**
13:00 - 14:00	26	79	0.002	26	79	0.005	26	79	0.007
14:00 - 15:00	26	79	0.001	26	79	0.002	26	79	0.003
15:00 - 16:00	26	79	0.001	26	79	0.001	26	79	0.002
16:00 - 17:00	26	79	0.001	26	79	0.001	26	79	0.002
17:00 - 18:00	26	79	0.001	26	79	0.000	26	79	0.001
18:00 - 19:00	26	79	0.000	26	79	0.000	26	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.031			0.031			0.062

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.000	26	79	0.000	26	79	0.000
08:00 - 09:00	**26**	**79**	**0.001**	**26**	**79**	**0.001**	**26**	**79**	**0.002**
09:00 - 10:00	26	79	0.000	26	79	0.000	26	79	0.000
10:00 - 11:00	26	79	0.000	26	79	0.001	26	79	0.001
11:00 - 12:00	26	79	0.000	26	79	0.000	26	79	0.000
12:00 - 13:00	26	79	0.000	26	79	0.000	26	79	0.000
13:00 - 14:00	26	79	0.000	26	79	0.000	26	79	0.000
14:00 - 15:00	26	79	0.000	26	79	0.000	26	79	0.000
15:00 - 16:00	26	79	0.000	26	79	0.000	26	79	0.000
16:00 - 17:00	26	79	0.001	26	79	0.001	26	79	0.002
17:00 - 18:00	26	79	0.000	26	79	0.000	26	79	0.000
18:00 - 19:00	26	79	0.000	26	79	0.000	26	79	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.003			0.005

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.007	26	79	0.013	26	79	0.020
08:00 - 09:00	26	79	0.003	**26**	**79**	**0.016**	26	79	0.019
09:00 - 10:00	26	79	0.004	26	79	0.003	26	79	0.007
10:00 - 11:00	26	79	0.003	26	79	0.006	26	79	0.009
11:00 - 12:00	26	79	0.005	26	79	0.004	26	79	0.009
12:00 - 13:00	26	79	0.006	26	79	0.005	26	79	0.011
13:00 - 14:00	26	79	0.003	26	79	0.003	26	79	0.006
14:00 - 15:00	26	79	0.002	26	79	0.002	26	79	0.004
15:00 - 16:00	**26**	**79**	**0.020**	26	79	0.013	**26**	**79**	**0.033**
16:00 - 17:00	26	79	0.015	26	79	0.012	26	79	0.027
17:00 - 18:00	26	79	0.017	26	79	0.011	26	79	0.028
18:00 - 19:00	26	79	0.014	26	79	0.007	26	79	0.021
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.099			0.095			0.194

[illegible]

[illegible]

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

[illegible]

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.084	26	79	0.346	26	79	0.430
08:00 - 09:00	26	79	0.207	**26**	**79**	**0.637**	**26**	**79**	**0.844**
09:00 - 10:00	26	79	0.213	26	79	0.295	26	79	0.508
10:00 - 11:00	26	79	0.202	26	79	0.254	26	79	0.456
11:00 - 12:00	26	79	0.251	26	79	0.237	26	79	0.488
12:00 - 13:00	26	79	0.243	26	79	0.249	26	79	0.492
13:00 - 14:00	26	79	0.232	26	79	0.214	26	79	0.446
14:00 - 15:00	26	79	0.255	26	79	0.235	26	79	0.490
15:00 - 16:00	26	79	0.496	26	79	0.309	26	79	0.805
16:00 - 17:00	26	79	0.440	26	79	0.279	26	79	0.719
17:00 - 18:00	**26**	**79**	**0.498**	26	79	0.303	26	79	0.801
18:00 - 19:00	26	79	0.372	26	79	0.300	26	79	0.672
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.493			3.658			7.151

[redacted]

[redacted]

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

[redacted]

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.030	26	79	0.063	26	79	0.093
08:00 - 09:00	26	79	0.051	**26**	**79**	**0.210**	**26**	**79**	**0.261**
09:00 - 10:00	26	79	0.058	26	79	0.069	26	79	0.127
10:00 - 11:00	26	79	0.034	26	79	0.057	26	79	0.091
11:00 - 12:00	26	79	0.044	26	79	0.047	26	79	0.091
12:00 - 13:00	26	79	0.051	26	79	0.036	26	79	0.087
13:00 - 14:00	26	79	0.042	26	79	0.035	26	79	0.077
14:00 - 15:00	26	79	0.044	26	79	0.046	26	79	0.090
15:00 - 16:00	**26**	**79**	**0.192**	26	79	0.063	26	79	0.255
16:00 - 17:00	26	79	0.087	26	79	0.056	26	79	0.143
17:00 - 18:00	26	79	0.079	26	79	0.051	26	79	0.130
18:00 - 19:00	26	79	0.069	26	79	0.057	26	79	0.126
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.781			0.790			1.571

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.000	26	79	0.012	26	79	0.012
08:00 - 09:00	26	79	0.004	**26**	**79**	**0.020**	**26**	**79**	**0.024**
09:00 - 10:00	26	79	0.006	26	79	0.009	26	79	0.015
10:00 - 11:00	26	79	0.004	26	79	0.009	26	79	0.013
11:00 - 12:00	26	79	0.007	26	79	0.010	26	79	0.017
12:00 - 13:00	26	79	0.008	26	79	0.007	26	79	0.015
13:00 - 14:00	26	79	0.006	26	79	0.002	26	79	0.008
14:00 - 15:00	26	79	0.006	26	79	0.001	26	79	0.007
15:00 - 16:00	26	79	0.011	26	79	0.008	26	79	0.019
16:00 - 17:00	26	79	0.017	26	79	0.003	26	79	0.020
17:00 - 18:00	**26**	**79**	**0.018**	26	79	0.005	26	79	0.023
18:00 - 19:00	26	79	0.008	26	79	0.002	26	79	0.010
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.095			0.088			0.183

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	26	79	0.122	26	79	0.434	26	79	0.556
08:00 - 09:00	26	79	0.265	**26**	**79**	**0.882**	**26**	**79**	**1.147**
09:00 - 10:00	26	79	0.280	26	79	0.377	26	79	0.657
10:00 - 11:00	26	79	0.244	26	79	0.326	26	79	0.570
11:00 - 12:00	26	79	0.307	26	79	0.298	26	79	0.605
12:00 - 13:00	26	79	0.308	26	79	0.297	26	79	0.605
13:00 - 14:00	26	79	0.283	26	79	0.255	26	79	0.538
14:00 - 15:00	26	79	0.307	26	79	0.285	26	79	0.592
15:00 - 16:00	**26**	**79**	**0.720**	26	79	0.393	26	79	1.113
16:00 - 17:00	26	79	0.559	26	79	0.350	26	79	0.909
17:00 - 18:00	26	79	0.612	26	79	0.371	26	79	0.983
18:00 - 19:00	26	79	0.463	26	79	0.366	26	79	0.829
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.470			4.634			9.104

Parameter summary

Trip rate parameter range selected:	7 - 237 (units:)
Survey date date range:	01/01/05 - 23/10/12
Number of weekdays (Monday-Friday):	26
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

Appendix C
Dataset NTS0502

Department for Transport statistics
National Travel Survey

Table NTS0502
Trip start time by trip purpose (Monday to Friday only): England, 2014/2018

	Percentage									
Start time	Commuting	Business	Education	Escort education	Shopping	Other work, other escort and personal business	Visiting friends / entertainment / sport	Holiday / Day trip / Other	All purposes	Unweighted sample size (trips '000s)
0000 - 0059	47	3	1	-	3	11	31	5	100	1
0100 - 0159	44	4	-	-	2	10	34	5	100	-
0200 - 0259	62	2	0	1	2	9	14	10	100	-
0300 - 0359	62	7	1	-	2	7	10	11	100	1
0400 - 0459	70	8	-	-	1	7	2	10	100	1
0500 - 0559	76	6	-	-	1	6	3	7	100	7
0600 - 0659	67	7	1	-	2	9	4	10	100	20
0700 - 0759	49	6	14	5	3	14	4	5	100	58
0800 - 0859	20	3	29	22	4	14	3	4	100	120
0900 - 0959	11	5	3	7	22	26	15	11	100	59
1000 - 1059	5	4	2	1	34	25	16	13	100	60
1100 - 1159	5	4	2	2	35	24	18	11	100	63
1200 - 1259	7	5	2	2	31	25	20	9	100	59
1300 - 1359	10	5	2	1	29	24	19	10	100	56
1400 - 1459	10	4	4	11	25	20	17	10	100	63
1500 - 1559	7	2	26	21	12	14	12	6	100	115
1600 - 1659	22	4	7	4	15	21	18	9	100	77
1700 - 1759	32	4	3	2	12	20	20	7	100	78
1800 - 1859	21	3	1	1	15	18	31	10	100	57
1900 - 1959	11	2	1	-	16	18	41	10	100	38
2000 - 2059	13	3	1	-	14	16	44	10	100	23
2100 - 2159	15	3	1	-	8	16	50	8	100	16
2200 - 2259	21	3	-	-	4	12	52	7	100	11
2300 - 2359	24	2	1	-	3	11	52	6	100	6
All day	18	4	9	7	17	19	18	8	100	1,008

1 Five survey years combined.

The figures in this table are National Statistics

The results presented in this table are weighted. The base (unweighted sample size) is shown in the table for information. Weights are applied to adjust for non-response to ensure the characteristics of the achieved sample match the population of Great Britain (1995-2012) or England (2013 onwards) and for the drop off in trip recording in diary data. The survey results are subject to sampling error.

