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Luton HMA Growth Options Study

Final Report
Prepared by LUC in association with BBP Regeneration
11 November 2016

Project Title: Luton HHMA Growth Options Study

Client: Central Bedfordshire Council; Luton Borough Council; Aylesbury Vale District Council; North Hertfordshire District Council

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EXECUTIVE SUMMARY

The Growth Options Study was commissioned by Central Bedfordshire Council, Luton Borough Council, North Hertfordshire District Council and Aylesbury Vale District Council, and overseen by a steering group comprising members and officers from the four authorities. The aim of the Study is to identify and assess realistic options to help meet housing need within the Luton Housing Market Area (HMA) during 2011-2031. The HMA covers parts of the administrative areas of the four authorities.

In light of the different periods covered by the Local Plans of the four authorities, the study also provides information on the number of homes that could be delivered up to 2035. The study is to be used alongside other studies, including Green Belt assessment, transport modelling, and Strategic Housing Land Availability Assessment (SHLAA), to support the selection of spatial options and their assembly into a spatial strategy to meet the total housing requirement through the preparation of separate Local Plans. The current best estimate of the number of dwellings to be provided within the Luton HMA but outside the administrative area of Luton Borough is 23,300. This figure may change as need and availability assessments are updated. The study provides an assessment of the capacity for all types of housing (market and affordable) and although the viability of delivering affordable housing in each location has been considered, the high level nature of the study does not allow conclusions to be drawn on the split between market and affordable housing.

The study focuses on a relatively small number (approximately 30) of groupings of known or potential sites for strategic scale housing, referred to as 'locations'. The locations were identified through the councils' call for sites and Strategic Housing Land Availability Assessment (SHLAA) processes as a starting point. Some 'missing' sites were added as a way of rounding off areas, whereas others were precluded due to presence of primary environmental constraints, for example the AONB. Each location was then assessed in terms of secondary environmental constraints; access to existing and potential new services and facilities; Green Belt performance; deliverability; and viability.

Each location was allocated to one of five spatial options:

- New settlements: based on achieving clear separation from the HMA's largest existing settlements and on achieving a sufficient location size to support provision of a broad range of services and facilities.
- Village extensions: based on identifying locations that are edge of the HMA's smaller settlements.
- Growth in transport corridors: based on identifying locations that have good access to the strategic transport network.
- Urban extensions: based on identifying locations that are edge of the HMA's largest settlements.
- Urban intensification around public transport hubs: based on identifying locations that have good access to public transport hubs.

The findings of the assessment of locations are summarised in Table 1 below. Each location has been assessed taking account of the following factors:

1. **Deliverability** – The assessment of deliverability is based on a number of non-financial factors that may help or limit the site being brought forward. These include land availability (willing owner), proximity to basic services such as shops, schools and doctors' surgeries, required new strategic infrastructure being delivered in the vicinity of the site, and expected demand for housing. Deliverability is assessed based on the prospect of the entirety of the location being delivered, at the assumed size, type of development (i.e. village/urban extension) and dwelling capacity.
2. **Viability** - The viability assessment looks primarily at the financial viability of the site based on the likely cost of bringing the site forward, the number of dwellings that could be delivered on the site and the likely sale value of those dwellings. It considers each location with and without policy compliant affordable housing provision and takes account of contributions towards local infrastructure as well as 'abnormal' factors such as land remediation. An assumed density and development mix is applied based on the type of development and existing land use.

3. **Environmental constraints** - were categorised as either 'primary' or 'secondary' constraints. 'Primary' constraints are those constraints where significant development is likely to be precluded, for example within an AONB or an area with high flood risk. 'Secondary' constraints are those that are sensitive but have less weight applied to them in national policy, such as an Air Quality Management Area or a lower risk flood zone (i.e. Flood Zone 2). The types of constraints were mapped in relation to the study area. Areas of primary constraint are considered undevelopable. The number of secondary constraints which affect a potential growth location has been tabulated and mapped to form part of the assessment.
4. **Accessibility (transport)** - examines how sustainable the site is likely to be from a public transport perspective.

For those locations within the Green Belt, an assessment has also been made of its contribution to meeting the purposes of the Green Belt. This required combining scores for the individual parcels within a particular location..

The assumed densities applied to each location compute to a total net capacity, which is presented up to 2031 and 2035. This demonstrates that sufficient capacity exists to accommodate the required level of housing, based on the various assumptions applied and documented in the methodology for the study, and taking into account housing delivery from sites that are already committed and from smaller sites falling outside the study scope. The study provides the supporting evidence for each local planning authority to consider the suitability of spatial options for inclusion in their respective local plans, taking account of the findings of the relevant sustainability appraisals.

The assessment is based on a range of assumptions consistent with existing evidence and otherwise agreed with the commissioning authorities. The performance of each location has been expressed as low to high across the range of criteria. It is important to note that the identification of a location as high does not indicate that it will ultimately be brought forward within the plan of the respective local authority, and similarly, the identification of a location as low does not necessarily indicate that the location will not be suitable for any growth at all. This should be considered as a guide and the assessment framework allows users to identify how it might be possible to improve an individual location's performance, for example by improving public transport accessibility or adjusting housing densities.

Table 1: Assessment findings for all locations

ID	Location name	Site area (ha)	Assumed density (dph)	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary	Overall deliverability (high / medium / low)	Overall viability (high / medium / low)	No. of secondary constraints present (0-17)	Public transport hub within 1.2 km? (rail stn, guided busway stop, park & ride)	% of location with 'relatively strong' or higher overall contribution to Green Belt
L1	Clophill	199.0	44	5,275	2,000	804	Low	High	9	No	0%
L2	Maulden East	31.5	30	566	566	521	Medium	High	6	No	0%
L3	Maulden South	12.0	30	216	216	216	Medium	High	4	No	29%
L4	Ampt Hill East	37.3	30	671	671	671	Medium	High	5	No	96%
L5	Flitwick West	89.7	44	2,368	2,368	1,500	High	Medium	8	Yes	99%
L6	North of Flitwick	51.3	55	1,693	1,500	900	High	Low	6	Yes	96%
L7	Flitwick East	19.6	55	648	648	648	High	Medium	6	Yes	99%
L8	Flitton	22.8	30	410	410	410	Medium	High	7	No	0%
L9	Gravenhurst	16.8	30	302	302	240	Low	High	4	No	0%
L10	Barton	444.5	44	11,736	2,000	924	Low	High	6	No	66%
L11	North of Harlington	33.0	30	593	593	593	High	High	4	Yes	99%
L12	Harlington West	143.0	55	2,961	2,500	1,500	High	High	7	Yes	98%
L13	Toddington	151.0	44	3,987	2,500	1,500	Low	High	8	No	79%
L14	Tebsworth	14.6	30	263	263	263	Medium	High	4	No	99%
L15	Hockliffe	108.5	44	2,865	2,500	1,500	Low	High	6	No	72%
L16	North of Leighton	405.7	44	10,710	2,500	120	Low	High	9	No	98%
L17	Leighton East	23.8	30	428	428	420	Medium	High	5	No	99%
L18	SE Leighton	50.3	30	905	905	720	Medium	Medium	6	No	99%
L19	Tilsworth	10.9	30	195	195	195	Medium	High	4	No	100%
L20	North Luton	308.5	44	8,150	3,000	2,000	High	High	5	No	90%
L21	Butterfield North	36.5	55	1,205	1,205	900	High	Medium	5	Yes	98%
L22	East Luton	116.5	30	2,100	2,100	2,100	High	Medium	5	No	99%
L23	Butterfield South	10.1	55	330	330	330	High	High	4	Yes	99%
L24	West Luton	299.4	55	9,884	2,500	1,500	High	High	7	Yes	88%
L25	Caddington NW	20.4	30	368	368	368	Medium	High	3	No	13%
L26	M1 J10	33.6	55	1,107	1,107	900	High	High	4	Yes	0%
L27	Harpenden	37.5	30	675	675	669	High	High	3	No	99%
L28	West Dunstable	117.1	44	3,093	2,000	1,200	Medium	Low	6	Yes	99%
L29	Eaton Bray East	22.8	30	411	411	411	Medium	High	5	No	99%
L30	Eaton Bray West	55.6	30	1,000	1,000	720	Medium	High	5	No	85%
L31	Eddlesborough	165.1	44	4,359	2,000	1,200	Low	High	3	No	0%
	Total net dwelling capacity			79,474	39,761	25,943					

1 Introduction

- 1.1 The Luton Housing Market Area (HMA) Growth Options Study was jointly commissioned by Central Bedfordshire Council (CBC), Luton Borough Council (Luton BC), Aylesbury Vale District Council (AVDC), and North Hertfordshire District Council (NHDC).

Aim

- 1.2 The aim of the Growth Options Study was to identify and assess realistic options to help meet housing need (both market and affordable and associated essential infrastructure) within the Luton HMA during 2011-2031. In light of the different periods covered by the Local Plans of the commissioning authorities (see below), the study also provides information on the number of homes that could be delivered up to 2035. The study provides an assessment of the capacity for all types of housing (market and affordable). Although the viability of delivering affordable housing in each location has been considered as part of the viability assessment, the high level nature of the study does not allow conclusions to be drawn on the split between market and affordable housing delivery.
- 1.3 The study will provide evidence to be used alongside other studies, including Green Belt assessment, transport modelling, and Strategic Housing Land Availability Assessment (SHLAA), to support the commissioning authorities' selection of spatial options and their assembly into a spatial strategy to meet the total housing requirement within the HMA through the preparation of separate Local Plans by the commissioning authorities.
- 1.4 It is important to note that the potential growth locations identified by the Growth Options Study were based only on the criteria and methodology for this study to determine which locations, could potentially deliver sustainable growth. The study grouped together individual sites and did not look in detail at the merits of these. Further work is being undertaken through the individual land availability assessment processes for each local planning authority (LPA) as a requirement of their Plan making process, including looking at smaller sites. This further assessment allows the locations and sites within them to be considered in greater detail and for site specific issues, locational factors and relationships to existing settlements or features to be given their due consideration. Each LPA will also have to consider the suitability of sites for inclusion in their respective local plans on the basis of their respective sustainability appraisals and spatial strategies.