Email: national.travelsurvey@dft.gov.uk
Notes & definitions

Source: National Travel Survey
Last updated: 31 July 2019
Next update: Summer 2020

Appendix D
Housing Trajectory for Central Bedfordshire

Housing Trajectory for Central Bedfordshire (Completions as at 31/12/2018)

Detailed Site Schedule - January 2019

5 year supply period

TRAJECTORY REF NO.	POLICY NO. PLANNING APPLICATION NO.	PERMISSION TYPE Full Outline RM	PARISH	NAME & SITE ADDRESS	LAND TYPE Greenfield Brownfield Mixed	AVAILABLE?	ACHIEVABLE?	Number under construction at end of Q3 2019	CONCLUSION	Number of dwellings built on site since 1st April 2015	Dwelling losses since 2015	Dwellings expected to contribute toward the 5 year housing land supply	2018/19 (Q4)	2019/20	2020/21	2021/22	2022/23	2023/24 (Q1-Q3)	2023/24 (Q4)	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	Beyond 2035	Total identified supply remaining (2015-2035 plan period)	Total delivery for 2015-2035 plan period (net)
Allocated and Large Strategic Sites																																
HT001	HA4 CB/16/01993	RM	Ampthill	Warren Farm Land off Flitwick Road	Greenfield	**Status**: Allocation HA4 with RM permission **Previous Use**: Vacant scrubland	Site under construction with a total of 43 complete [Site Visit December 2018]. The site is scheduled for completion by Summer 2020. The site is being built out by Connolly Homes. Potential Barriers: None identified	13	Deliverable	43	0	**91**	13	39	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	134
HT001a	HA4 CB/16/00919	RM	Ampthill	Warren Farm Land off Flitwick Road	Greenfield	**Status**: Allocation HA4 with RM permission **Previous Use**: Vacant scrubland	Site under construction with 144 complete [Site Visit December 2018] The site is scheduled for completion within 2.5-3 years and is being built out by Bloor Homes. Potential Barriers: None identified	30	Deliverable	144	0	**115**	30	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	259
HT002	HA5 CB/13/00727	FULL	Ampthill	Land North of Church Street	Greenfield	**Status**: Complete	Site Complete		Complete	38	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
HT005	MA8 CB/17/01158	OUTLINE	Arlesey	Land at Chase Farm & Land West/NE of High Street (East)	Greenfield	**Status**: Outline permission. Allocation MA8 Site owned by CBC **Existing Use**: Agricultural land	Masterplan adopted, PPA signed. CBC are the sole landowner. An outline application was granted on 25/05/18 for up to 950 dwellings and 80 extra care units. the land owner is looking to dispose of the land within due course. The spine road has full permission and work will start on this imminently. The first phase of 150 dwellings which is to be accessed off Stotfold Road is expected to deliver within the five year supply period and can commence before the completion of the spine road. The Council has applied a conservative approach in this trajectory until further information is supplied. **Potential Barriers:** None identified	0	Deliverable	0	0	**145**	0	0	0	20	50	75	25	100	150	150	150	150	150	10	0	0	0	0	0	1,030	1,030
HT006	MA8 CB/16/01211	OUTLINE (pending)	Arlesey	Land at Chase Farm & Land West/NE of High Street (West)	Greenfield	**Status**: Allocation MA8 Site is in multiple ownership but with intention to develop **Existing Use**: Agricultural land	Screening opinion received for 450 dwellings. 2 applications for 40 dwellings and 56 dwelling benefit from a resolution to grant and approval respectively (see below). A separate hybrid application for 146 dwellings and 80 unit extra care development has been submitted by Bloor (Northampton) Ltd. **Potential Barriers**: Land in multiple ownership, extension of time at the request of the applicant	0	Developable	0	0	**0**	0	0	0	0	0	0	30	100	100	100	24	0	0	0	0	0	0	0	0	354	354
HT006a	MA8 16/01420	FULL	Arlesey	Land West of High Street (Parcel 1)	Greenfield	**Status**: Allocation MA8 with Outline permission **Existing Use**: Agricultural land	Full permission for 40 dwellings. This site is part of a larger allocation (MA8) at Arlesey. Wheatley Group Developments will build out the site and the agent anticipated that it would be completed by the end of 2018/19. The site has however been move back one year due to slow start. 16 dwellings under construction [December 2018 Site Visit] **Potential Barriers:** None identified	16	Deliverable	0	0	**40**	15	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40
HT006b	MA8 16/01608 18/00399	OUTLINE RM	Arlesey	Land at White Horse Field, High Street	Greenfield	**Status**: Allocation MA8. Landowner intent to develop **Existing Use**: Agricultural land	This site is part of a larger allocation (MA8) at Arlesey. The land has been sold to a house builder (Means New Homes). Means New Homes submitted a RM application for 55 dwellings which has permission. There is reasonable prospect that this site will deliver housing within the five year supply period. **Potential Barriers:** None identified	0	Deliverable	0	0	**55**	0	0	40	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55
HT007	HA1 CB/14/02013 CB/15/04897	FULL	Biggleswade	Land at Potton Road	Mixed	**Status:** Complete	Site Complete		Complete	300	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	300
HT009a	HO8(8) CB/14/00529	RM	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	60	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60
HT009b	HO8(8) CB/14/00780	68	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	46	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46
HT009c	HO8(8) CB/14/00627	RM	Biggleswade	Land East of Biggleswade (Blocks 1-7, 46-48a, 50, 51a)	Greenfield	**Status:** Allocation HO8(8) with RM permission **Previous Use**: Fields	Occupation forecast received from agent indicates site is to be built out by 2019. Taylor Wimpey and Martin Grant are joint developers of the site. 280 dwellings complete with remaining 8 plots under construction [December 2018 Site Visit] **Potential Barriers**: None identified	8	Deliverable	280	0	**8**	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	288
HT009d	HO8(8) CB/14/02509	RM	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	90	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90
HT009e	HO8(8) CB/14/02573	RM	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Allocation HO8(8) with RM permission **Existing Use**: Fields	Figures in the trajectory are based on information received from the agent/housebuilder. The site is being built out by Taylor Wimpey. 15 dwellings complete with 19 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	19	Deliverable	15	0	**28**	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	43
HT009f	HO8(8) CB/13/03494	FULL	Biggleswade	Local Centre, Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	51	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51
HT014	HO8(8) MB/05/01423	OUTLINE (Pending S106)	Biggleswade	Site 4, Land East of Biggleswade	Greenfield	**Status:** Allocation HO8(8) with Outline permission **Existing Use**: Fields	This is part of a larger allocation which is already under construction. **Potential Barriers:** Land ownership - not considered to be deliverable at present	0	Developable	0	0	**0**	0	0	0	0	0	0	0	30	100	100	100	43	0	0	0	0	0	0	0	373	373
HT015a	HO8(8) CB/16/03258	RM	Biggleswade	Site 3, Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	67	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67

HT015b	HO8(8) CB/16/05906	RM	Biggleswade	Site 3, Land East of Biggleswade	Greenfield	**Status:** Allocation HO8(8) with RM permission **Existing Use**: Fields	RM approval for 134 dwellings. This site forms one half of Kings Reach Site 3. Taylor Wimpey will be delivering the site. Information in this trajectory has been provided by Taylor Wimpey. 11 dwellings under construction [December 2018 Site Visit] **Potential Barriers:** None identified	11	Deliverable	0	0	**134**	11	28	59	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	134
HT022	HO8(8) CB/11/00066	RM	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	111	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111
HT027	HO8(8) CB/13/01969	RM	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	23	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23
HT028	HO8(8) CB/13/04012	RM	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	34	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
HT031	HO8(8) CB/11/00142	RM	Biggleswade	Land East of Biggleswade	Greenfield	**Status:** Complete	Site Complete		Complete	97	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97
HT032	TC1 CB/16/03048	RM	Biggleswade	Biggleswade Town Centre Master Plan	Brownfield	**Status:** Emerging site through Master Plan. Possibility that some units could come forward within the plan period **Existing Use:** Brownfield	A full planning application has been granted for 9 dwellings at Bonds Lane. This forms part of a site identified for mixed use development in the Mid Beds Local Plan. Existing structures have been demolished and all plots are under construction, development making good progress [December 2018 Site Visit] **Potential Barriers**: None identified	9	Deliverable	0	0	**9**	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
HT033	H1(19)	None	Caddington	Land at Dunstable Road & Folly Lane (North)	Greenfield	**Status:** Allocation H1(19) Landowner intent to develop **Existing Use:** Agricultural land	Application withdrawn **Potential Barriers:** Application withdrawn - site has been removed from the housing supply	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT034	H1(19) CB/10/03478	OUTLINE (pending S106)	Caddington	Land at Dunstable Road & Folly Lane (South)	Greenfield	**Status:** Allocation H1(19) Landowner intent to develop **Existing Use:** Agricultural land	This scheme has been removed from the 5 year supply until more information is provided to justify its inclusion **Potential Barriers:** lack of progress	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	15	35	0	0	0	0	0	0	0	0	0	0	0	0	50	50
HT035	HA16 CB/13/01208	FULL	Clifton	Land at New Road	Greenfield	**Status:** Complete	Site Complete		Complete	73	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	73
HT036	HA17 CB/14/01107	FULL	Clophill	Land adjacent Castle Hill Court, Shefford Road	Greenfield	**Status:** Complete	Site Complete		Complete	9	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
HT038	HA7 CB/13/02497	FULL	Cranfield	Land r/o Central Garage, High Street	Greenfield	**Status:** Complete	Site Complete		Complete	100	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100
HT039	HO8(26A) CB/10/01384	RM	Cranfield	Home Farm	Greenfield	**Status:** Complete	Site Complete		Complete	83	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83
HT039a	HO8(26A) CB/16/05523 CB/18/00040	RM	Cranfield	Home Farm	Greenfield	**Status**: Allocation HO8(26A) with RM permission **Previous Use**: Agricultural land	Site Under Construction with no completions [Site Visit December 2018] Potential Barriers: None identified	4	Deliverable	0	0	**43**	4	26	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	43
HT040	HO8(26A) CB/10/02546	RM	Cranfield	Home Farm	Greenfield	**Status:** Complete	Site Complete		Complete	47	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
HT040a	HO8(26A) CB/15/03955	RM	Cranfield	Home Farm	Greenfield	**Status**: Complete	Site Complete		Complete	145	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
HT040b	HO8(26A) CB/16/05868	RM	Cranfield	Home Farm	Greenfield	**Status**:Complete	Site Complete		Complete	38	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38
HT041	HO8(26A) CB/10/03467	RM	Cranfield	Home Farm	Greenfield	**Status:** Complete	Site Complete		Complete	12	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
HT041a	HO8(26A) CB/16/01192	FULL	Cranfield	Home Farm	Greenfield	**Status**: Allocation HO8(26A) with RM permission **Previous Use**: Agricultural land	Site Complete	0	Complete	10	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
HT042	HA8 CB/13/04201 CB/16/05507	FULL	Cranfield	Home Farm	Greenfield	**Status:** Allocation HA8 with Full permission **Previous Use:** Vacant land	Site Complete	0	Complete	18	2	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
HT042a	HA08 16/05879	FULL	Cranfield	Home Farm	Greenfield	**Status:** Complete	Site Complete		Complete	7	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
HT043	H1(2) CB/12/04384 CB14/03727	RM	Dunstable	Hartwell Trucks, Skimpot Road	Brownfield	**Status:** Complete	Site Complete		Complete	3	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
HT044	H1(3)	None	Dunstable	Balkan Cars, High Street North	Brownfield	**Status:** Allocation H1(3) **Existing Use**: Mixed commercial	Information provided by Development Management. No movement on this site to date. 28 dwellings removed from supply. **Potential Barriers:** No progress	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HT045	H1(4)	None	Dunstable	Gas Works Site, North Station Way	Brownfield	**Status:** Allocation H1(4) **Existing Use:** Former Gas Works	Information supplied by Development Management **Potential Barriers:** The cost of decontamination could render the site unviable. The site is unlikely to deliver	0	Not Viable	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT046	H1(5)	None	Dunstable	Regent Street/ Manchester Place	Brownfield	**Status:** Allocation H1(5) **Existing Use:** Mixed commercial	Information provided by Development Management. No movement on this site to date and no application for remaining allocation **Potential Barriers:** No progress	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT048	H1(8)	None	Dunstable	Three Valleys Water Premises, High Street South	Brownfield	**Status:** Allocation H1(8) No intent to develop **Existing Use:** Former Water Works	No movement on this site **Potential Barriers:** Land owner has indicated no houses will be built - 10 dwellings have been removed from the trajectory	0	Not Available	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT050	HA20 CB/16/04926	FULL	Everton	21 Sandy Road	Greenfield	**Status**: Allocation HA20 Landowner intent to develop **Existing Use**: Farm buildings	Full approval for 7 dwellings. Site not started [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	0	**7**	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
HT052	MA2 CB/14/04381	RM	Flitwick	Land at Steppingley Road & Froghall Road	Greenfield	**Status**: Allocation MA2 with RM permission **Previous Use:** Agricultural land	RM application approved for 400 dwellings. 289 dwellings completed with 61 under construction [December 2018 Site Visit]. The site is being built out by Bovis Homes and Taylor Wimpey. **Potential Barriers:** None identified	61	Deliverable	289	0	**111**	33	68	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111	400
HT52a	MA2 CB/16/02536	OUT	Flitwick	Land off Steppingley Road and Froghall Road	Greenfield	**Status:** Allocation MA2 with Outline permission **Previous Use:** Agricultural Land	Outline permission for C2 care home and 15 extra care dwellings. This site is part of the wider MA2 allocation which is well under construction. **Potential Barriers:** None identified	0	Developable	0	0	**0**	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15
HT053	TC2 CB/15/04675	FULL	Flitwick	Land r/o Hilldene Close, Steppingley Road	Brownfield	**Status**: Allocation TC2 with Full permission **Existing Use:** Residential and commercial	Site is under construction with 17 completed in total [Site Visit December 2018] **Potential Barriers:** None identified	8	Deliverable	17	3	**45**	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	59
HT055	HA6 CB/13/01265	RM	Houghton Conquest	Land at the Former Hostel Site	Brownfield	**Status**: Allocation HA6 with RM permission **Previous Use**: Derelict former hostel workers site	50 dwellings complete with the remaining 2 plots not started due to the location of the marketing office. Adjacent Morris Homes land has now started [September 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	30	0	**2**	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	32
HT056	HO8(2) CB/11/04348 CB/17/03816	OUTLINE VOC RM	Houghton Conquest	Land at Stewartby (Stewartby Park)	Greenfield	**Status**: Allocation HO8(2) with Outline permission **Existing Use**: Open field	A RM application has been granted for Phase 2 of a larger cross boundary scheme comprising approximately 730 dwellings. Phase 1 has commenced within Bedford Borough. Information provided to the Council direct from Persimmon Homes states that the site will be delivered at a rate of 90 per annum. **Potential Barriers:** None identified	0	Deliverable	0	0	**120**	0	30	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	120
HT057	CB/12/03613	OUTLINE	Houghton Regis	North of Houghton Regis (Site 1)	Greenfield	**Status:** Outline permission **Existing Use:** Agricultural	This site has outline planning permission and there will be multiple housebuilders and start points. 200 dwellings per annum is achievable for a of site this size and could be exceeded. There is a PPA for the delivery of the site. A site wide masterplan and design code have been approved. The consortium will deliver the spine road and main transport infrastructure – application for this is in at present.																										

HT058	CB/15/00297	OUTLINE	Houghton Regis	North of Houghton Regis (Site 2 - Land West of Bidwell)	Greenfield	**Status:** RM permission **Existing Use:** Agricultural	This site has outline hybrid planning permission for up to 1,850 homes. The Council's

HT075	H1(25) CB/12/01255	FULL	Leighton Linslade	Land off Baker Street, r/o 55-69 North Street	Brownfield	**Status:** Complete	Site Complete		Complete	13	1	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
HT075a	H1(25) CB/15/00181	RM	Leighton Linslade	Land off Baker Street, r/o 55-69 North Street	Brownfield	**Status:** Complete	Site Complete		Complete	3	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
HT075b	H1(25)	None	Leighton Linslade	Land off Baker Street, r/o 55-69 North Street	Brownfield	**Status:** Allocation H1(25) with Outline permission **Existing Use:** Mixed use	Remaining part of H1 (25) allocation expected to deliver 6 dwellings **Potential Barriers:** No application has been submitted	0	Developable	0	0	**0**	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
HT076	H1(27)	None	Leighton Linslade	Former Railway Sidings, Wing Road	Brownfield	**Status:** Allocation H1(27) **Existing Use:** Former Railway Sidings	Information provided by Development Management. No application has been submitted **Potential Barriers:** Mitigation of the noise from the railway. No progress. 24 dwellings have been removed from the trajectory.	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT077	H1(31) CB/11/00501 CB/18/01696	OUTLINE RM	Leighton Linslade	Brickyard Quarry	Brownfield	**Status:** Allocation H1(31) with Outline permission and RM pending **Existing Use:** Former Quarry	Reserved Matters permission for 165 dwellings. Bellway Homes will be delivering the site. **Potential Barriers:** None identified	0	Deliverable	0	0	**165**	0	30	50	50	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165	165
HT078	CB/11/02827 CB/18/01654 CB/18/01758 CB/18/01656	OUTLINE	Leighton Buzzard & Eggington	East of Leighton Linslade (Clipstone Park)	Greenfield	**Status:** Outline permission Landowner intent to develop **Existing Use:** Agricultural	Permission has been granted for 1210 dwellings and 70 assisted living units. Proforma submitted by the landowner after discussions with housebuilders indicates delivery will commence in 2018 at a build rate of 150 per year, however the figures in the Trajectory have been pushed back 1 year. A PPA has been signed and area codes and design codes have been submitted. Three RM applications have been approved for the first parcel totalling 428 dwellings. Barratt Homes (162), Taylor Wimpey (214), Barratt Homes (52). The approved phasing plan sets out that the first occupations will be 2019. It is expected that the other phases will follow. **Potential Barriers:** None identified	0	Deliverable	0	0	**225**	0	0	0	50	100	75	25	150	150	150	150	2	0	0	0	0	0	0	0	0	852	852
HT078a	CB/18/01758	RM	Leighton Buzzard & Eggington	East of Leighton Linslade (Clipstone Park Phase 1)	Greenfield	**Status:** RM permission. Landowner intent to develop **Existing Use:** Agricultural	RM permission for 214 dwellings on the Clipstone Park site. Information received from Taylor Wimpey indicates that delivery will commence in 2019/10 with 40 dwellings. They will also be delivering part of phase 2. 9 dwellings are nearing completion. **Potential Barriers**: None identified	9	Deliverable	0	0	**214**	0	40	50	50	50	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	214	214
HT078b	CB/18/01654	RM	Leighton Buzzard & Eggington	East of Leighton Linslade (Clipstone Park Phase 1)	Greenfield	**Status:** RM permission. Landowner intent to develop **Existing Use:** Agricultural	RM permission for 162 dwellings on the Clipstone Park site. Groundworks have commenced. **Potential Barriers**: None identified	0	Deliverable	0	0	**162**	0	20	50	50	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162	162
HT078c	CB/18/01656	RM	Leighton Buzzard & Eggington	East of Leighton Linslade (Clipstone Park Phase 1)	Greenfield	**Status:** RM permission. Landowner intent to develop **Existing Use:** Agricultural	RM permission for 52 dwellings on the Clipstone Park site. 10 dwellings are under construction. **Potential Barriers**: None identified	10	Deliverable	0	0	**52**	0	20	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	52
HT079	CB/11/01937 CB/18/01275	OUTLINE RM	Leighton Buzzard & Eggington	East of Leighton Linslade (Chamberlains Barn)	Greenfield	**Status:** Promoted site in withdrawn Development Strategy with Outline permission Landowner intent to develop **Existing Use:** Agricultural	Permission has been granted for up to 950 dwellings. Full permission for the vehicular access road has been granted. It will take 12-18 months to complete but housing will be delivered prior to its completion. In terms of the progress of this scheme; the area plan has been submitted and approved; All pre commencement conditions have been discharged. Correspondence from the land owner sets out that ground engineering works are currently being undertaken in accordance with the agreed restoration scheme and that the first phase will be handed over to the purchaser in September 2018. Redrow will be delivering phase 1 which will be for 298 dwellings. The RM for this phase has been approved. Redrow are marketing the site as Leestone Park on their website. They have provided information to the Council stating that phase 1 will commence delivery in 2019/20 and will build out at a rate of 40 dwellings per annum. It is understood that phases 1 and 2 could be delivered at the same time but until further information is provided, a conservative approach has been applied to this trajectory. **Potential barriers:** None identified	0	Deliverable	0	0	**185**	0	35	40	40	40	30	10	40	40	40	40	40	40	40	40	40	40	40	40	315	635	635
HT080	CB/11/04444 CB/18/01232	OUTLINE Outline (pending)	Leighton Buzzard & Eggington	East of Leighton Linslade (Stearn Land)	Greenfield	**Status:** Outline permission Landowner intent to develop **Existing Use:** Agricultural	Permission has been granted for up to 270 dwellings. Information received from the landowner indicates that delivery will not commence until 2022. Resubmission of consented applications under 11/04444/out and 11/01940/full forming a hybrid application for the development of 270 dwellings and a link road. **Potential Barriers:** Dependant on the completion of the link road.	0	Developable	0	0	**0**	0	0	0	0	0	0	25	75	75	75	20	0	0	0	0	0	0	0	0	270	270
HT081	MA4 CB/14/04378	RM	Marston Moreteyne	Land at Moreteyne Farm	Greenfield	**Status:** Contingency allocation MA4 with RM permission **Previous Use:** Agricultural	118 dwellings complete with 3 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	3	Deliverable	118	0	**3**	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	121