Background

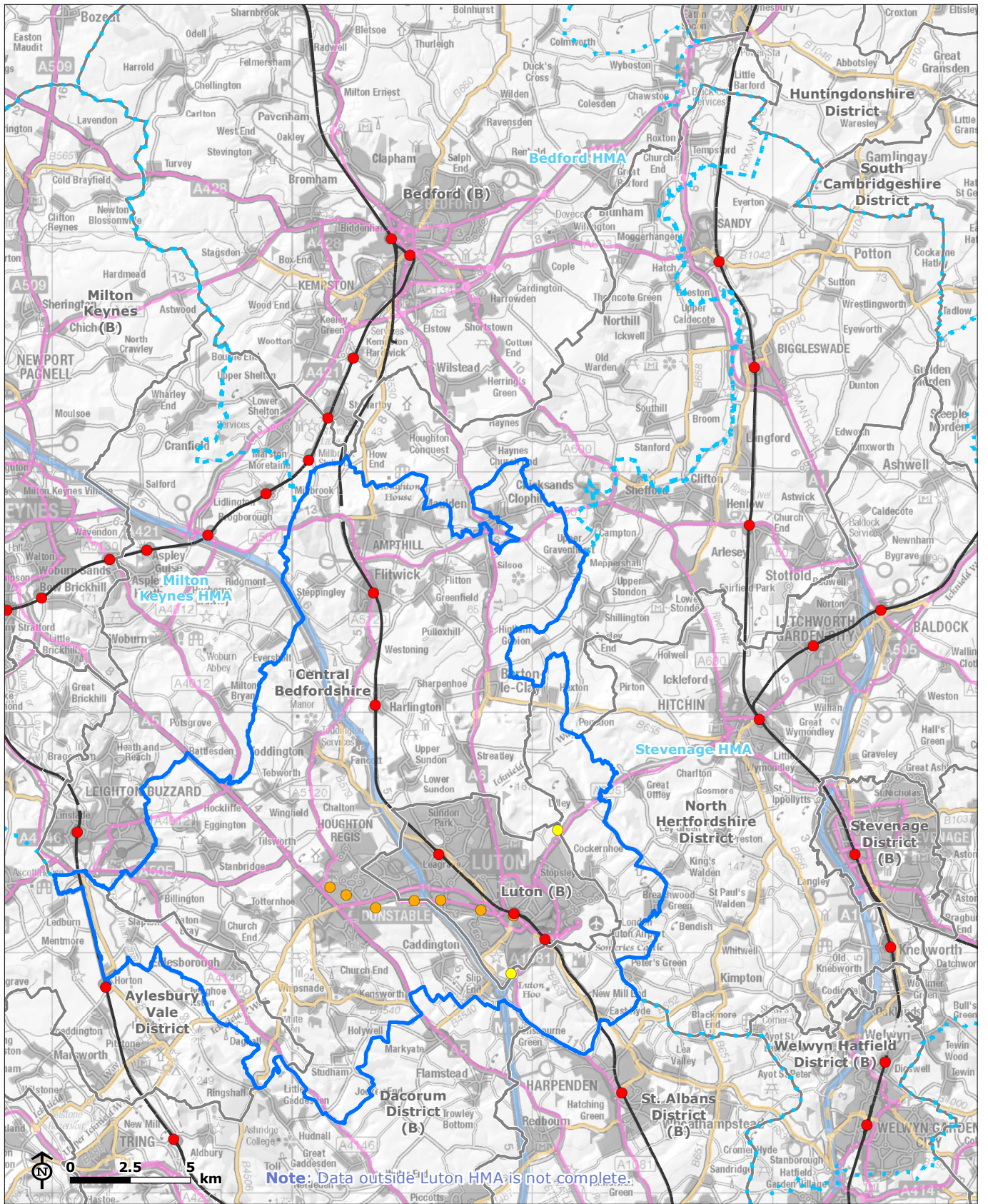
- 1.5 The Luton HMA, depicted in Figure 1.1 comprises the administrative areas of Luton Borough Council, a large proportion of Central Bedfordshire Council, and small areas of North Hertfordshire and Aylesbury Vale Districts. This was confirmed through a refresh of the HMAs which looked more closely at the boundaries of the Luton HMA and nearby HMAs.
- 1.6 The starting point for this study was to identify if the Objectively Assessed Need (OAN) for the Luton HMA could be accommodated within the HMA. At the time of writing the most up-to-date assessment of housing need is set out in the Luton & Central Bedfordshire Strategic Housing Market Assessment Update (Summer 2015)¹. This identifies the Full Objectively Assessed Need (OAN) for Housing in Luton and Central Bedfordshire administrative areas to be 47,300 dwellings over the 20-year period 2011-31. This comprises 17,800 dwellings in Luton, and 29,500

¹ A new SHMA for Luton & Central Bedfordshire is currently in production. This will cover the period 2015 – 35, and it is likely that the OAN for Luton, and therefore the level of unmet need, will increase.

dwellings in Central Bedfordshire. Of this figure 31,200 is expected to arise within the Luton HMA, as part of a total HMA need of 31,800 dwellings². As noted, Luton Borough's OAN is 17,800 (which includes an element of affordable housing), which would leave a figure of around 13,400 for the remainder of the Luton HMA (i.e. Central Bedfordshire's OAN arising within Luton HMA). Recent analysis of Luton's urban capacity (Luton SHLAA 2016) suggests that at least 8,500 new dwellings can be provided within the Borough over their Plan period to 2031. This would leave an unmet need of 9,300 arising from Luton Borough which will be met within the HMA as close to Luton as possible. Therefore, there is a need for 23,300 new dwellings arising from the Luton HMA (outside of Luton Borough) incorporating Luton's unmet housing need.

- 1.7 Whilst it is clear from the study that all of the OAN arising within the Luton HMA could be accommodated within the HMA, it will be for each commissioning authority to undertake more detailed technical studies, analysis and sustainability appraisal to determine the most sustainable options to deliver growth in their area.
- 1.8 It is important to stress that the above figures are provided for context only and may be subject to change. The purpose of this study is to identify and assess all realistic locations for growth, and is not capped at any specific unmet need figure.
- 1.9 Local Plan preparations for the relevant local authorities in the HMA are at various stages:
 - CBC submitted its Development Strategy to the Secretary of State on 24th October 2014 for Examination. Following the initial hearings, the Inspector issued a letter indicating that his report would conclude that CBC had failed to meet the Duty to Cooperate. CBC subsequently applied for a Judicial Review of the Inspector's letter but have since withdrawn from the Examination process and halted the Judicial Review proceedings. The Council are now in the early stages of a new Local Plan for Central Bedfordshire with consultation on a Draft version scheduled for December 2016-February 2017. The Central Bedfordshire Local Plan will set out a vision for how the area will develop in the future, up to 2035.
 - Luton BC's Local Plan covers the period 2011-2031 and was submitted to the Secretary of State in April 2016. The examination is currently underway and the final stage of hearings is scheduled for December 2016-January 2017.
 - NHDC's Local Plan covers the period 2011-2031. It consulted on its Local Plan Preferred Options Plan in December 2014-February 2015 and intends to consult on the Proposed Submission version during October-November 2016.
 - AVDC withdrew its Vale of Aylesbury Plan in February 2014. The new Vale of Aylesbury Local Plan covers the period to 2033 and consultation on the Draft Plan took place during July-September 2016. Consultation on the Proposed Submission version of the plan is scheduled to begin early in 2017.
- 1.10 The commissioning authorities have agreed a series of steps to reach agreement on the findings of this study which each LA will then take forward through their respective Local Plan processes. The approach is set out in Appendix 4.

² Small areas of land in North Hertfordshire and Aylesbury Vale administrative areas lie within the Luton HMA; incorporating need generated from these areas gives a total OAN for the Luton HMA of 31,800 dwellings.



Note: Data outside Luton HMA is not complete.

- Luton Housing Market Area
- Other Housing Market Area
- Local Authority boundary
- Motorway
- A Road
- B Road
- Railway station
- Guided busway stop
- Park & Ride
- Railway
- Built-up area

LUTON HOUSING MARKET AREA
Growth Options Study

Figure 1.1: Luton Housing Market Area (HMA)

LUC

Source: Central Bedfordshire

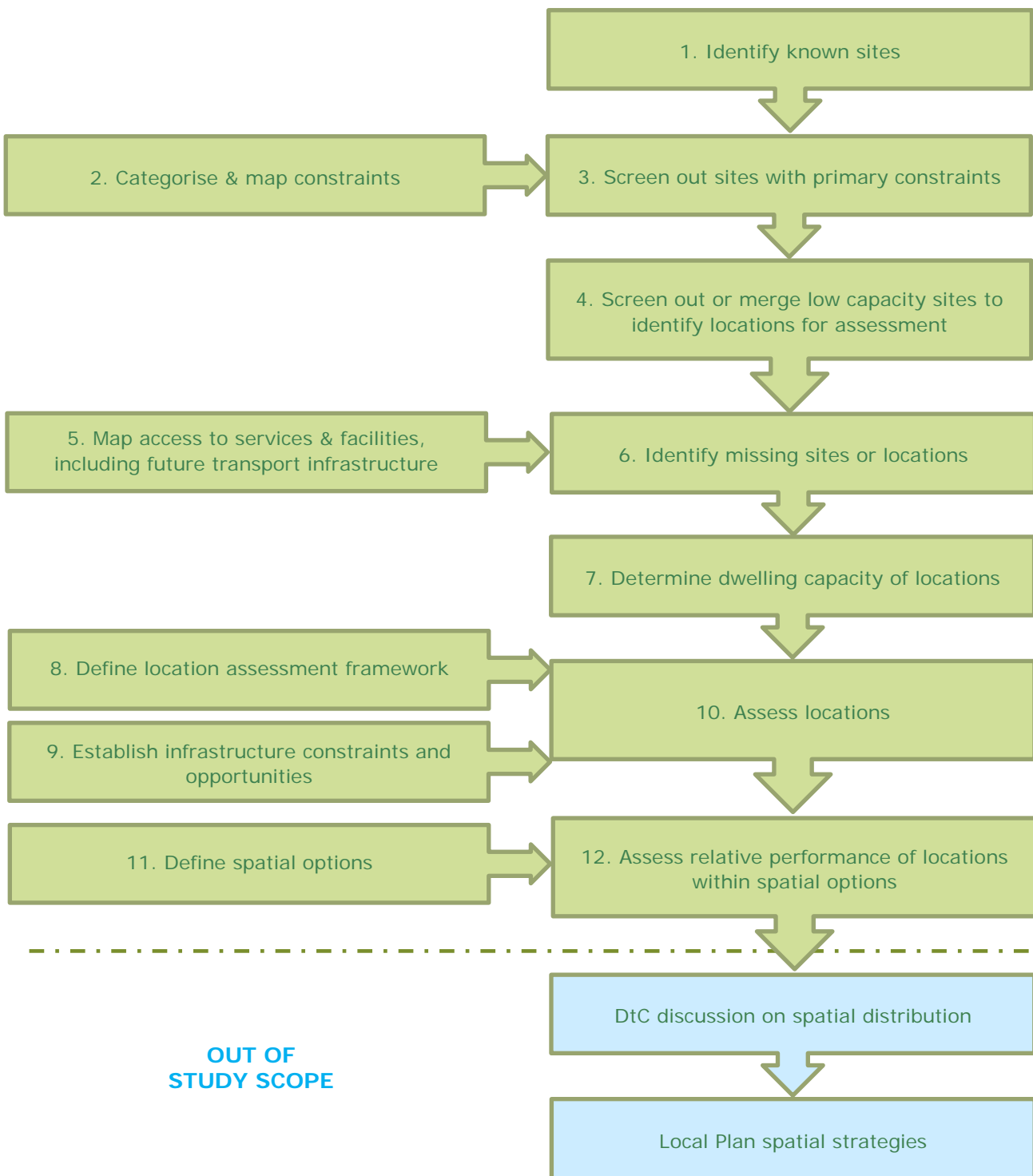
Map Scale @ A4: 1:225,000

2 Method

Overview

- 2.1 To reflect the strategic remit of the Luton HMA Growth Options Study and to ensure that it could be achieved within the defined time and budget constraints, the study focused on a relatively small number (approximately 30) of groupings of known or potential sites for strategic scale housing, referred to as 'locations'. The list of locations for assessment was created in discussion with the steering group. It took known sites (identified through the councils' call for sites and Strategic Housing Land Availability Assessment – SHLAA - processes) as a starting point, gave consideration to additional 'missing' sites, and focused on those which are free of the types of constraint most likely to preclude development ('primary constraints') and which have relatively good access to existing services and facilities, whilst allowing for the possibility of providing a range of new services and facilities in the largest new developments.
- 2.2 Each location was assessed in terms of its:
- constraints;
 - access to services and facilities;
 - Green Belt performance;
 - deliverability; and
 - viability.
- 2.3 A small number of thematic spatial options for growth was also agreed with the steering group, for example growth in transport corridors or growth as a new settlement. Each location was allocated to the relevant spatial options, according to its size and location, and a high level assessment made of the relative performance of the locations falling within each spatial option.
- 2.4 An overview of the study methodology is provided in Figure 1; the text below provides a description of each of the Growth Options Study steps shown. The process by which the findings of the study are then likely to be taken forward by the commissioning authorities is outlined in the Next Steps section of Chapter 4.
- 2.5 In order to help fulfil the duty to cooperate, a 'reference group' of neighbouring authorities was established by the four commissioning authorities and information shared with them at key stages of the study. Authorities represented on the reference group were Bedford Borough Council, Buckinghamshire County Council, Dacorum Borough Council, Hertfordshire County Council, Milton Keynes Council, Saint Albans City and District Council, and Stevenage Borough Council.

Figure 2.1 Main components of Growth Options Study method



Detailed methodological steps

Step 1. Identify known sites

- 2.7 GIS data was obtained from the four commissioning authorities showing potential or proposed sites for housing and associated essential infrastructure. These were based on information the commissioning authorities had gathered through their 'call for sites' and SHLAA processes, plus any other potential development sites known to them. Sites in this 'long list' could be of any size; the subsequent shortlisting process to identify locations for assessment is described in the following methodological steps.
- 2.8 Sites which had already been allocated in a plan which has been examined (including allocations in examined neighbourhood plans) or which had received planning permission did not count towards the growth capacity identified by the study but formed part of the baseline. These were referred to as 'committed' sites and the commissioning authorities indicated in the GIS data supplied to LUC any sites which they considered to be committed.³

Step 2. Categorise and map constraints

- 2.9 Potential constraints to development were mapped under the following themes:
- Historic environment
 - Biodiversity
 - Landscape
 - Air quality
 - Soil quality
 - Water quality and water bodies/ waterways
 - Flood risk
 - Energy supply infrastructure
 - Mineral resources
 - Open space, sport and recreation areas
 - Luton Airport
- 2.10 The constraints were categorised as either 'primary' constraints or 'secondary' constraints, according to the environmental sensitivity of the asset in question and the strength of the policy safeguards that apply to them:
- 'Primary' constraints were those constraints where significant development is likely to be precluded, for example within an Area of Outstanding Natural Beauty (AONB) or within an area at high risk of flooding.
 - 'Secondary' constraints were those that are sensitive but have less weight applied to them in national policy, i.e. where significant development may not be precluded, but where there is the risk of negative impacts which could be significant, for example at the sub-national level.
- 2.11 The types of constraint that were mapped and their categorisation as primary or secondary are shown in Appendix 1.

³ The GIS data supplied by Luton BC included a number of 'Action Area Allocations' for which the corresponding policies were reviewed in the adopted Luton Local Plan (2001-2011). Based on this review, the action area covered by policy 'BA1 – Butterfield Area' was treated as a committed employment site with a park and ride facility and that covered by policy 'KR1 – Redevelopment at Kimpton Road' was treated as a committed employment and housing site. Other action areas were not treated as committed sites on the basis that the corresponding policies were judged likely to result in infill/intensification over a wide area rather than representing a new housing or employment site.

Step 3. Screen out sites within primary constraints

- 2.12 Primary constraints represent the most sensitive environmental assets and/or areas subject to the strongest policy safeguards. To support the identification of 'locations' for detailed assessment, sites entirely within an area subject to primary constraint were excluded from further consideration. If a site was partially within an area of primary constraint, only the unconstrained portion was carried forward for consideration as part of a potential development location.

Step 4. Screen out or merge low capacity sites to identify locations for assessment

- 2.13 To further support the identification of locations for detailed assessment, since relatively few planned or potential sites with a large potential dwelling capacity were identified, additional locations were created by iteratively merging smaller sites in close proximity to one another. The remaining isolated, smaller sites were not considered further.
- 2.14 The process of identifying locations for assessment began with the following iterative process:
- merge any overlapping or directly adjacent sites (regard sites separated by up to 10 m as directly adjacent);
 - disregard any remaining sites smaller than 5 ha;
 - merge any remaining sites smaller than 25 ha with any other site whose boundary lies within 100 m, continuing iteratively until a new location with an area of at least 25 ha is created;
 - if the process above plus the identification of 'missing' locations (see Step 6 below) yields fewer than 30 locations, also carry forward a selection of the remaining, isolated sites smaller than 25 ha for assessment (the first three steps resulted in more than 30 locations so this final step was not necessary).
- 2.15 The locations created by this mechanistic process were then sense-checked in discussion with the steering group. At this point, consideration was also given to whether any further 'missing' sites or locations should be assessed (see Step 6 below).
- 2.16 Although many sites within urban areas were identified in the call for sites data, particularly in Luton, most of these were small and the approach above generally resulted in them being excluded from the assessment. These will nevertheless be considered by the local authorities in due course, through their SHLAA and development management processes. When the results of the Growth Options Study are used to inform the commissioning authorities' spatial strategies it will be important for those strategies to account for the amount of housing expected to be provided on smaller sites that fell outside the scope of the study, whether these are to be allocated in a Local Plan or left to come forwards as 'windfall' sites.

Step 5. Map access to existing services and facilities, including future transport infrastructure

- 2.17 To help inform the sense-checking of locations for assessment and to provide an assessment of the accessibility of chosen locations, a selection of existing services and facilities serving the HMA was mapped, as far as available data allowed. To increase the usefulness of this information straight-line walking distance zones around these services and facilities were also mapped; these were indicative and not intended to represent cut-offs beyond which residents would not travel to the service/facility in question. Walking zones were defined using professional judgement but with reference to 'desirable', 'acceptable', and 'preferred maximum' walking distance standards to various categories of destination established by the Institution of Highways and Transportation⁴. The standards assume that an 800 metre walk will take the average person around 10 minutes.
- 2.18 As well as existing services and facilities, the mapping also took account of new services and facilities that might be expected to be provided on committed⁵ housing development sites. It was assumed that committed sites of 100 hectares or more will, as a minimum, provide a bus stop, a primary school, a local / neighbourhood centre, and an area of publicly accessible open space;

⁴ Guidelines For Providing For Journeys On Foot, The Institution of Highways and Transportation, 2000.

⁵ Those with planning permission or allocated in a Local Plan document which has been subject to examination

this was judged to be a relatively conservative position. It was assumed that whilst housing sites within urban areas may achieve a similar scale of housing provision on smaller sites as they typically support higher densities, sites of less than 100 ha in urban areas would not provide the services and facilities listed above due to the proximity of such sites to existing infrastructure as well the reduced ability of smaller sites to accommodate on-site services and facilities. Similarly, when mapping access to existing employment areas, committed employment sites were also included.

- 2.19 Existing services and facilities that were mapped and the corresponding walking zones are shown in Table 2.1. It was considered that access to the first category – ‘Railway stations, guided busway stops and park and ride facilities’ (shown in bold text) – of potential housing development locations should be given greater weight than the other services and facilities. This was because new rail infrastructure will have longer lead times and require greater investment than other ‘people-based’ services and facilities and is therefore less likely to ‘follow’ strategic-scale housing development.

Table 2.1 Access to existing services and facilities

Service/ facility	Indicative walking distance	Data gaps and limitations
Railway stations, guided busway stops and park and ride facilities	1.2 km	<i>Compiled by LUC based on national data, data received from LAs and from discussions with stakeholders</i>
Major employment areas	2.0 km	<i>Compiled by LUC based on data received from LAs and from discussions with stakeholders</i>
Town centres and major out of centre retail parks	0.8 km	<i>No AVDC and NHDC settlements within the HMA considered large enough to manually digitise ‘centres’. CBC centres are LUC manual digitisation of approximate centres of ‘Major Service Centres’</i>
Publicly accessible open spaces	1.2 km	<i>New Study currently underway by AVDC - no datasets available for that authority area.</i>
Secondary or upper schools and further or higher education establishments	2.0 km	<i>Data not available from AVDC and NHDC but data supplied by CBC appears to cover North Herts. In the absence of local data from AVDC, a national dataset (Open Map Local) was used.</i>
Lower, middle or primary schools	1.0 km	<i>Data not available from AVDC and NHDC but data supplied by CBC appears to cover North Herts. In the absence of local data from AVDC, a national dataset (Open Map Local) was used.</i>
Local / neighbourhood centres	0.4 km	<i>Point data on defined size of settlements provided by AVDC, but the data set does not define local/neighbourhood centres. However, no AVDC settlements within the HMA considered large enough to manually digitise ‘centres’. CBC centres are LUC manual digitisation of approximate centres of ‘Minor Service Centres’</i>
NHS primary healthcare (GPs) and hospitals	1.2 km	<i>Data only supplied by Luton BC; for other commissioning authorities, hospitals were manually digitised and approximate GP surgery locations were based on postcode centre points downloaded from the Health and Social Care Information Centre</i>
Bus stops (including stops on non-guided sections of guided busway)	0.8 km	<i>From National Public Transport Access Nodes (NaPTAN)</i>

Step 6. Identify missing sites or locations

- 2.20 The spatial information described above in relation to constraints, access to existing services and facilities, and known/ proposed housing sites was captured in a GIS system. This spatial information was then reviewed by the consultant team to help identify any obvious 'missing' sites or locations in addition to those based on call for sites information or otherwise already known to the commissioning authorities. This was a purely technical exercise and no landowner searches or consultation were carried out in identifying missing sites or locations.
- 2.21 A number of location boundaries were modified to take account of these 'missing' sites, by reference to the following broad principles:
- where a location created from sites identified via the call for sites process was not bounded by any obvious boundary features (e.g. settlement boundary, major road, railway line) the location was extended up to any available nearby boundary feature except where this would only result in a negligible change in the extent of the location;
 - where a location created from sites identified via the call for sites process was in close proximity to a site smaller than 25 hectares which would otherwise have been discounted from consideration as a potential growth location, a missing site was added to amalgamate the two, provided that there were no apparent development constraints (for example, sensitive landscape, known proposal for an employment site, presence of a quarry) within the area to be added to the location;
 - where existing or planned transport infrastructure created an opportunity for development in a location well served by transport networks but no sites had come forward through the call for sites, an entire 'missing' location with an indicative boundary would be added (rather than adding a missing site to a location already created by amalgamating sites from the call for sites process); in practice, no such locations were identified;
 - where locations comprised entirely of sites identified via the call for sites process could result in settlement coalescence, this issue was noted but did not result in any change to the proposed location boundary; in contrast, when considering the addition of 'missing sites', these were only added if they would not contribute to coalescence with an existing settlement boundary (as modified by any committed sites but ignoring other potential locations for development).
- 2.22 The changes made to the initially identified locations as a result of this review for missing sites or locations are summarised in Table 2.2.

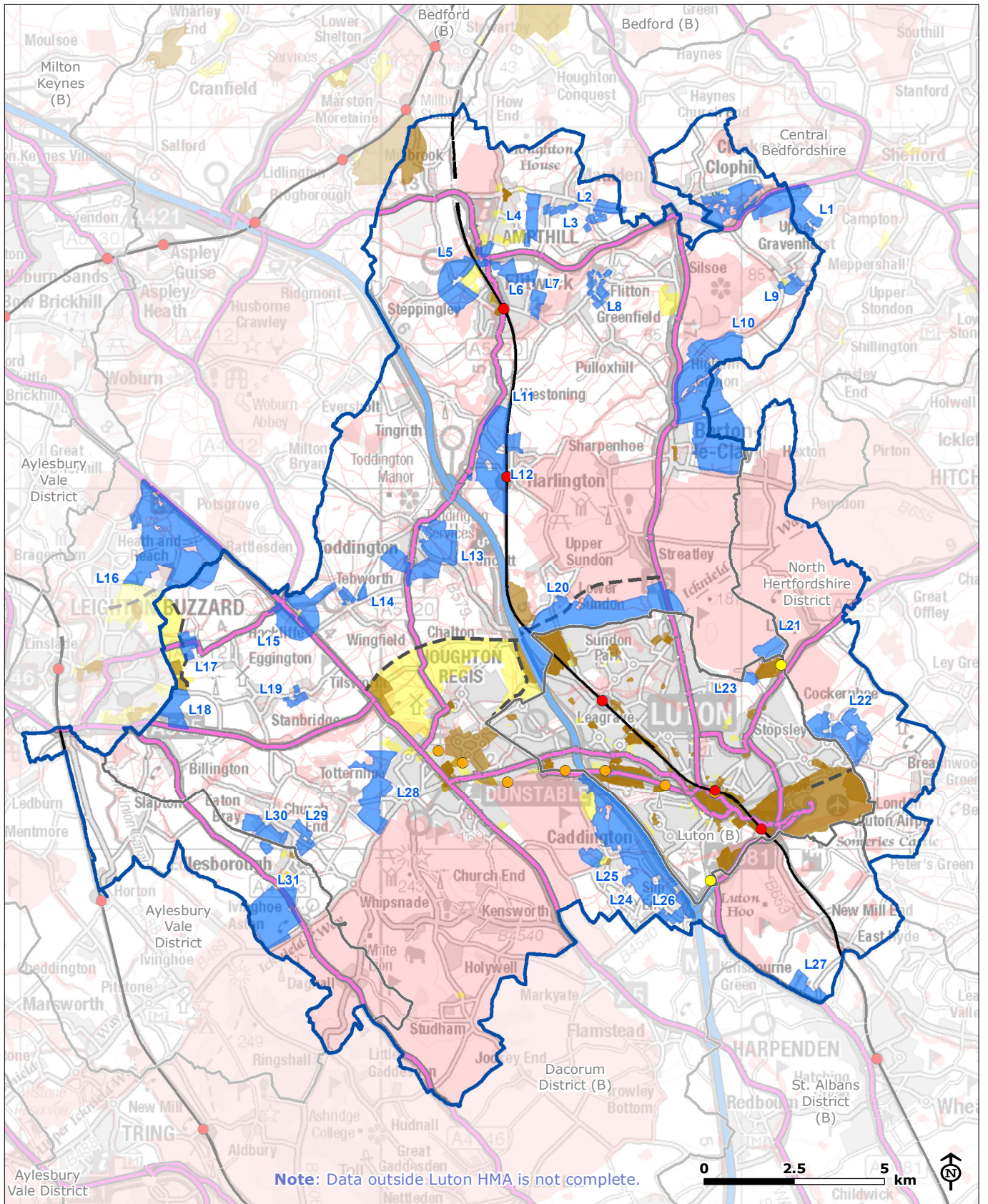
Table 2.2 Consideration of missing sites or locations