HT082	MA4 Cont. CB/15/00209	OUTLINE	Marston Moretaine	Land at Moreteyne Farm	Greenfield	**Status:** Contingency allocation MA4 with RM permission **Existing Use:** Agricultural	The site will be built out by David Wilson Homes and Barratt Homes. Outline for 365 units, 247 of which have been superseded by approved RM application (below). A second RM application has been registered for 154 CB/18/02112) **Potential Barriers:** None identified	0	Deliverable	0	0	**118**	0	0	88	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118
HT082a	MA4 Cont. CB/16/04277	RM	Marston Moretaine	Land at Moreteyne Farm	Greenfield	**Status:** Contingency allocation MA4 with RM permission Site acquired by house builders **Existing Use:** Agricultural	The site will be built out by David Wilson Homes and Barratt Homes. First RM approval for 247 dwellings. 141 dwellings complete with 35 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	35	Deliverable	141	0	**106**	35	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	106	247
HT083	HO8(3A) CB/14/03886	RM	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	15	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
HT084	HO8(3A) CB/10/04231	RM	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	Site Complete	0	Complete	19	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
HT085	HO8(3A) Various	Various	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	11/02280 / 12/00108 / 12/00263 / 15/00884		Complete	11	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
HT086	CB/13/01673	NMA	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	70	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
HT087	HO8(3A) CB/12/03205	RM	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	70	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70
HT087a	HO8(3A) CB/15/02652	FULL	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	39	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39
HT087b	HO8(3A) CB/15/00028 CB/15/02061 CB/15/04150 CB/16/04574 CB/17/03760	Various	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	5	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
HT088	HA24	None	Maulden	Land at Moor Lane	Brownfield	**Status:** Allocation HA24 Landowner intent to develop **Existing Use:** Agricultural	No planning application has been summitted. **Potential Barriers:** None identified.	0	Developable	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	4
HT089	HA25 CB/16/01769	FULL	Meppershall	Land behind Meppershall Village Hall, High Street	Mixed	**Status:** Allocation HA25 with Full permission **Existing Use:** Village Hall & Fields	60 dwellings complete with the remaining 18 plots under construction [December 2018 Site Visit]. A new village hall is to be provided prior to the occupation of the 60th dwelling - this is reflected in the delivery rates. Village Hall now complete **Potential Barriers:** None identified	18	Deliverable	60	0	**18**	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	78
HT090	HA26 CB/14/01818	FULL	Moggerhanger	Land r/o The Guinea PH, Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	18	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
HT091	HA9	None	Potton	Land South of The Paddocks	Greenfield	**Status:** Allocation HA9 **Existing Use:** Fields	The landowners have now signed up to a PPA. The development will be delivered by a known national house builder. A public consultation has been held and an application is expected in Spring 2019. **Potential Barriers:** None identified	0	Deliverable	0	0	**90**	0	0	20	40	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	90	90
HT092a	MA5 CB/15/01263	RM	Potton	Land at Biggleswade Road (Phase 1)	Greenfield	**Status:** Complete	Site Complete		Complete	31	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
HT092	MA5 CB/16/04737	RM	Potton	Land at Biggleswade Road (Phase 2)	Greenfield	**Status:** Allocation MA5 with RM permission **Existing Use:** Grazing land	This site is Phase 2 and currently has 88 dwellings complete with 23 under construction [December 2018 Site Visit]. Information received from the house builder indicates that the entire site will be built out by the end of 2019/20 **Potential Barriers:** None identified	23	Deliverable	88	0	**32**	20	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	120
HT094a	MA1 CB/13/03675 CB/14/03280	FULL	Sandy	Station Road/New Road	Brownfield	**Status:** Complete	Site Complete		Complete	1	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
HT095	HA3 CB/13/00542	RM	Sandy	Meller Beauty Premises, Sunderland Road	Brownfield	**Status:** Complete	Site Complete		Complete	18	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
HT100	MA9 CB/11/02639 CB/14/03844 CB/15/03559	RM NMA	Silsoe	Cranfield University Campus	Brownfield	**Status:** Complete	Site Complete		Complete	110	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110
HT100a	MA9 CB/15/03559 CB/17/04986	FULL FULL	Silsoe	Cranfield University Campus	Brownfield	**Status:** Allocation MA9 **Previous Use:** College Farm	5 plots remain to be started [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	18	0	**5**	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	23
HT103	HA28 CB/12/02929	FULL	Stondon	Land r/o Station Road & Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	62	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62
HT104	HA29 CB/18/04051	FULL (pending)	Stondon	Peckworth Industrial Estate, Bedford Road	Brownfield	**Status:** Allocation HA29 Landowner intent to develop **Existing Use:** Industrial Estate	Businesses have vacated the site and the owners are negotiating with a housebuilder and progressing an application. A full application has been received from Bridgewater Homes for 16 dwellings and is awaiting determination. **Potential Barriers:** Potential for site remediation	0	Developable	0	0	**0**	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
HT105	HA11	None	Stotfold	Land at Shawmer Farm, West of Hitchin Road	Greenfield	**Status:** Allocation HA11 Site has been sold **Existing Use:** Agricultural	**Potential Barriers:** Site has been moved out of the 5 year supply due to lack of certainty over delivery.	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	9	9

HT106	HA12 CB/18/02232	FULL (pending)	Stotfold	Land at Arlesey Road	Greenfield	**Status**: Allocation HA12 Landowner intent to develop **Existing Use**: Agricultural	This site is allocated for 85 dwellings. A Full application has been received for 161 dwellings which extends beyond the allocated area, this is currently awaiting a legal agreement. **Potential Barriers:** Delivery may be subject to the relocation of the existing business on site.	0	Developable	0	0	**0**	0	0	0	0	0	0	40	40	40	41	0	0	0	0	0	0	0	0	0	161	161
HT108	HA13 CB/10/01172 CB/15/04836	OUTLINE FULL	Stotfold	Land at Roker Park, The Green	Greenfield	**Status**: Allocation HA13 with Outline permission **Existing Use:** Football Ground	Full application granted. Rowan Homes are to build 62 residential units. The pre-commencement conditions for the replacement football pitch have been discharged. The S106 has been signed **Potential Barriers:** None identified	0	Deliverable	0	0	**62**	0	0	40	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	62
HT111	HO8(10) CB/11/01830	RM	Stotfold	Land South of Stotfold (Parcel 4/4A)	Greenfield	**Status:** Complete	Site Complete		Complete	28	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28
HT111a	HO8(10) CB/14/01184 CB/18/00904	FULL (pending)	Stotfold	Land South of Stotfold (Parcel 4B)	Greenfield	**Status**: Allocation HO8(10) **Existing Use**: Agricultural	These dwellings will be apartments above the retail unit. Previous permission expired but new Full permission for the same scheme is currently awaiting determination. **Potential Barriers:** The permission has expired and 3 dwellings have been removed from the five year supply.	0	Expired	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT116	MA3	None	Wixams (Houghton Conquest)	Land South of The Wixams	Greenfield	**Status:** Allocation MA3 Landowner intent to develop **Existing Use:** Agricultural	Information supplied by agent indicates the delivery of 1000 homes between 2010 & 2031. A conservative approach has been applied to this trajectory. **Potential Barriers:** Policy MA3 restricts the site from being delivered prior to 2021. No known barriers to development	0	Developable	0	0	**0**	0	0	0	0	0	0	38	100	100	100	100	100	100	100	100	100	62	0	0	1,000	1,000
HT117	HO8(4) MB/99/01694	OUTLINE	Wixams (Houghton Conquest)	Wixams	Brownfield	**Status**: Allocation HO8(4) with Outline permission & RM pending **Previous Use**: Former Storage Depot	The Wixams new settlement crosses the administrative boundary of Bedford Borough and Central Bedfordshire. Up to 2,000 dwellings are to be delivered in Central Bedfordshire. Phasing is such that housing delivery is well underway within Bedford Borough. RMs for road infrastructure and Design Codes have been approved. Morris Homes RM for 187 homes and Abbey Developments RM application approved for 217 (see HT117a & HT117b). Both sites are at Village 4 and construction is underway. In addition the RM for parcel 4.3 is expected to be submitted imminently for 120 dwellings. A known national housebuilder will be building out this parcel 4.3 and first completions are expected to occur early 2019. A detailed site trajectory provided by the promoter sets out that this parcel will be delivered at a rate of 52 dwellings per annum with 52 in 2019, together with completions also occurring at village 2 at a rate of 24 per annum. Parcels 3.1 and 3.2 are also scheduled to deliver within 5 years. A conservative approach has however been applied to this trajectory and the capacity of the villages is subject to change. Barratt David Wilson is the named house builder for Village 2. Barratts held a public event at Wixams to announce they are taking on almost all of Village 2. This could amount to around 300 dwellings in Central Beds. They are seeking a PPA with Central Bedfordshire and Bedford Borough **Potential Barriers:** None identified	0	Deliverable	0	0	**351**	0	0	85	85	91	90	30	128	128	109	107	107	107	81	52	29	0	0	0	1,229	1,229
HT117a	HO8(4) CB/16/04143	RM	Wixams (Houghton Conquest)	Parcel 4.2 Land off Ampthill Road, Houghton Conquest Wixams	Brownfield	**Status**: Allocation HO8(4) with Outline permission & RM **Previous Use**: Former Storage Depot	Application for 187 dwellings granted. 8 of the 187 homes are in Bedford Borough. 12 dwellings are complete and 12 are under construction [December 2018 Site Visit]. **Potential Barriers:** None identified	12	Deliverable	12	0	**175**	20	75	60	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	187
HT117b	HO8(4) CB/17/00821	RM	Wixams (Houghton Conquest)	Parcel 4.1, Village 4 off Ampthill Road, Houghton Conquest Wixams	Brownfield	**Status**: Allocation HO8(4) with Outline permission & RM pending **Previous Use**: Former Storage Depot	RM approval for 217 dwellings. The site will be built out by Abbey Developments and sold by Elevation New Homes) at a rate of 50 dwellings per year. 33 dwellings complete with 14 dwellings under construction [December 2018 Site Visit]. Abbey developments have informed the council that they will be building at a rate of approximately 40 plots per year. **Potential Barriers:** None identified	14	Deliverable	33	0	**184**	25	40	40	40	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	184	217
HT237 (HT118)	HAS27 17/02575	OUTLINE (Pending) Emerging Allocation	Wixams (Houghton Conquest)	Thickthorn Park (Wixams Southern Extension)	Greenfield	**Status:** Submitted through Call for sites process, land owner intent to develop, resolution to grant permission for 650 dwellings. **Existing Use:** Agricultural	This site was submitted to the Council as part of the call for sites process for residential development. It has been assessed as being suitable for residential development. An outline application for 650 dwellings has a resolution to grant. The site promoters are signing a S106 which includes a build rate timetable to deliver at least 240 dwellings within 5 years of the date of the outline permission. The planning agent anticipates that delivery will commence in 2020/21 with 40 dwellings then 100 per annum thereafter. The site has been marketed and is the subject of sale proceedings. Pre commencement work is being undertaken with the LPA with regard to the proposed countryside park, archaeology, infrastructure and ecology. This will allow for more rapid delivery following grant of permission. **Potential Barriers:** None identified	0	Deliverable	0	0	**315**	0	0	40	100	100	75	25	100	100	100	10	0	0	0	0	0	0	0	0	650	650
Large Unallocated Sites (Committed Windfall 15+)																																0	0
HT120i	CB/16/04703	Full	Ampthill	Russell House, 14 Dunstable Street	Brownfield	**Status:** Not Started	Full permission granted for 24 apartments. An alternative use is being considered for the site - 24 dwellings have been removed from the supply. **Potential Barriers:** None identified	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT120ii	CB/17/00056	Full	Ampthill	Police Station, Woburn Street	Brownfield	**Status : Not Started**	Full permission for 30 units for retirement living (category II sheltered living) apartments for the elderly. McCarthy and Stone will deliver the site. **Potential Barriers:** None identified	0	Deliverable	0	0	**30**	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30