ID	Location name	Component site reference nos. from Councils' call for sites processes	Result of review for missing sites or locations
L1	Clophill	ALP295; ALP366; ALP405; ALP162; NLP465; NLP459; NLP189; NLP189; NLP349	No extension required beyond call for sites boundaries
L2	Maulden East	ALP023; ALP151; ALP153; ALP394; ALP415; NLP270; NLP276; NLP342; NLP287; NLP289; NLP253; NLP087	No extension required beyond call for sites boundaries
L3	Maulden South	ALP327; ALP409; NLP131; NLP129; NLP416	No extension required beyond call for sites boundaries
L4	Ampthill East	ALP053; NLP390; NLP367	No change – extension would risk coalescence with Maulden
L5	Flitwick West	NLP402; NLP408; NLP039; NLP094	Missing sites added
L6	North of Flitwick	ALP345; ALP098; ALP226; ALP251; ALP346; ALP379; NLP397; NLP105; NLP351; NLP043; NLP045; NLP044; NLP375; NLP444; NLP245;	Missing site added to south west; further potential areas not added as they contain a sewage works and proposed cemetery

ID	Location name	Component site reference nos. from Councils' call for sites processes	Result of review for missing sites or locations
		NLP081	
L7	Flitwick East	ALP174; ALP177; NLP321	No extension required beyond call for sites boundaries
L8	Flitton	ALP043; ALP240; NLP052; NLP449; NLP353; NLP203; NLP127; NLP164; NLP171; NLP172; NLP182; NLP011	No extension required beyond call for sites boundaries
L9	Gravenhurst	ALP243; ALP467; NLP404; NLP101	No extension required beyond call for sites boundaries
L10	Barton	ALP252; ALP418; ALP406; NLP400; NLP396; NLP382; NLP388; NLP385; NLP158	No extension required beyond call for sites boundaries
L11	North of Harlington	ALP316; ALP175; NLP317	No extension required beyond call for sites boundaries
L12	Harlington West	ALP117; ALP316; ALP123; ALP118; ALP146; NLP303; NLP381; NLP470; NLP471; NLP443	Missing sites added to north and south of call for sites submissions; potential area to east of railway line and north of Harlington is school playing field so not added; potential area at Dyer's Hall Farm is adjacent to AONB so not added
L13	Toddington	ALP078; ALP086; ALP091; ALP160; ALP189; ALP227; NLP453; NLP405; NLP152; NLP138; NLP378; NLP348; NLP294; NLP153; NLP184; NLP002	Missing site added to west; potential missing sites to north not compliant with emerging Neighbourhood Plan and close to Toddington Manor so not added
L14	Tebsworth	ALP10; ALP006; NLP023	No extension required beyond call for sites boundaries
L15	Hockliffe	ALP125; ALP184; NLP298; NLP278; NLP327; NLP242; NLP420; NLP413; NLP175; NLP259	Former runway within submitted call for sites unlikely to be delivered in submitted form due to extension into open countryside; missing sites added to east and south east
L16	North of Leighton	ALP066; NLP074; NLP457	Missing sites added up to Watling Street
L17	Leighton East	NLP336; NLP338	No extension required beyond call for sites boundaries
L18	SE Leighton	ALP022; ALP067; NLP072	Missing site added to south west, ending at quarry site and stream to south; potential extension westwards to Leighton Buzzard settlement boundary not made as open space
L19	Tilsworth	ALP308; ALP309; NLP134; NLP314	No extension required beyond call for sites boundaries
L20	North Luton	NLP426; NLP322; NLP368; NLP246	No extension required beyond call for sites boundaries
L21	Butterfield North	NLP247	No extension required beyond call for sites boundaries
L22	East Luton	EL1, EL2, EL3, Resi 340, Resi 360	Considered adding missing site to east but ruled out in discussion with NHDC due to sensitivities relating to landscape/topography, historic environment and AONB setting.
L23	Butterfield South	No ID (Luton 2015 SHLAA)	No extension required beyond SHLAA site boundaries; areas to south comprise sports and education uses therefore not added
L24	West Luton	ALP110; ALP111; ALP207; ALP207; ALP286; NLP240; NLP239; NLP436; NLP422; NLP418; NLP174	No extension required beyond call for sites boundaries

ID	Location name	Component site reference nos. from Councils' call for sites processes	Result of review for missing sites or locations
L25	Caddington NW	ALP143; NLP148; NLP151	No extension required beyond call for sites boundaries
L26	M1 J10	ALP069; NLP386; NLP380; NLP284; NLP167; NLP227	No extension required beyond call for sites boundaries
L27	Harpenden	NLP228	No extension required beyond call for sites boundaries
L28	West Dunstable	ALP144; ALP164; NLP306; NLP038; NLP432	No extension – potential missing sites to west would contribute to coalescence risk with Totternhoe; potential filling in to Dunstable settlement boundary is open space therefore not added
L29	Eaton Bray East	ALP103; ALP192; NLP300; NLP483; NLP250	No extension required beyond call for sites boundaries
L30	Eaton Bray West	ALP423; NLP316; NLP204	No extension required beyond call for sites boundaries; potential extension to south would increase risk of coalescence with Eddlesborough therefore not added
L31	Eddlesborough	SHLEDL005, SHLEDL011	No extension required beyond call for sites boundaries

2.23 Following completion of Step 6, Figure 2.2 was produced illustrating the potential growth locations to be subject to assessment. New transport infrastructure shown in this figure is limited to schemes which were judged to be of major significance to growth within Luton HMA by 'opening up' less accessible areas; capacity upgrades to existing routes and schemes which will primarily improve accessibility of areas beyond the HMA boundary were not included.



Note: Data outside Luton HMA is not complete.

0 2.5 5 km



LUTON HOUSING MARKET AREA
Growth Options Study

Figure 2.2: Potential Growth Locations



- Luton Housing Market Area
- Local Authority boundary
- Railway
- Motorway
- A Road
- New road scheme of significance to study
- Railway station
- Guided busway stop
- Park & Ride
- Primary constraints
- Potential growth location
- Existing or committed employment site
- Committed housing site

Source: LAs, NE, HE, EA, LUC

Map Scale @ A4: 1:150,000

Step 7. Determine dwelling capacity of locations

- 2.24 In order to assess how much infrastructure might be required or funded by housing development at each location it was necessary to make an estimate of the number of houses likely to be provided at each location.
- 2.25 Existing dwelling capacity (and trajectory) calculations only existed for one of the locations, situated within NHDC. Assumptions on gross to net ratios (see Table 2.3), density standards (Table 2.4), and development trajectory based on market conditions (see Appendix 2) were used for the remaining locations.
- 2.26 Firstly, we reviewed the dwelling capacity methodologies employed by CBC and Luton BC and these are summarised below.

Central Bedfordshire Borough Council dwelling capacity approach⁶

Work out the number of new homes from site size using a density of 30 dwellings per hectare (dph) and exclude up to 40% of site area for infrastructure and services, depending on site size and taking into account topography or significant areas of undevelopable land. Site size for this calculation is the smaller of the submitted Developable Area or the area measured in GIS.

Site size gross to net ratio standards:

- Up to 0.4 hectare: 100%
- 0.4 to 2.0 hectares: 80%
- 2.0 hectares or above: 60%

Luton Borough Council dwelling capacity approach

Policy LP 3 of Luton's Pre-submission Local Plan 2011-2031 states that residential development within the Town Centre will *make 'best use of opportunities for higher density development'* and Policy LP 15 states that *'Higher densities will be encouraged within Luton Town Centre and the district and neighbourhood centres'*. The monitoring indicator proposed in Appendix 8 of the plan states that *'Density of housing within the town centre, neighbourhood and district centre boundaries to be 75 dph or 50% greater than that surrounding the centre (to 300m or 5 minute walking distance of the centre boundary).'*

Policy H3 of Luton's adopted Local Plan 2001-2011 requires that residential developments are built to a minimum of 40 dph. For locations with good access to services, this should be increased to at least 50 dph.

- 2.27 Feedback from the commissioning authorities indicated, however, that there should not be a fixed approach to densities and that the likely housing delivery at each location to 2035 should be estimated individually and in discussion with the commissioning authorities. It was also considered reasonable to assume that higher densities should be achieved in more accessible locations such as around settlement centres and railway stations.
- 2.28 We therefore reviewed the existing viability evidence base for both authorities, in order to select development mixes that could be applied depending on the characteristics of each location. Due to the high level nature of our viability assessment, we limited this selection to three, as below:
- **Houses, up to five-bed (30dph)** - CBC's latest viability evidence base assessed densities and development mixes ranging from 25dph to 55dph. We modelled the 30dph development mix as the lower density scenario, in line with Central Bedfordshire Council's methodology summarised above. This development mix does not include any flats, and includes houses up to five bedrooms.

⁶ Draft site assessment framework for housing v7, Central Bedfordshire Council, May 2016.

- **Houses, up to three-bed (44dph)** – Luton BC’s latest viability evidence base includes a development mix entitled “contemporary development”, comprising a mix of houses up to three bedrooms, but does not include any flats.
- **Lower density low rise flats and terraced housing (55dph)** - We modelled CBC’s highest density development mix (55dph) as one of our scenarios. This development mix comprises low rise flats and terraced properties only.

2.29 A development mix comprising higher density low rise flats and terraced housing, providing an average of 64dph (drawn from Luton BC’s latest viability evidence base), was also considered in detail, but this was not considered appropriate as an average for any of the locations after taking into account their scale.

2.30 Assumptions on gross to net ratios (see Table 2.3) and density standards (see Table 2.4) were applied, to estimate the total potential net dwelling capacity of locations, including potential housing delivery beyond the end of the plan period. These assumed total net dwelling capacity figures served as a guide to the amount of new infrastructure that might be supported by growth at each location and also facilitated the categorisation of locations by spatial option since locations needed to exceed a threshold capacity to be included in the ‘new settlement’ option.

Table 2.3 Assumptions on gross to net ratios for Growth Options Study

Location size	Proportion of location required for infrastructure and services	Proportion of location available for housing
Up to 0.4 ha	0%	100%
0.4 ha up to 2.0 ha	20%	80%
2.0 ha or above	40%	60%

Table 2.4 Assumptions on density standards for Growth Options Study

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

2.31 In order to estimate the dwelling capacity to 2031 and 2035, we reviewed the document ‘Housing Trajectory for Central Bedfordshire (Completions as at 30th June 2016)’, drawing out benchmarks as detailed in Appendix 2.

Step 8. Define location assessment framework

- 2.32 Each location was subject to an assessment against an agreed framework to ensure consistency and transparency. Five broad types of assessment were carried out as follows.