HT120a	CB/18/01053	PADO	Arlesey	Hampden House, Hitchin Road	Brownfield	**Status:** PADO **Previous Use:** Office building	Prior Approval granted for change of use of office block to 41 flats. Development under construction [December 2018 Site Visit] **Potential Barriers:** None identified	41	Deliverable	0	0	**41**	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	41
HT121a	CB/15/04768 CB/17/01842	FULL NMA	Biggleswade	67 Shortmead Street	Brownfield	**Status:** Complete	Site Complete		Complete	48	1	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47
HT121b	CB/17/01277	OUTLINE	Biggleswade	Land at Saxon Drive	Greenfield	**Status:** Outline permission **Existing Use:** Greenfield, landowner intent to develop	This site has outline planning permission for 200 dwellings. The site has been marketed. A RM application is expected to be submitted during currently 2019. There is reasonable prospect that the site will deliver within 5 years **Potential Barriers:** None identified	0	Deliverable	0	0	**188**	0	0	50	50	50	38	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200
HT122a	CB/16/00181	FULL	Biggleswade	Land r/o 33-57 Shortmead Street	Brownfield	**Status:** Full permission **Existing Use:** Brownfield	Full permission for 30 dwellings on a brownfield site within the Settlement Envelope of Biggleswade. Demolition on site is complete, no dwellings currently under construction, groundworks underway [December 2018 Site Visit] **Potential Barriers**: None identified	0	Deliverable	0	0	**30**	0	20	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	30
HT122b	CB/16/04658	FULL	Biggleswade	Land north of Potton Road	Greenfield	**Status:** Full permission **Existing Use:** Greenfield, landowner intent to develop	This site has full planning permission for 227 dwellings. The build rate timetable which was signed as part of the S106 agreement confirms that the development will be completed within 5 years of the date of permission. 59 dwellings complete with 58 dwellings under construction [December 2018 Site Visit] **Potential Barriers**: None identified	58	Deliverable	59	0	**168**	40	64	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168	227
HT122c	CB/16/04323 CB/17/04633	OUTLINE RM	Blunham	Land at Barford Road	Greenfield	**Status:** Outline permission (pending S106) **Existing Use:** Agricultural land, landowner intent to develop	This site has RM planning permission for 79 dwellings. The build rate timetable which was signed as part of the S106 agreement confirms that the development will be completed within 5 years of the date of approval. Delivery information in this trajectory has been provided to the council by Linden Homes. 10 dwellings complete with 14 under construction [December 2018 Site Visit] **Potential Barriers**: None identified	14	Deliverable	10	0	**69**	12	52	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	79
HT122d	CB/16/04369 CB/17/04733	OUTLINE RM	Blunham	Land at Barford Road	Greenfield	**Status:** Outline permission **Existing Use:** Agricultural land, landowner intent to develop	This site has RM planning permission for 44 dwellings. The build rate timetable which was signed as part of the S106 agreement confirms that the development will be completed within 5 years of the date of approval. The delivery information in this trajectory has been provided to the council by Linden Homes. 3 dwellings complete with 19 under construction [December 2018 Site Visit] **Potential Barriers**: None identified	19	Deliverable	3	0	**41**	14	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	44
HT123	CB/14/02515 CB/17/03719	OUTLINE RM	Caddington	Chaul End Vehicle Storage Centre, Chaul End Road (Phase 2 - North)	Mixed	**Status:** Brownfield site with outline planning permission. Available for development **Existing Use:** Vehicle storage	RM application granted for 201 dwellings for phase 2. Phase 1 is complete (see below) Redrow are looking to build in the region of 40-50 dwellings per annum. 41 dwellings complete and 19 under construction (December 2018 site visit) **Potential Barriers:** None identified	19	Deliverable	41	0	**160**	19	45	45	45	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	160	201
HT124	CB/14/02515 CB/15/03313	OUTLINE RM	Caddington	Chaul End Vehicle Storage Centre, Chaul End Road (Phase1 - South)	Brownfield	**Status:** Brownfield site with RM permission **Previous Use:** Vehicle storage	Site Complete	0	Complete	113	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
HT125	CB/16/02077	RM	Caddington	Former BTR site, London Road	Brownfield	**Status:** RM permission **Previous Use:** Former Tyre and Rubber works	Site Complete	0	Complete	50	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
HT126	CB/14/05007 CB/17/04313	OUTLINE RM	Cranfield	Land West of Mill Road (Phase 2)	Greenfield	**Status:** Outline **Existing Use:** Agricultural	Site Under Construction with 5 completions [Site Visit December 2018] **Potential Barriers**: None identified	17	Deliverable	7	0	**112**	10	40	40	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	119
HT126 (i)	CB/16/04924	RM	Cranfield	Land West of Mill Road (phase 1)	Greenfield	**Status:** RM **Previous Use:** Agricultural	Site nearly complete with the last plot being used as a car park for the marketing suite [Site Visit December 2018] Potential Barriers: None identified	0	Deliverable	112	2	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	111
HT126 (ii)	CB/17/01042	OUTLINE	Cranfield	Land off Mill Road	Greenfield	**Status:** Outline **Previous Use:** Agicultural	Outline permission for the erection up to 78 residential dwellings. It is reasonable to expect this site to deliver housing within the five year supply period. **Potential Barriers:** None identified	0	Deliverable	0	0	**78**	0	0	40	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	78
HT126a	CB/16/03469	FULL	Clifton	Clifton Park, New Road	Greenfield	**Status:** Full permission **Existing Use:** Woodland	Full permission for 29 additional park homes on extension to existing site. Build rate timetable has been agreed to as part of the S106 agreement to deliver 100% of the dwellings within 5 years of the date of permission. Groundworks and build underway, 9 plots complete [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	9	0	**20**	4	9	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	29
H126b	CB/15/02733 CB/18/02637	OUTLINE RM	Clifton	Land off Hitchin Lane	Greenfield	**Status:** RM permission **Existing Use:** Agricultural	Reserved matters permission for 95 dwellings. It is considered that this site is capable of delivering within the 5 year supply period. Means New Homes will deliver the site. **Potential Barriers:** None identified	0	Deliverable	0	0	**95**	0	10	30	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	95
HT127	CB/14/03686 CB/15/01927 CB/15/02830	FULL	Maulden	Land at former Fairs Garden Centre, Clophill Road	Brownfield	**Status:** Complete	Site Complete		Complete	17	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17

HT128	CB/13/01368 CB/15/03052	OUTLINE RM	Dunstable	Dukeminster Estate	Brownfield	**Status:** RM permission Housebuilder has purchased site **Existing Use:** Commercial	Persimmon homes have gained RM permission. Re-plan of the site (16/02972) leaves 44 dwellings under this permission. 23 dwellings complete (December 2018 Site Visit). Remaining units spread throughout the site. **Potential Barriers:** None identified	0	Deliverable	23	0	**21**	0	3	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	44
HT128a	CB/16/02972	RM	Dunstable	Dukeminster Estate	Brownfield	**Status:** RM permission **Previous Use:** Commercial	Persimmon homes have gained RM permission for the re-plan of the majority of the site for 270 dwellings. 18 dwellings complete with 96 under construction (December 2018 Site Visit). **Potential Barriers:** None identified	96	Deliverable	18	0	**221**	8	45	45	45	45	33	12	19	0	0	0	0	0	0	0	0	0	0	0	0	0	252	270
HT129	CB/13/03597 CB/14/04668 CB/15/04514	OUTLINE RM NMA	Dunstable	Land at Frenchs Avenue	Mixed	**Status:** RM permission **Previous Use:** Vacant factory building	240 dwellings complete [June 2018 Site Visit]. 150 were built in 2016/17. **Potential Barriers:** None identified	0	Complete	240	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	240
HT130	Emerging sites through Town Centre Master Plan	None	Dunstable	Dunstable Master Plan Site 1: Ashton Square Car Park	Brownfield	**Status:** Emerging site through Master Plan **Existing Use:** Car Park	Information supplied by Economic Growth - a small area may be released for residential development in the next 3-5 years **Potential Barriers:** The site can only come forward once the Quadrant Shopping Centre site is redeveloped/refurbished and adequate car parking provision is provided to replace that lost	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT131	Emerging sites through Town Centre Master Plan	None	Dunstable	Dunstable Master Plan Site 2: Priory House Gardens	Brownfield	**Status:** Emerging site through Master Plan **Existing Use:** Priory House Gardens	Information supplied by Economic Growth **Potential Barriers:** The site can only come forward once a replacement medical centre is developed elsewhere in Dunstable	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT133	Emerging sites through Town Centre Master Plan	None	Dunstable	Dunstable Master Plan Site 3: Redevelopment of Wilkinson's area	Brownfield	**Status:** Emerging site through Master Plan **Existing Use:** Retail Store	Information supplied by Economic Growth **Potential Barriers:** The site can only come forward once the Quadrant Shopping Centre site is redeveloped/refurbished	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT134	CB/14/04720	FULL	Dunstable	11-15 High Street South	Brownfield	**Status:** Full permission **Previous Use:** Vacant retail unit and surrounding land	The proposal is for residential development at a vacaU137nt site. New steel framework under construction [December 2018 Site Visit] Potential Barriers: None identified	0	Deliverable	0	0	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
HT134a	CB/15/04829	FULL	Dunstable	Downing View 1-3 Loring Road	Brownfield	**Status:** Full permission **Existing Use:** Vacant Care Home	This proposal has full planning permission for 17 flats. There is reasonable prospect that the site will deliver housing within 5 years. All units under construction (December 2018 Site Visit). **Potential Barriers:** None identified	17	Deliverable	0	0	**17**	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	17
HT134b	CB/16/03188	FULL	Dunstable	Ashton Middle School, High Street North	Brownfield	**Status:** Full permission **Existing Use:** Vacant Middle School	Full permission for the conversion of Ashton Middle School to provide 113 dwellings. 32 dwelling have been completed with 75 under construction. [September 2018 Site Visit] **Potential Barriers:** None identified	73	Deliverable	32	0	**81**	13	45	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	113
HT134c (HT164)	CB/15/02821	OUTLINE	Dunstable	Linpac GPG International, Luton Road	Brownfield	**Status:** Outline permission **Existing Use:** Former industrial site	This proposal gained outline planning consent on 31/08/16. **Potential Barriers:** Development options are still being considered	0	Developable	0	0	**0**	0	0	0	0	0	0	0	40	60	0	0	0	0	0	0	0	0	0	0	0	0	100	100
HT134d	CB/16/04840	REG3	Dunstable	Croft Green Sheltered Housing, Croft Green	Brownfield	**Status:** REG3 permission Site owned by Central Bedfordshire Council **Existing Use:** Residential	Permission for the demolition of 9 flats and replacement with 24 sheltered housing apartments. Construction has not commenced. **Potential Barriers:** Delivery unlikely. Dwellings have been removed form the trajectory	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT134e	CB/16/05134	FULL	Dunstable	Former Trico Site	Brownfield	**Status:** Full Planning permission	Full permission for 38 houses and 23 flats. There is reasonable prospect that this site will deliver within 5 years. **Potential Barriers:** None identified	0	Deliverable	0	0	**61**	0	10	31	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	61
HT134f	CB/16/05657	FULL	Dunstable	Land adjacent to 192 High Street North and north west of and adjoining Tavistock Street, Tavistock Street, Dunstable	Brownfield	**Status:** Full Planning permission	Full planning permission for 55 dwellings. The housebuilder is SMDL New Homes. There is reasonable prospect that the sites will be delivered within 5 years. **Potential Barriers:** None identified	0	Deliverable	0	0	**55**	0	0	20	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	55
HT135	CB/16/03885 CB/17/05974	OUTLINE RM	Fairfield	Land at East Lodge, Hitchin Road	Greenfield	**Status:** RM permission **Existing Use:** Vacant land	Information received from the agent indicates that the site will be built out during 2017/18. There is a realistic prospect that delivery will occur during the five year supply period. RM application approved. The information in this trajectory has been provided by Abbeymill Homes Ltd. 2 dwellings under construction [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	0	**18**	2	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
HT135a	CB/16/01455 CB/18/03260	OUTLINE RM	Fairfield	Land East of Hitchin Road/South of Pig Unit, Hitchin Road	Greenfield	**Status:** Outline permission **Existing Use:** Agricultural	S106 agreement has been signed which commits the applicant to deliver 55% of the total dwellings within five years from the date of the approval. Another RM application has recently been approved to re-plan some of the site, with a second application registered to alter the housing mix and provide an additional 17 dwellings. Information in this trajectory has been provided by Lochalliort Fairfield Ltd. Site is currently under construction but no dwellings are in build [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	0	**180**	0	45	45	45	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180	180

HT136	CB/14/02174	REG3	Flitwick	Flitwick Leisure Centre Site, Steppingley Road	Brownfield	**Status:** Outline REG3 permission Site is owned by CBC **Previous Use:** Vacant Leisure Centre	The new Leisure Centre has been delivered. The Council aim to dispose of the old Leisure Centre site to a developer in 2016/17. The site will deliver a care home and in the region of 40-50 C3 dwellings. The old Leisure Centre has been demolished. **Potential Barriers:** None identified	0	Deliverable	0	0	**45**	0	0	0	20	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	45
HT136a	CB/16/02069	OUTLINE	Flitton & Greenfield	Land off Greenfield Road	Greenfield	**Status:** Outline permission **Existing Use:** Agricultural	Originally a scheme for 24 dwellings awarded at appeal. Revised scheme for 13 dwellings on half of the site now has outline permission but is understood that this is not being perused and that the original plan for 24 dwellings on the site will come forward. It is understood that a revised proposal is being prepared. **Potential Barriers**: Awaiting revised scheme	0	Developable	0	0	**0**	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	24	24
HT137	CB/15/04081 CB/18/01850	OUTLINE RM	Gravenhurst	Land at 7-37 Barton Road	Greenfield	**Status:** RM permission **Existing Use:** Agriculture	RM permission for 24 dwellings. A build rate timetable has been agreed to ensure delivery of the scheme within 5 years of approval. Hearne Homes and Grand Union Housing are developing the site. Site fenced off and groundworks look to be underway [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	1	**24**	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	23
HT138	CB/14/02348 CB/18/01651	OUTLINE RM (pending)	Harlington	Harlington Station Yard, Station Road	Brownfield	**Status:** Outline permission **Existing Use:** Vacant yard	Outline permission granted for up to 45 dwellings following demolition of one bungalow. A RM application has been submitted. **Potential Barriers:** None identified	0	Deliverable	0	0	**44**	0	0	20	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	44
HT140	CB/15/01362 CB/17/01389	OUTLINE RM	Houghton Conquest	Land off Chapel End Road	Greenfield	**Status:** RM permission **Existing Use:** Agricultural	Kier Living have acquired the site and the RM application has been approved. 22 dwellings complete with 20 dwellings under construction [December 2018 Site Visit] **Potential Barriers**: None Identified	20	Deliverable	22	0	**103**	20	68	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	125
HT141	CB/15/03706 CB/17/00149	OUTLINE RM	Houghton Conquest	Land off Bedford Road & r/o Duck End Close	Greenfield	**Status:** RM permission **Existing Use:** Agricultural	As part of the S106 the applicant has signed up to a build rate timetable which guarantees the development will be built out within three years of the date of approval. 37 dwellings complete with 15 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	15	Deliverable	37	0	**15**	10	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	52
HT141a	CB/15/02223	OUTLINE	Houghton Regis	Nursery Site at North Houghton Regis (Windy Willows)	Brownfield	**Status:** Outline permission Landowner intent to develop **Existing Use:** Various commercial use and horticulture	This site adjoins the boundary of the North Houghton Regis strategic development and has outline permission for up to 30 dwellings **Potential Barriers**: None identified	0	Developable	0	0	**0**	0	0	0	0	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	30	30
HT141b	CB/17/02512	OUT	Houghton Regis	Land South of the Bungalow, Bidwell, Bedford Road LU5 6JS	Greenfield	**Status:** Outline permission **Existing Use:** Agricultural	Outline permission for 35 dwellings. **Potential Barriers:** None identified	0	Developable	0	0	**0**	0	0	0	0	0	0	0	0	20	15	0	0	0	0	0	0	0	0	0	0	35	35
HT142	CB/14/04276	FULL	Langford	Goods Yard, Cambridge Road	Brownfield	**Status:** Complete	Site Complete		Complete	22	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22
HT143	CB/14/00186 CB/16/00374	OUTLINE RM	Langford	Land East of Station Road	Greenfield	**Status:** RM permission **Existing Use:** Agricultural	David Wilson Homes anticipate that the site will be built out by 2020. 81 dwellings complete with 21 under construction [December 2018 Site Visit] **Potential Barriers**: None identified	21	Deliverable	81	0	**29**	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	110
HT144	CB/15/02419 CB/16/05368	FULL VOC	Langford	Land North of Flexmore Way	Greenfield	**Status:** Full permission **Existing Use:** Agricultural	41 dwellings (net) to be delivered by David Wilson Homes. As part of the S106 agreement a Build Rate Timetable has been agreed to deliver all the dwellings within 5 years of the date of the approval. 34 dwellings complete with 6 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	6	Deliverable	34	1	**8**	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	41
HT145	CB/18/00432	OUT	Langford	Land off St Andrews Way	Greenfield	**Status:** Outline permission **Existing Use:** Agricultural	Outline permission for up to 32 dwellings. The site has the potential to deliver within the five year period but until further progress is made it will remain as 'developable' **Potential Barriers:** None identified	0	Developable	0	0	**0**	0	0	0	0	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	30	30
HT146	CB/14/04406	OUTLINE	Leighton Linslade	Station Approach, Station Road	Brownfield	**Status:** Outline permission **Existing Use:** Vacant commercial uses	Outline permission for 25 dwellings. **Potential Barriers:** Permission has expired. 25 dwellings removed from the supply.	0	Expired	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT147	CB/11/02261 CB/15/04389	OUTLINE RM	Leighton Linslade	Pulford Corner, Billington Road	Greenfield	**Status:** RM permission **Previous Use:** Former quarry land	75 dwelling complete [March 2018 Site Visit] **Potential Barriers**: None identified		Complete	75	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
HT147a	CB/16/01187 CB/17/01646 CB/17/01658 CB/17/01668 CB/17/01686 CB/17/01692	PADO	Leighton Linslade	Arden House, West Street	Brownfield	**Status:** Prior approval granted **Existing Use:** Vacant offices	Prior approvals granted for conversion of offices to 18 flats over 5 floors **Potential Barriers:** None identified	0	Deliverable	0	0	**18**	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	18
HT148	CB/15/02258	FULL	Lidlington	Land off Marston Road	Greenfield	**Status:** Complete	Site Complete		Complete	31	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
HT148i	CB/16/05887	OUTLINE	Lidlington	Land opposite The Lane & Lombard Street	Greenfield	**Status: Outline** permission **Previous Use: Scrub** land	Outline permission for 40 dwellings. There is reasonable prospect that this site will deliver within 5 years. A delivery agreement has been signed as part of the S106. **Potential Barriers:** None identified	0	Deliverable	0	0	**40**	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40