Potential constraints to development (see also descriptions of Step 2 and Step 3 above)

- 2.33 In light of the strategic nature of the Growth Options Study and the fact that it will be followed, in due course, by more detailed SHLAA and SA work, the assessment of sustainability performance was limited to a high level analysis of constraints and access to services and facilities at each location.
- 2.34 As previously described, areas of primary constraint were identified and screened out as potential locations for development. Assessment was therefore made of the secondary constraints present at each potential location for development.
- 2.35 Only constraints that intersected with potential development locations were identified; this was on the assumption that it should generally be possible to avoid adverse effects on receptors beyond a potential development location's boundary through appropriate development design, site layout, screening etc. This approach also reflected the fact that more detailed consideration of constraints would take place via the commissioning authorities' SHLAA and Sustainability Appraisal (SA) processes.
- 2.36 See Appendix 1 for further information.

Access to services and facilities (see also description of Step 5 above)

- 2.37 Buffer areas representing indicative, straight line walking distances were mapped around a range of services and facilities, for example employment areas, education facilities and town centres. Analysis was then undertaken to determine which potential locations for development intersected with the walking catchments of which types of service or facility. Particular prominence was given to public transport hubs in the form of railway stations, guided busway stops and park and ride facilities for the reasons given under Step 5. The results were summarised in tabular form for all locations and also provided in a separate assessment sheet for each location and in the GIS datasets supplied alongside this report.

Contribution to Green Belt purposes

- 2.38 With the exception of the built up areas of Luton and Dunstable, a narrow band on its south western edge in Aylesbury Vale District, and a band north and east of Flitwick, the remainder of Luton HMA is Green Belt. Green Belt will be an important issue for the commissioning authorities in defining their spatial strategies and Green Belt assessments form part of the evidence base for each of their each of their Local Plans.
- 2.39 In order to facilitate consideration of the assessments carried out by the Growth Options Study alongside that Green Belt evidence, the Growth Options Study drew on the outputs of those studies^{7,8,9} to report the performance of each potential location for development in Green Belt terms. Each of the three Green Belt studies drawn on employed broadly similar methodologies in that each one sub-divided the Green Belt into parcels of land and rated each in terms of its performance against the following purposes of Green Belt set out in the NPPF:
- to check the unrestricted sprawl of large built-up areas;
 - to prevent neighbouring towns merging into one another;
 - to assist in safeguarding the countryside from encroachment; and
 - to preserve the setting and special character of historic towns.
- 2.40 The NPPF also sets out fifth purpose of Green Belt, "to assist in urban regeneration, by encouraging the recycling of derelict and other urban land", but this is not generally assessed on a parcel by parcel basis.

⁷ Central Bedfordshire and Luton Green Belt Study, Draft Final Report, July 2016

⁸ North Hertfordshire Green Belt Review, NHDC, July 2016.

⁹ Buckinghamshire Green Belt Assessment, The Buckinghamshire Authorities, March 2016.

- 2.41 In order allow the results of the three Green Belt studies to be compared it was necessary to convert the three point rating scales used by the North Hertfordshire and Buckinghamshire studies to the five point scale used by the Central Bedfordshire and Luton study. Comparability was also enhanced by using the Stage 1 results of the Central Bedfordshire and Luton Green Belt study which divided all of the Green Belt within its study area into parcels of similar size to those defined by the North Hertfordshire and Buckinghamshire studies; this scale of reporting was also judged appropriate to the strategic scale of the Growth Options Study. The results of the Stage 2 the Central Bedfordshire and Luton Green Belt study which carried out more detailed assessment of small parts of parcels were not reported in the Growth Options Study. The Growth Options Study assesses potential locations for development as a whole but in taking forwards its findings, the councils may wish to consider the more detailed Stage 2 Green Belt findings when making site allocations through the Local Plan process and when masterplanning those sites.
- 2.42 The NPPF does not require all the Green Belt purposes to be met and it is therefore reasonable to assume that a parcel of land can make a significant contribution to the purposes of Green Belt if it makes a strong contribution to any one of the purposes. It is also notable that none of the three Green Belt studies referenced applied any weighting to the ratings achieved against individual purposes. Accordingly, the Growth Options Study used the highest contribution made to any of the four assessed purposes as a proxy for the overall performance of each parcel in Green Belt terms.
- 2.43 A further complexity was that the boundaries of the locations for assessment defined by the Growth Options Study did not align with those of the parcels defined by the Green Belt studies. This resulted in locations often overlapping with parts of several Green Belt parcels, each making a different level of contribution to the Green Belt. Rather than averaging the separate Green Belt ratings, the Growth Options Study reports the contribution of all Green Belt parcels within each location (other than those for parcels which overlapped less than 0.5% of a location's area).

Deliverability

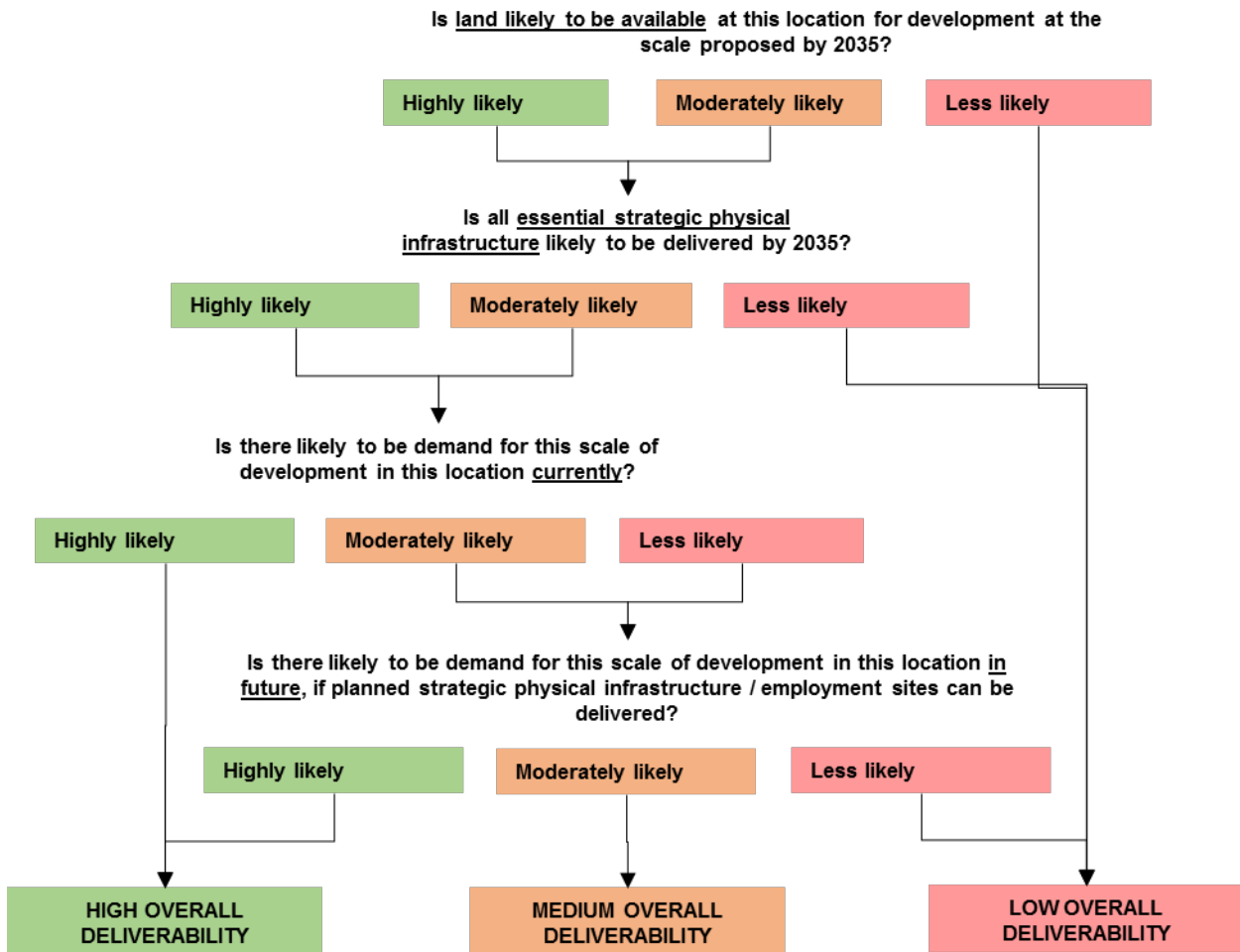
- 2.44 Deliverability was assessed based on the prospect of the entirety of the location being delivered, at the assumed size, typology and dwelling capacity from Step 7. The deliverability of individual development parcels coming forward at different times may be different; however, this was not assessed at this stage. In assessing the deliverability of each location, we asked four questions, and assessed the answers set out in Table 2.5.
- 2.45 No landowner searches or consultation was carried out in carrying out the land availability assessment.

Table 2.5 Deliverability assessment criteria

Criteria / score	Highly likely	Moderately likely	Less likely
Is land likely to be available at this location for development at the scale proposed by 2035?	The entirety / majority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.	A minority of the site has been submitted by promoters through the Call for Sites process. The rest of the site comprises 'missing site(s)', and therefore the land availability is currently unknown. However, we are not specifically aware of any resistance to development by landowners.	Known evidence of landowner resistance to development.
Is all essential strategic physical infrastructure likely to be delivered by 2035?	Essential strategic physical infrastructure projects are unplanned but minor, or; planned and highly likely to be delivered by 2035.	Essential strategic physical infrastructure projects are unplanned but modest, or; planned but moderately likely to be delivered by 2035.	Essential strategic physical infrastructure projects are unplanned and significant, or; planned and less likely to be delivered by 2035.
Is there likely to be demand for this scale of development in this location currently?	Qualitative consideration of factors including: quality of life (access to natural, cultural and leisure assets); convenient access to employment and amenities; affordability.		
Is there likely to be demand for this scale of development in this location in future, if planned strategic physical infrastructure / employment sites can be delivered?	Qualitative consideration of factors including: affordability; potential impact of regeneration / social / physical infrastructure / employment proposals; potential change in access to employment and amenities.		

2.46 The overall deliverability of each location was then determined as per the decision flow chart in Figure 2.3.

Figure 2.3 Overall deliverability assessment flow



2.47 The deliverability assessment covers the period to 2035, and does not take account of financial viability (which is considered separately, and is based on current demand, costs and values). The overall deliverability assessment is not intended to ‘rule out’ any locations; those locations assessed as having “Low” overall viability are not necessarily undeliverable, and the position may change in the future as a result of further infrastructure projects, economic development activity, regeneration initiatives, and so on. Reduction in scale of the location may also increase deliverability.

Viability

2.48 In assessing the viability of each location, we asked two questions, with the answers assessed as set out in Table 2.6.

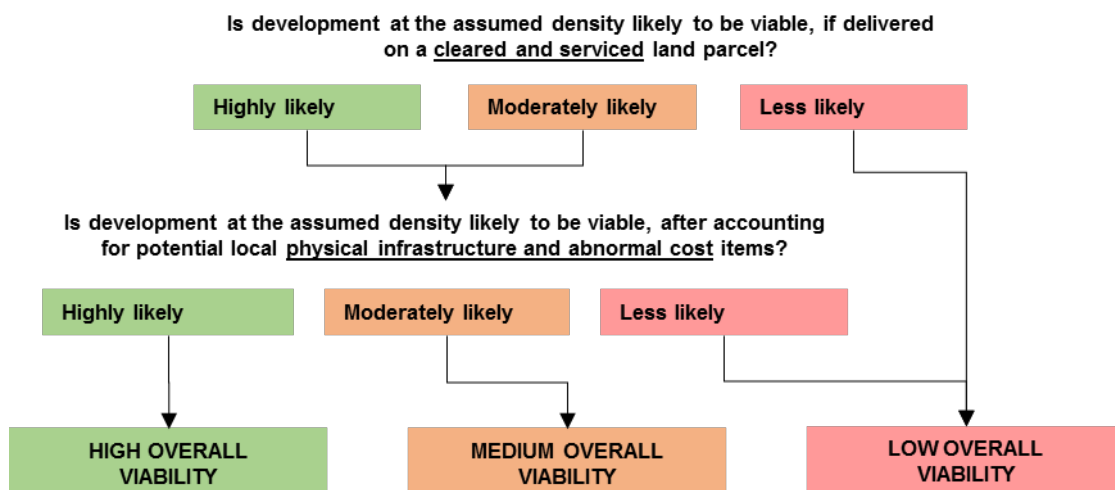
Table 2.6 Viability assessment criteria

Criteria / score	Highly likely	Moderately likely	Less likely
Is development at the assumed density likely to be viable, if delivered on a cleared and serviced land parcel?	High level viability modelling suggests that development at the assumed density with policy compliant affordable housing provision exceeds the Threshold Land Value at current costs and values.	High level viability modelling suggests that development at the assumed density with zero affordable housing provision exceeds the Threshold Land Value at current costs and values.	High level viability modelling suggests that development at the assumed density does not exceed the Threshold Land Value at current costs and values, even with zero affordable housing provision.