HT148a	CB/16/02590 CB/17/03308	OUTLINE RM	Potton	Land South of Sandy Road	Greenfield	**Status:** RM permission **Existing Use:** Agricultural land	A Build Rate Timetable has been signed as part of the S106 agreement to deliver 100% of the dwellings within 5 years of the date of RM approval. 20 dwellings complete with 31 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	31	Deliverable	20	0	**70**	20	30	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	90
HT148b	CB/16/04460	OUTLINE	Potton	Land opposite Playing Field and Mill Lane	Greenfield	**Status:** Outline permission **Existing Use:** Paddock land	A Build Rate Timetable has been signed as part of the S106 agreement to fully deliver this scheme within five years of the signing of the agreement. Information in this trajectory has been provided by the agent. **Potential Barriers:** Conservation issues - have been built into the delivery rates	0	Deliverable	0	0	**62**	0	15	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	62
HT148c	CB/16/03943 CB/19/00085	OUTLINE RM (pending)	Potton	Land at 64 Biggleswade Road, Potton	Greenfield	**Status:** Outline permission **Existing Use:** Agricultural land	Outline permission granted at appeal for up to 85 dwellings. RM application has been received and is awaiting determination. Mulberry Homes will be developing the site. **Potential Barriers:**	0	Deliverable	0	0	**85**	0	10	30	30	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	85
HT149	CB/14/02084 CB/15/02631	OUTLINE RM	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** Complete	Site Complete		Complete	50	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50
HT149a	CB/14/02084 CB/16/01373	OUTLINE RM	Marston Moretaine	Land East of Bedford Road	Greenfield	**Status:** RM permission **Previous Use:** Agricultural land	This site is part of the larger Marston Park development and will deliver 8 dwellings as part of the Local Centre. Roads and car park are complete but the site is currently the compound for adjacent development parcel [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	0	**8**	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
HT149i	HAS37 17/04583	Emerging Allocation OUTLINE	Maulden	Land between 129a and 131 Clophill Road, Maulden	Greenfield	**Status:** Submitted through Call for sites process - land owner intent to develop **Existing Use:** Agricultural	This site was submitted to the Council as part of the call for sites process for residential development. It has been assessed as being suitable for development. Outline planning permission has been granted. The agent anticipates that delivery will commence in 2022/23. **Potential barriers:** None identified	0	Deliverable	0	0	**21**	0	0	0	0	10	11	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	25
HT149ii	HAS36 CB/17/00981	Emerging Allocation OUTLINE	Maulden	Land North of Clophill Road	Greenfield	**Status:** Submitted through Call for sites process - land owner intent to develop **Existing Use:** Agricultural	This site was submitted to the Council as part of the call for sites process for residential development. It has been assessed as being suitable for development. Outline planning permission has been granted. The site has the potential to deliver within the five year period but until further progress is made it will remain as 'developable' **Potential barriers:** None identified	0	Developable	0	0	**0**	0	0	0	0	0	0	0	10	11	0	0	0	0	0	0	0	0	0	0	0	0	21	21
HT149b	CB/16/03283 CB/18/01526	OUTLINE RM	Northill	Land West of the Pastures, Upper Caldecote	Greenfield	**Status:** RM permission **Previous Use:** Agricultural land	RM permission has been granted. The land has been sold to a house builder and it is expected to deliver within 5 years. Martin Grant Homes will be developing the site, groundworks currently underway [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	0	**40**	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	40
HT149c	CB/17/04476	OUTLINE	Northill	Woodlands Nurseries, Biggleswade Road, Upper Caldecote	Greenfield	**Status:** Outline permission **Previous Use:** Nursery	Outline permission for up to 35 dwellings. A RM application has been submitted. **Potential Barriers:** None identified	0	Deliverable	0	0	**35**	0	0	0	20	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	35
HT049d	CB/17/01326	OUTLINE	Sandy	Former Sandy Service Station	Brownfield	**Status:** Outline permission **Previous Use:** Service Station	Outline permission for up to 33 dwellings on a vacant industrial site. **Potential Barriers:** Potential remediation work required		Developable		0	**0**	0	0	0	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	33	33
HT150	CB/14/01726 CB/15/04892	OUTLINE RM	Shefford	Land off Campton Road	Greenfield	**Status:** RM permission **Previous Use:** Agricultural land and structures	Information supplied by Bovis Homes indicates that the site will be fully completed by 2020. 103 dwellings complete with 19 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	19	Deliverable	103	0	**37**	22	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	140
HT151	CB/15/02657 CB/15/02929	FULL	Shefford	Bridge Farm, Ivel Road	Greenfield	**Status:** Complete	Site Complete		Complete	49	1	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48
HT151a	CB/16/02741	FULL	Shefford	Land at 20 Ampthill Road	Brownfield	**Status:** Full permission **Existing Use:** Vacant commercial premises	Brownfield site in the centre of Shefford to deliver 26 dwellings. Demolition is complete and 22 dwellings are under construction, good progress being made [December 2018 Site Visit] **Potential Barriers:** None identified	22	Deliverable	0	0	**26**	8	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26
HT151b	CB/17/00517	FULL	Shefford	The Old Laundry, 33 High Street	Brownfield	**Status:** Full permission **Existing Use:**	Full permission for 49 dwellings on a brownfield site in Shefford. Demolition and groundworks complete, 33 dwellings under construction, good progress being made [December 2018 Site Visit] **Potential Barriers:** None identified	33	Deliverable	0	0	**49**	10	25	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	49
HT152	CB/15/02102 CB/17/02941	FULL (pending S106)	Shillington	Land to the East of High Road	Mixed	**Status:** Full application pending S106 agreement **Existing Use:** Village Hall and surrounding land	This site was granted permission subject to the signing of a S106 agreement. Separate Full application registered for new village hall and 26 dwellings. Agent anticipates delivery to commence in 2019/20. A conservative approach has however been applied in this trajectory and the delivery has been pushed back to allow for S106 negotiations to be concluded. **Potential Barriers:** S106 negotiations may delay delivery	0	Deliverable	0	0	**26**	0	0	0	2	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	26

HT152a	CB/15/03329 CB/17/02058	OUTLINE RM	Shillington	Land between 30 & 40 Hanscombe End Road	Greenfield	**Status:** RM permission **Existing Use:** Vacant land	This site benefits from RM permission. A Build Rate Timetable has been signed which guarantees delivery of the housing within 3 years of the date of RM permission. 7 dwellings complete and all remaining plots under construction [December 2018 Site Visit] **Potential Barriers:** None identified	8	Deliverable	7	0	**8**	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	15
HT152b	CB/16/01855	OUTLINE	Silsoe	Land East of High Street	Greenfield	**Status:** Outline **Existing Use:** Agricultural Land	Outline permission for 105 dwellings. There are no identified barriers and it is therefore reasonable to expect this site to deliver housing within the five year supply period. **Potential barriers**: None identified	0	Deliverable	0	0	**105**	0	0	40	40	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	105	105
HT153	CB/15/03172 CB/17/05877	OUTLINE FULL	Silsoe	Land r/o 16-36 Newbury Lane	Greenfield	**Status:** Outline permission **Existing Use:** Vacant land	Full permission for the erection of 23 dwellings. The existing bungalow has been demolished. The site is under construction. [Site Visit December 2018] **Potential Barriers**: None identified	3	Deliverable	0	1	**23**	3	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	22
HT153a	CB/16/03105 CB/17/05557	OUTLINE RM	Stondon	Stondon Museum & Garden Centre	Brownfield	**Status:** RM planning permission **Status:** Museum & Garden Centre	RM permission for 24 dwellings. Site is currently under construction, demolition has been completed [December 2018 Site Visit] **Potential barriers**: None identified	0	Deliverable	0	0	**24**	0	10	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	24
HT153b	CB/16/02314	FULL	Stondon	Land r/o 104-168 Station Road	Greenfield	**Status:** Full permission Landowner intent to develop **Existing Use:** Grazing land	Build Rate Timetable has been agreed to as part of the S106 agreement to deliver 100% of the dwellings within 5 years of the date of permission. Bovis Homes are the developer. 16 dwellings complete with 41 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	41	Deliverable	16	0	**64**	14	40	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	80
HT154	CB/16/05229 CB/18/03165	OUTLINE RM	Stondon	Land West of Bedford Road, Lower Stondon	Greenfield	**Status:** RM permission **Existing Use:** Arable land	RM permission for 85 dwellings. There is reasonable prospect that this site will deliver within the five year supply period. Mulberry Homes will be developing the site, currently advertised on their website as Brunswick Gate. **Potential barriers**: None identified	0	Deliverable	0	0	**85**	0	20	40	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85	85
HT155	CB/10/02061 CB/12/01722 CB/15/03723	OUTLINE RM FULL	Stotfold	Land at 59 & 69 The Green	Brownfield	**Status:** Complete	Site Complete		Complete	37	1	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36
HT156	CB/15/03182	FULL	Fairfield	Land at former Pig Development Unit, Hitchin Road	Brownfield	**Status**: Departure from Allocation MA7 **Previous Use**: Former pig development unit	Full permission for 131 dwellings. 76 dwellings complete with 26 under construction [December 2018 Site Visit] **Potential Barriers:** None identified	26	Deliverable	76	0	**55**	15	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	131
HT157	CB/15/04226 CB/17/01585	OUTLINE FULL	Stotfold	Land between Astwick Road & Taylors Road	Greenfield	**Status:** Complete	Site Complete		Complete	26	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
HT157a	CB/16/01148 CB/17/02417	OUTLINE RM	Stotfold	Land adj St Mary's Lower School, Rook Tree Lane	Greenfield	**Status:** Complete	Site Complete	0	Complete	15	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
HT157b	CB/17/01642 CB/18/00725	OUTLINE RM	Stotfold	Land rear of Silver Birch Avenue	Greenfield	**Status:** RM permission **Existing Use:**	RM permission for 95 dwellings. As part of the legal agreement Taylor Wimpey have agreed to comply with a build rate timetable which sets out delivery of the site will be completed by four years after the date of the outline permission. Groundworks underway [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	0	**95**	0	40	40	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	95	95
HT158c	CB/17/05913	FULL	Stotfold	Land at Taylors Road, Stotfold	Brownfield	**Status:** Full permission **Existing Use:** Industrial units	Full permission for the demolition of existing industrial units and development of 32 dwellings. **Potential Barriers:** None identified	0	Deliverable	0	0	**32**	0	0	0	10	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	32
Small Unallocated sites (Committed Windfall 10-14 dwellings)																																			0	0
HT158	CB/14/02124	FULL	Arlesey	Land rear of Twin Acres, Hitchin Road	Greenfield	**Status:** Full permission **Existing Use:**	Most of the site has been developed, awaiting placement of caravans [December 2018 Site Visit] **Potential barriers:** None identified	0	Deliverable	0	0	**10**	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
HT158a	MB/02/00532	FULL	Arlesey	Land r/o Pix Court, Stotfold Road	Greenfield	**Status:** Full permission **Existing Use:** Vacant overgrown land	Site under construction [December 2018 Site Visit] **Potential barriers:** None identified	12	Deliverable	0	0	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
HT159	CB/16/00860 CB/16/05923	REG3 NMA	Biggleswade	Land at Dunton Lane	Greenfield	**Status:** Complete	Site Complete	0	Complete	12	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
HT160	CB/17/00573	FULL	Biggleswade	The Saxon Centre, Kingsfield Road	Greenfield	**Status:** Full permission **Existing Use:** vacant plot	Permission granted end of Q2 2017. This is a resubmission of a previously approved scheme. Groundworks underway [December 2018 Site Visit] **Potential barriers:** None identified	14	Deliverable	0	0	**14**	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
HT161	CB/17/01827	FULL	Biggleswade	The Old Maltings, Church Street	Brownfield	**Status:** Complete	Site Complete	0	Complete	10	1	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
HT162	CB/16/04498	FULL	Chalgrave	A 5 Salvage Works, Watling Street, Hockliffe, Leighton Buzzard, LU7 9PY	Brownfield	**Status:** Full permission **Existing Use:**	Full permission for 12 new dwellings (10 net) granted end of Q2 2017. The site will be delivered by Coleman New Homes. Agent expects start on site in Spring 2019 with full build out during the same year. Site cleared groundworks underway (June 2018 Site Visit) **Potential Barriers:** None identified	12	Deliverable	0	2	**12**	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	10