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

- 2.49 BBP Regeneration prepared a high level Residual Land Value viability model in order to establish the minimum average residential sales value required to achieve threshold land values for each location, with and without policy compliant affordable housing provision, given its:
- Assumed density and development mix, applied based on the typology of the location
 - Previous land use (greenfield or brownfield threshold land value), applied based on information provided by the local authorities
- 2.50 We then estimated the average residential sales value for each postcode sector within the study area, by analysing Land Registry price paid data from January 2013 to mid-2016, adjusting to mid-2016 prices, as well as adjusting second hand values to reflect new build premium where evident (cross referenced with Zoopla predicted average asking prices, and comparables analysis of asking prices on Rightmove).
- 2.51 We then compared the minimum average sales values (with and without policy compliant affordable housing provision) against the estimated average residential sales value for each location.
- 2.52 The overall viability of each location was then determined as per the decision flow chart in Figure 2.4.

Figure 2.4 Overall viability assessment flow



- 2.53 The overall viability assessment provides a snapshot based on current demand, costs and values. However, commentary within the deliverability assessment provides a high level assessment of potential future demand over the study period.

Step 9. Establish infrastructure constraints and opportunities

- 2.54 Infrastructure constraints and opportunities have been considered as part of our methodology, based upon the best available evidence. It should be stressed that this is a high level assessment based on a largely generic set of assumptions; however, each location will have its own unique infrastructure requirements that can only be fully tested on a site-specific basis.

Establishing a baseline of existing and future infrastructure assets likely to be delivered by 2035

- 2.55 GIS information was provided by the four commissioning authorities relating to existing social and physical infrastructure assets (see Step 5).
- 2.56 Infrastructure Delivery Plans were reviewed for the four local authorities in order to establish known utilities infrastructure requirements relevant to each location.
- 2.57 Local Transport Plans were reviewed to establish potential future transport projects. Consultation with transport planners from Luton BC and CBC informed an assessment of the likelihood of delivery for each potential future transport project by 2035, and routes were digitised into GIS based on the best available information. A schedule outlining the potential future transport projects considered is provided at Appendix 3.

Considering the impact of strategic transport infrastructure on dwelling capacity

- 2.58 Proximity to existing and/or planned public transport interchanges and strategic roads was considered in determining the typology of each location (see Step 11). In turn, the typology determined the assumed density for that location.

Considering the impact of infrastructure requirements on deliverability / viability

- 2.59 Table 2.7 summarises the approach to deliverability / viability across the range of infrastructure requirements considered.

Table 2.7 Impact of infrastructure on deliverability / viability

Infrastructure category	Strategic physical infrastructure	Local physical infrastructure	Social infrastructure
Examples of relevant infrastructure	Physical infrastructure comprises transport and utilities. Strategic infrastructure for these purposes was considered as infrastructure that is less scalable – that is, each asset or upgrade creates significant additional capacity, often beyond the immediately proposed scale of development (e.g. new gas / water mains, power plant, railway station).	Physical infrastructure comprises transport and utilities. Local infrastructure for these purposes was considered as infrastructure that is more scalable – that is, each asset or upgrade can be tailored to the immediately proposed scale of development (e.g. local service connections / diversions, SUDS, district heating network).	Social infrastructure comprised health, education, and community infrastructure.
Assumed funding mechanism	Statutory authority and mainstream public sector funding commitments in line with housing and employment growth. Developer contributions may be available, depending on viability.	Land and funding generally secured through developer contributions. Where viability poses a development constraint, gap funding may be sought from the public sector in order to unlock growth.	Statutory authority and mainstream public sector funding commitments in line with housing and employment growth. Land and gap funding secured through developer contributions, depending on viability.
Approach to deliverability / viability assessment	Known utilities infrastructure requirements were noted and considered in	Headroom in excess of threshold land values on a cleared and serviced site considered in viability	Headroom in excess of threshold land values on a cleared and serviced site considered in viability

Infrastructure category	Strategic physical infrastructure	Local physical infrastructure	Social infrastructure
model	<p>deliverability assessment.</p> <p><i>N.B. Site-specific work beyond the scope of this commission may result in the identification of additional utilities infrastructure requirements, particularly as the existing evidence base upon which we have relied will have focused around known, committed growth locations at the time of their preparation.</i></p> <p>Likelihood of delivery of essential strategic transport infrastructure (see table below) by 2035 were considered in deliverability assessment, with regard to current funding status.</p> <p>High level qualitative assessment of accessibility (with regard to proximity, routes, and congestion) to both employment and amenities, and; key quality of life attractions (natural, cultural and leisure assets) were considered in assessing likely current and potential future demand for development of the assumed scale in each location. In turn, this impacted on the overall deliverability assessment.</p>	<p>assessment.</p> <p><i>N.B. Site-specific work beyond the scope of this commission may result in the identification of additional local physical infrastructure requirements beyond the levels considered in our viability assessment.</i></p>	<p>assessment.</p> <p><i>N.B. Secondary schools have considerable land and funding requirements, and often create capacity beyond the immediately proposed scale of development. Demand for secondary schools is dependent on factors such as the nature and affordability of new development, catchment areas / accessibility, current unmet demand and relationships with feeder schools, current utilisation / capacity for growth of existing assets, and demographic profiles of the existing and new population – assessment of this demand is beyond the scope of this commission. At some locations, this may result in the identification of significant investment requirements beyond the levels considered in our viability assessment.</i></p>

2.60 The assumptions in Table 2.8 were made in determining the essential strategic transport infrastructure requirements for each location, alongside an assessment of whether these requirements existed already, or were likely to be delivered by 2035. In turn, this impacted on the overall deliverability assessment.

Table 2.8 Strategic transport infrastructure assumptions

Number of units	Village extension	Urban extension	New settlement
0-499 units	<p>If strategic road within 1.0km, assume only local access works required.</p> <p>If not within 1.0km of strategic road, assume moderate improvements in access to strategic road network required.</p>	<p>If strategic road within 1.0km, assume only local access works required.</p> <p>If not within 1.0km of strategic road, assume moderate improvements in access to strategic road network required.</p>	n/a
500-1,999 units	<p>If strategic road within 1.0km, assume minor improvements in access to strategic road network required.</p> <p>If not within 1.0km of strategic road, assume moderate</p>	<p>If strategic road within 1.0km, assume minor improvements in access to strategic road network required.</p> <p>If not within 1.0km of strategic road, assume moderate</p>	n/a

Number of units	Village extension	Urban extension	New settlement
	improvements in access to strategic road network required.	improvements in access to strategic road network required.	
2,000+ units	See 'New settlement'	<p>If strategic road within 1.0km, and within 1.2km of public transport interchange, assume minor improvements in transport infrastructure required.</p> <p>If not within 1.0km of strategic road, but within 1.2km of public transport interchange, assume moderate improvements in transport infrastructure required.</p> <p>If strategic road within 1.0km, but not within 1.2km of public transport interchange assume moderate improvements in transport infrastructure required.</p> <p>If not within 1.0km of strategic road, and not within 1.2km of public transport interchange, assume significant improvements in transport infrastructure required.</p>	<p>If strategic road within 1.0km, and within 1.2km of public transport interchange, assume minor improvements in transport infrastructure required.</p> <p>If not within 1.0km of strategic road, but within 1.2km of public transport interchange, assume moderate improvements in transport infrastructure required.</p> <p>If within 1.0km of strategic road, but not within 1.2km of public transport interchange, assume significant improvements in transport infrastructure required.</p> <p>If not within 1.0km of strategic road, and not within 1.2km of public transport interchange, assume significant improvements in transport infrastructure required.</p>

Considering strategic growth opportunities along public transport interchanges and transport corridors

2.61 We provided a commentary highlighting where existing / planned transport infrastructure presented opportunities for housing and employment growth (see Chapter 4).

Considering opportunities for new strategic transport infrastructure to support housing and employment growth

2.62 We provided a commentary highlighting where new public transport infrastructure could unlock housing and/or employment growth at two or more locations that were otherwise considered to have low deliverability (see Chapter 4).

Step 10. Assess locations

2.63 Each location was assessed against the framework of criteria defined in Step 8 above. Assessments were desk-based, supported by GIS proximity analysis and reference to relevant documentary sources. Assessment results are summarised in Chapter 3 and presented as a standard form and boundary map for each location in Appendix 4.

Step 11. Define spatial options

2.64 Spatial options are different thematic groupings of locations. The following five themes were agreed with the commissioning authorities:

- new settlements;
- village extensions;
- growth in transport corridors;

- urban extensions; and
- urban intensification around public transport hubs.

2.65 Potential development locations were allocated to one or more of the spatial options, using the criteria set out in Table 2.9 for guidance. These criteria were not intended to provide an assessment of the location but merely to help generate alternative spatial distributions of development in a transparent and consistent way.

Table 2.9 Guidance framework for including locations within spatial options

Spatial option	Criteria: location considered for inclusion if...
<p>New settlements</p> <p>Criteria are based on achieving clear separation from the HMA's largest existing settlements and on achieving a sufficient location size to support provision of a broad range of services and facilities.</p>	<p>Location boundary > 1.0 km from the edge of an existing settlement (or permitted extension to an existing settlement) in the top tier of the local authority's settlement hierarchy, <i>and</i></p> <p>Location has capacity for > 2,000 dwellings.</p>
<p>Village extensions</p> <p>Criteria are based on identifying locations that are edge of the HMA's smaller settlements.</p>	<p>Location boundary < 100 m from boundary of existing settlements below the top tier of the settlement hierarchy.</p>
<p>Growth in transport corridors</p> <p>Criteria are based on identifying locations that have good access to the strategic transport network.</p>	<p>Location boundary < 1.2 km from a railway station, guided busway stop or park and ride facility <i>or</i></p> <p>Location boundary < 1.0 km from an A-road or motorway</p>
<p>Urban extensions</p> <p>Criteria are based on identifying locations that are edge of the HMA's largest settlements.</p>	<p>Location boundary < 100 m from the edge of an existing settlement (or permitted extension to an existing settlement) in the top tier of the local authority's settlement hierarchy, <i>and</i></p> <p>Location is not contained within the existing urban area.</p>
<p>Urban intensification around public transport hubs</p> <p>Criteria are based on identifying locations that have good access to public transport hubs.</p>	<p>Site is within or adjacent to the existing urban area of a settlement in the top tier of the local authority's settlement hierarchy, and < 1.2 km from an existing or proposed public transport hub (railway station, guided busway stop or park and ride facility).</p>

2.66 While settlement hierarchies may be subject to change through the Local Plan process, for the purposes of categorising locations according to the rules in Table 2.9, settlements in the 'top tier of the local authority settlement hierarchies' were assumed to be as follows:

- Central Bedfordshire District: Ampthill, Biggleswade, Dunstable, Flitwick, Houghton Regis, Leighton Buzzard, Sandy, Wixams
- Luton Borough: Luton town
- North Hertfordshire District: Baldock, Great Ashby, Hitchin, Letchworth Garden City, Royston,
- Aylesbury Vale District: Aylesbury, Buckingham, Haddenham, Wendover, Winslow

Step 12. Assess relative performance of locations within spatial options

2.67 Having allocated locations to spatial options, the relative performance of all locations within each spatial option was compared, drawing on the results of the separate assessments of constraints, accessibility, Green Belt, deliverability and viability. This was intended to provide a selection of building blocks from which future alternative spatial strategies could be generated through the Local Plan process.

3 Results

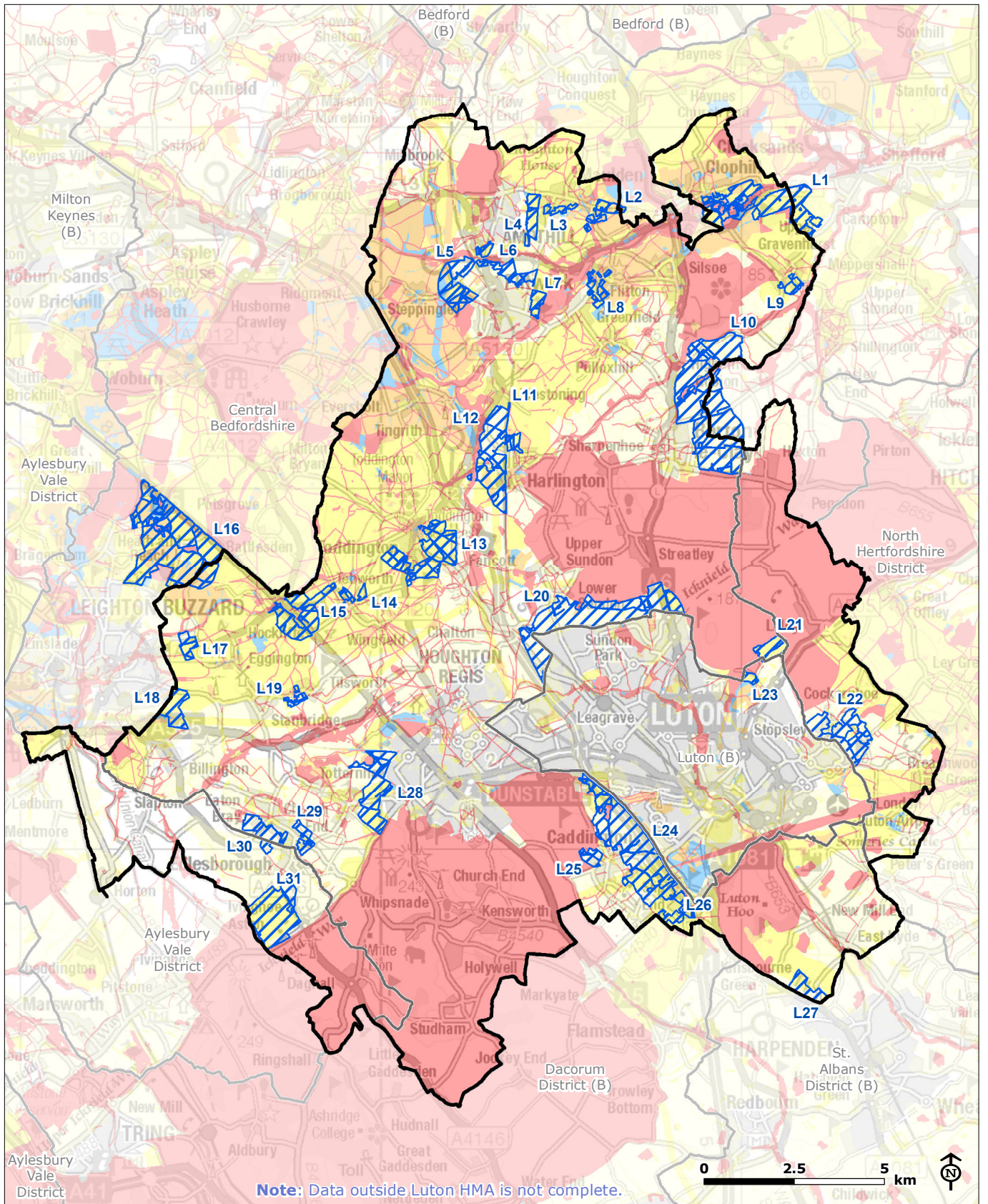
- 3.1 This chapter summarises the results of the assessments of constraints, access to services and facilities, Green Belt, deliverability and viability.

Constraints

- 3.2 As explained in the methodology chapter, none of the potential locations for development are within an area of primary constraint such as a nationally designated biodiversity or landscape designation as these areas have been excluded from consideration as possible locations for growth. The secondary constraints to which the locations are subject is summarised in Table 3.1.
- 3.3 The analysis shows that all potential locations for development are subject to a range of secondary constraints, the most commonly occurring relating to biodiversity, landscape, soil quality, and flood risk. Conversely, none of the locations are subject to secondary constraints relating to air quality, and very few are constrained in relation to water quality, energy infrastructure, or Luton Airport noise zones.
- 3.4 Note that the methodology only reveals presence or absence of constraints within the potential growth locations; it does not assess the proportion of the location subject to particular constraints. Furthermore, it does not assess the potential impacts of growth at the locations on environmental receptors beyond their boundaries, for example potential impacts on the setting of historic assets or setting of designated landscapes are not considered. As indicated in Chapter 0, more detailed work is being undertaken through the individual SHLAA processes of each LPA.
- 3.5 The results of the constraints analysis are illustrated by Figure 3.1 which shows those parts of the Luton HMA subject to primary constraints as well as the number of different secondary constraints present across the remainder of the HMA.
- 3.6 Further representations of the results of the constraints analysis are provided in the location assessment forms in Appendix 4 and the GIS datasets supplied alongside this report.

Table 3.1 Secondary constraints present within potential development locations

ID	Location name	Listed Building	Conservation Area	Priority Habitat Inventory	Locally designated wildlife site	Local Nature Reserve	Local geological site	Locally identified sensitive landscape	Current AQMA	Grade 1, 2, or 3 agricultural land	Source Protection Zone 1 or 1c	Flood Zone 2	Surface water flooding (1:100)	High voltage electricity line <400m	Mineral Safeguarding Area	Sustrans national cycle route	Publicly accessible open space	Luton Airport noise zones	No. of secondary constraints
L1	Clophill	No	Yes	Yes	Yes	No	Yes	Yes	No	Yes	No	Yes	Yes	No	Yes	No	No	No	9
L2	Maulden East	No	No	Yes	No	No	No	Yes	No	Yes	No	Yes	Yes	No	Yes	No	No	No	6
L3	Maulden South	No	No	Yes	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	4
L4	Amphill East	No	No	Yes	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No	5
L5	Flitwick West	Yes	No	Yes	No	No	No	Yes	No	Yes	No	Yes	Yes	Yes	Yes	No	No	No	8
L6	North of Flitwick	No	No	Yes	No	No	No	Yes	No	Yes	No	Yes	Yes	No	No	No	Yes	No	6
L7	Flitwick East	No	No	Yes	Yes	No	No	No	No	Yes	No	Yes	Yes	No	Yes	No	No	No	6
L8	Flitton	No	Yes	Yes	No	No	No	Yes	No	Yes	No	Yes	Yes	No	Yes	No	No	No	7
L9	Gravenhurst	No	No	Yes	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	4
L10	Barton	Yes	No	Yes	No	No	No	Yes	No	Yes	No	Yes	Yes	No	No	No	No	No	6
L11	North of Harlington	No	No	No	No	No	No	Yes	No	Yes	No	Yes	Yes	No	No	No	No	No	4
L12	Harlington West	No	No	Yes	Yes	No	No	Yes	No	Yes	No	Yes	Yes	Yes	No	No	No	No	7
L13	Toddington	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes	No	No	Yes	No	No	No	Yes	No	8
L14	Tebsworth	No	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	4
L15	Hockliffe	Yes	No	No	Yes	No	No	Yes	No	Yes	No	Yes	Yes	No	No	No	No	No	6
L16	North of Leighton	No	No	Yes	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	No	No	No	9
L17	Leighton East	No	No	No	No	No	No	Yes	No	Yes	No	Yes	Yes	No	No	Yes	No	No	5
L18	SE Leighton	No	No	Yes	No	No	No	Yes	No	Yes	No	No	Yes	Yes	Yes	No	No	No	6
L19	Tilsworth	No	No	Yes	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	4
L20	North Luton	No	No	Yes	Yes	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	5
L21	Butterfield North	No	No	Yes	Yes	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	5
L22	East Luton	No	No	Yes	Yes	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	5
L23	Butterfield South	No	No	Yes	Yes	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No	4
L24	West Luton	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	Yes	No	No	No	Yes	Yes	7
L25	Caddington NW	No	No	Yes	No	No	No	No	No	Yes	No	No	Yes	No	No	No	No	No	3
L26	M1 J10	No	No	No	No	No	No	No	No	Yes	No	No	Yes	No	No	No	Yes	Yes	4
L27	Harpenden	No	No	No	No	No	No	Yes	No	Yes	No	No	Yes	No	No	No	No	No	3
L28	West Dunstable	No	No	Yes	Yes	No	No	Yes	No	Yes	No	No	Yes	No	No	Yes	No	No	6
L29	Eaton Bray East	No	No	Yes	Yes	No	No	No	No	Yes	No	Yes	Yes	No	No	No	No	No	5
L30	Eaton Bray West	No	No	Yes	Yes	No	No	No	No	Yes	No	Yes	Yes	No	No	No	No	No	5
L31	Eddlesborough	No	No	Yes	No	No	No	No	No	Yes	No	No	Yes	No	No	No	No	No	3



Note: Data outside Luton HMA is not complete.

Luton Housing Market Area	Number of secondary constraints
Local Authority boundary	1
Potential growth location	2
Primary constraint	3
	4 - 6
	7 - 9

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Figure 3.1: Primary and Secondary Constraints within Luton HMA