HT163	CB/16/01635	FULL	Dunstable	37 & 39 High Street South, Dunstable, LU6 3RZ	Brownfield	**Status:** Full permission **Existing Use:**	Full permission for the conversion of an existing building to 10 new flats. Permission granted end of Q2 2017 **Potential Barriers**: None identified	0	Deliverable	0	0	**10**	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
HT165	CB/16/02011	RM	Harlington	Lower Wood Farm, Sundon Road, Harlington, Dunstable, LU5 6LN	Greenfield	**Status:** RM permission **Existing Use:**	Reserved matters permission for the development of 13 new dwellings. Permission granted in April 2017. Site cleared ready for development to start [December 2018 Site Visit] **Potential barriers:** Existing industrial units to be demolished which could delay delivery	0	Deliverable	0	0	**13**	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	13
HT166	CB/17/01911	FULL	Harlington	Chiltern Aquatics Centre, Westoning Road, Harlington, Dunstable, LU5 6PA	Brownfield	**Status:** Full permission **Existing Use:**	Site Under Construction with 3 dwellings complete and remainder under construction [December 2018 Site Visit]. **Potential barriers:** None identified	7	Deliverable	3	0	**7**	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	10
HT167	CB/16/00232 CB/17/04648	FULL	Heath and Reach	Land at Double Arches Farm, Eastern Way, Heath And Reach, Leighton Buzzard, LU7 9LF	Brownfield	**Status:** Full permission **Existing Use:**	Full permission for a mixed use site. When the site was visited at the end of December 2017 the employment units were under construction **Potential barriers:** None identified		Complete	21	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
HT167a	CB/16/04555	OUT	Henlow	72 Hitchin Road	Greenfield	**Status:** Outline permission **Existing Use:** Bungalow	Outline permission for 12 dwellings (11 net). There is reasonable prospect that this site will be delivered within the five year supply period. The agent has indicated that the site will be delivered in 2019/20. A conservative approach has been applied to this trajectory. **Potential barriers:** None identified	0	Developable	0	0	**11**	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
HT168	CB/14/03488	FULL	Houghton Regis	The Dog And Duck, Parkside Drive, Houghton Regis, Dunstable, LU5 5QN	Brownfield	**Status:** Full permission **Existing Use:**	Full permission for 12 dwellings. Conditions have been received. Replacement car park completed (permission implemented so will not expire) **Potential barriers:** None identified	0	Deliverable	0	0	**12**	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	12
HT169	CB/16/02301	FULL	Leighton Linslade	Aldi Foodstore Ltd, Vimy Road, Linslade, Leighton Buzzard, LU7 1ER	Brownfield	**Status:** Full permission **Existing Use:**	Full permission granted in Q2 2016. Work is dependent on altering the Aldi car park but now the store wish to extend. Anticipate submission for an application for a small rear extension early 2018 - the development of the flats will follow. The agent suggests that delivery commencing in September/October 2018 is feasible. **Potential barriers:** None identified - delivery in the Trajectory should be moved to the end of the 5 year supply	0	Deliverable	0	0	**10**	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
HT169a	CB/16/05797 CB/18/01973	OUT RM	Marston Moretaine	Shelton Farm, Lower Shelton Road	Greenfield	**Status:** Reserved Matters Permission **Previous Use:** Agricultural land	Reserved Matters planning permission granted for 11 dwellings. **Potential Barriers:** None identified	0	Deliverable	0	0	**11**	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	11
HT196b	CB/17/02409	FULL	Meppershall	New Close Nurseries, Fildyke Road	Greenfield	**Status:** Full permission **Previous Use:** Horticultural Nursery	Full planning permission granted for 10 dwellings. Groundworks and demolition underway [December 2018 Site Visit] **Potential Barriers:** None identified	0	Deliverable	0	0	**10**	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
HT151c	CB/18/02212	FULL	Shefford	2 Mayfields	Brownfield	**Status:** Full permission **Existing Use:** Health Centre	Full permission for 10 dwellings at a former health centre site. **Potential barriers**: None identified	0	Deliverable	0	0	**10**	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
HT170	CB/17/04123	RM	Silsoe	Silsoe Lower School, High Street, Silsoe, Bedford, MK45 4ES	Brownfield	**Status:** RM permission **Existing Use:**	RM granted. School has been demolished. 14 dwellings under construction [December 2018 Site Visit] **Potential barriers**: None identified	14	Deliverable	0	0	**14**	4	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
HT171	CB/15/04664	FULL	Woburn	Land adj. to Timber Lane, Woburn	Greenfield	**Status:**Complete	Site Complete	0	Complete	10	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Older Persons Accommodation																																						0	0
HT200	MANOP Extra Care	None	Ampthill	Houghton Lodge	Brownfield	**Status:** Selected as a site to provide extra care accommodation Site owned by CBC **Existing Use:** Council offices, day centre	This is one of four independent living schemes which the Council is working to deliver. No dates are available for this site **Potential Barriers:** The existing uses need to be relocated	0	Uncertain	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HT201	MANOP Extra Care CB/17/01236	OUTLINE	Biggleswade	Sorrell Way	Greenfield	**Status:** Outline planning permission **Existing Use:** Vacant land	This is one of four independent living schemes which the Council is working to deliver. Permission granted for 93 extra care units. The site has been marketed and a RM application is expected in 2019. **Potential Barriers**: Viability issues have been resolved	0	Deliverable	0	0	**93**	0	0	0	0	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	93
HT204	CBC Housing Service Project 16/03378	FULL	Houghton Regis	Red House Court, Houghton Regis Central	Brownfield	**Status:** The site is wholly owned by CBC . Full planning permission **Existing Use:** Existing sheltered housing and vacant supermarket site	Full permission has been granted for a development of a CBC scheme comprising 168 independent living apartments following the demolition of the 33 existing sheltered housing units. Completion is scheduled for December 2020 **Potential Barriers**: None	0	Deliverable	0	0	**135**	0	0	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135	135

																									0	0
Other completions on wholly completed sites (10 dwellings and above)			600		0																				0	600
All **small sites** of less than 10 dwgs with planning permission at 30/09/18 (RM, FULL & OUT) (see note 1)	235		1162	165	664	78	278	154	86	48	20	6	15	8	5	3	1	1	0	0	0	0	0	0	703	1,700
Small Sites (less than 10 dwellings) Windfall Allowance (based on delivery of 140 non garden land sites per annum)					231	0	0	0	54	92	85														231	231
Totals	**1,360**		7286	182	**9,187**	676	2158	2355	1625	1533	840	379	1465	1477	1320	1054	793	748	594	445	369	302	240	2637	18373	25,477

OAN	**32,000**	**Breakdown of completions (net)**	
Annual requirement	1,600	2015/16	1,626
No. years into OAN period	3.75	2016/17	1,773
No. years remaining	16.25	2017/18	2,103
Five year requirement	7,660	2018/19 Q1	425
Addition of 5% buffer	8,043	2018/19 Q2	551
Net 5 year supply	9,187	2018/19 Q3	626
Supply surplus/deficit	1,144	**TOTAL**	**7,104**
No. years supply	**5.71**	surplus/deficit	1,104

Note: 1. At 31/12/2018 there were 908 (net) dwellings with planning permission on sites of 9 dwellings or less. These have been spread across the plan period using past information on annual completions and expiry rates. Information on how this has been derived is set out in the Windfall Topic Paper.
Note: 2. Allocations H1(15) and H1 (17) - Figures take into account a reduction in dwelling numbers due to overhead high voltage transmission lines