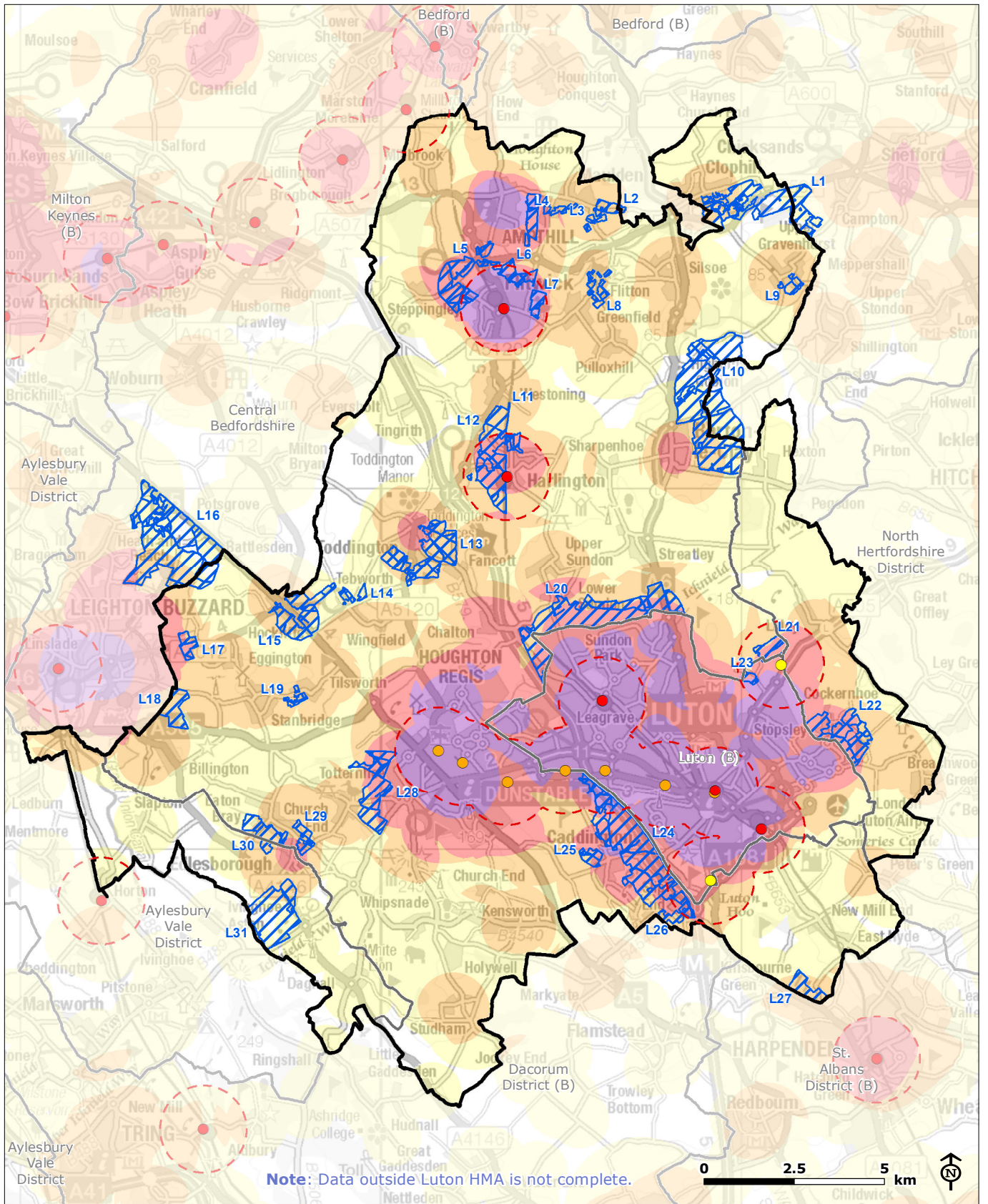
LUC

Access to services and facilities

- 3.7 The types of different service and facility present within indicative, straight line walking distance of the boundary of each potential location for development are summarised in Table 3.2. As explained in the methodology, this proximity analysis takes account of both existing services and facilities and those assumed to be provided when large (100 hectares or more) committed development sites are delivered.
- 3.8 The analysis shows that all locations are accessible to bus stops and almost all are accessible to public open spaces, and lower, middle or primary schools. Conversely, relatively few locations are within walking distance of a town centre, major out of centre retail park, or local / neighbourhood centre.
- 3.9 Whilst many of these types of service or facility can be expected to be provided wherever the demand for them arises, this is less likely to be the case for public transport hubs which will generally involve more significant capital investment, longer lead times and/or greater political commitment. It is therefore significant that most potential locations for development are not within walking distance of a railway station, guided busway stop or a park and ride facility.
- 3.10 The results of the constraints analysis are illustrated by Figure 3.2 which shows those parts of Luton HMA within walking distance of a railway station, guided busway or park and ride facility. Also shown is the total number of other types of service or facility within walking distance of each area of the HMA.
- 3.11 The results of the analysis of access to services facilities are also provided for each location in the assessment forms in Appendix 4 and the GIS datasets supplied alongside this report.

Table 3.2 Services and facilities present within indicative walking distance of potential development locations

ID	Location name	Railway stations, guided busway stops and park and ride facilities (1.2 km)	Major employment areas (2.0 km)	Town centres and major out of centre retail parks (0.8 km)	Publicly accessible open spaces (1.2 km)	Secondary or upper schools and further or higher education establishments (2.0 km)	Lower, middle or primary schools (1.0 km)	Local / neighbourhood centres (0.4 km)	NHS primary healthcare (GPs) and hospitals (1.2 km)	Bus stops, inc. stops on non-guided sections of guided busway (0.8 km)
L1	Clophill	No	No	No	Yes	No	Yes	No	No	Yes
L2	Maulden East	No	Yes	No	Yes	No	Yes	No	No	Yes
L3	Maulden South	No	Yes	No	Yes	Yes	Yes	No	Yes	Yes
L4	Ampt Hill East	No	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
L5	Flitwick West	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
L6	North of Flitwick	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
L7	Flitwick East	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes
L8	Flitton	No	Yes	No	Yes	No	Yes	No	No	Yes
L9	Gravenhurst	No	No	No	Yes	No	Yes	No	No	Yes
L10	Barton	No	No	No	Yes	Yes	Yes	No	Yes	Yes
L11	North of Harlington	Yes	No	No	Yes	Yes	Yes	No	No	Yes
L12	Harlington West	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes
L13	Toddington	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
L14	Tebsworth	No	No	No	Yes	No	No	No	No	Yes
L15	Hockliffe	No	No	No	Yes	No	Yes	No	No	Yes
L16	North of Leighton	No	Yes	No	Yes	Yes	Yes	No	No	Yes
L17	Leighton East	No	Yes	No	Yes	Yes	Yes	No	No	Yes
L18	SE Leighton	No	Yes	No	Yes	Yes	Yes	No	No	Yes
L19	Tilsworth	No	Yes	No	Yes	No	Yes	No	No	Yes
L20	North Luton	No	Yes	No	Yes	Yes	Yes	No	Yes	Yes
L21	Butterfield North	Yes	Yes	No	Yes	Yes	No	No	No	Yes
L22	East Luton	No	Yes	No	Yes	Yes	Yes	No	Yes	Yes
L23	Butterfield South	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
L24	West Luton	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
L25	Caddington NW	No	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes
L26	M1 J10	Yes	Yes	No	Yes	Yes	Yes	No	No	Yes
L27	Harpenden	No	No	No	No	Yes	Yes	No	Yes	Yes
L28	West Dunstable	Yes	Yes	No	Yes	Yes	Yes	No	Yes	Yes
L29	Eaton Bray East	No	No	No	Yes	No	Yes	Yes	Yes	Yes
L30	Eaton Bray West	No	No	No	Yes	No	Yes	Yes	Yes	Yes
L31	Eddlesborough	No	No	No	Yes	No	Yes	No	Yes	Yes



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Figure 3.2: Access to Services and Facilities within Luton HMA



- Luton Housing Market Area
- Local Authority boundary
- Potential growth location
- Railway station
- Guided busway stop
- Park & Ride
- 1200m from rail station, guided busway stop or park & ride

- Number of accessible services**
- 1 - 2
 - 3 - 4
 - 5 - 6
 - 7 - 9

Source: Local Authorities, LUC
Map Scale @ A4: 1:150,000

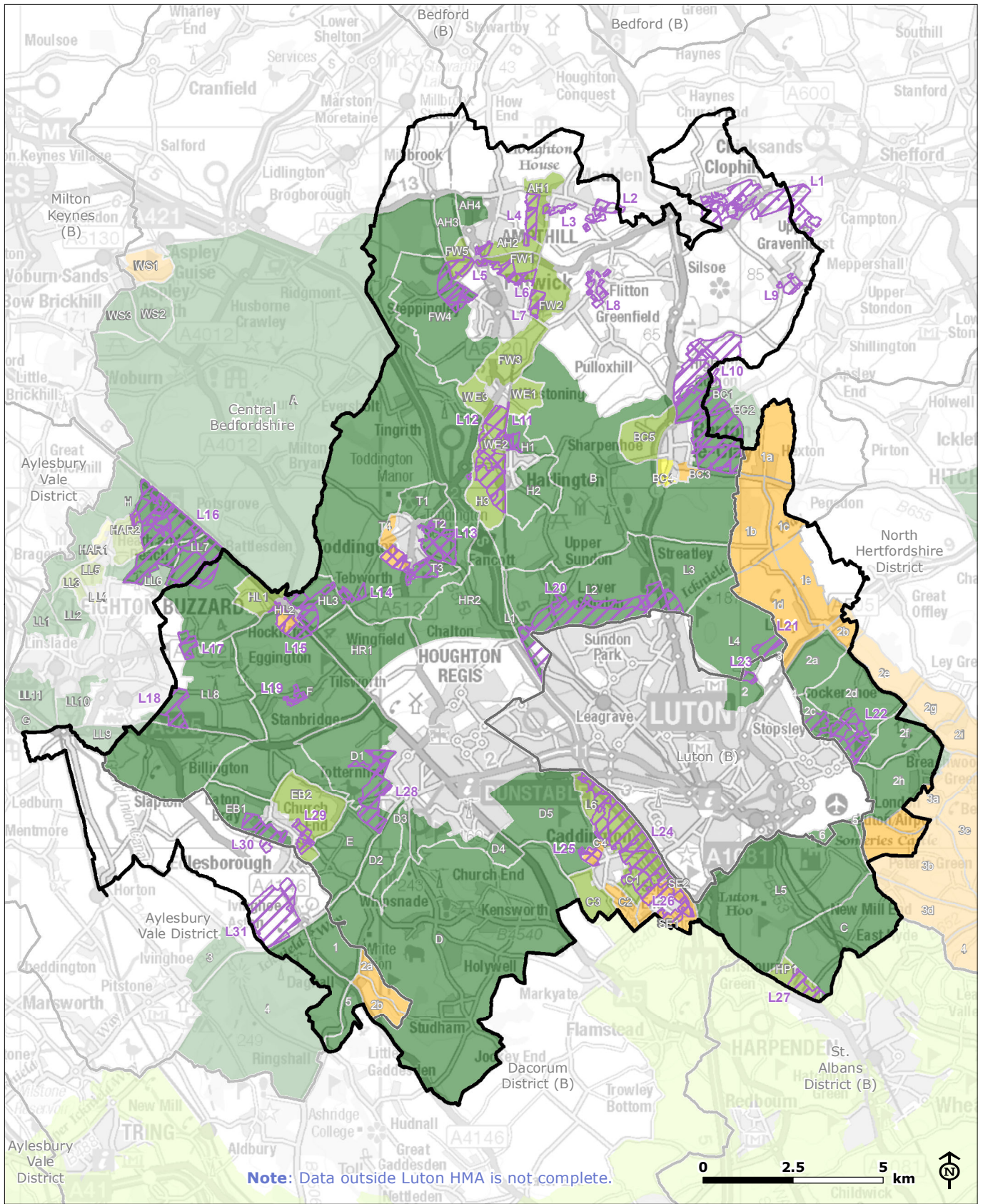
Green Belt

- 3.12 Drawing on the results of stand-alone Green Belt studies referenced in the methodology chapter, Table 3.3 sets out the contribution to the following Green Belt purposes of each land parcel overlapping a potential location for development:
- Purpose 1: to check the unrestricted sprawl of large built-up areas;
 - Purpose 2: to prevent neighbouring towns merging into one another;
 - Purpose 3: to assist in safeguarding the countryside from encroachment; and
 - Purpose 4: to preserve the setting and special character of historic towns.
- 3.13 For the reasons explained in the methodology chapter, the highest contribution to any individual Green Belt purpose has then been used to represent the overall contribution of each constituent parcel to the Green Belt.
- 3.14 The following locations are not within the Green Belt and do not therefore appear in Table 3.3: L1, L2, L8, L9, L31. Locations partially within the Green Belt are identifiable by the fact that the percentage figures in the final column do not add to approximately 100% (ignoring small differences due to the exclusion of Green Belt parcels which overlapped less than 0.5% of a location).
- 3.15 The overall contribution of parcels to Green Belt purposes is also illustrated in Figure 3.3. It should be noted that no ratings are shown for the area of Green Belt to the east of Leighton Buzzard/west of location L17 nor for that on the northern boundary Houghton Regis. This is because the Luton and Central Bedfordshire Green Belt Study did not assess these areas since they were both recognised as committed development sites.

Table 3.3 Contribution to Green Belt purposes of potential development locations

ID	Location name	GB study parcel ID	P1 - Restricting sprawl	P2 - Preventing merging	P3 - Safeguarding countryside	P4 - Preserving setting	Overall contribution to GB purposes	Parcel % of location area
L3	Maulden South	AH1	none or weak	none or weak	relatively strong	relatively strong	relatively strong	29.0
L4	Ampthill East	AH1	none or weak	none or weak	relatively strong	relatively strong	relatively strong	87.0
L4	Ampthill East	AH2	none or weak	relatively strong	relatively strong	relatively strong	relatively strong	9.0
L5	Flitwick West	FW4	none or weak	relatively weak	strong	relatively weak	strong	71.0
L5	Flitwick West	FW5	none or weak	relatively strong	moderate	none or weak	relatively strong	28.0
L6	North of Flitwick	FW1	none or weak	relatively strong	moderate	relatively weak	relatively strong	79.0
L6	North of Flitwick	AH2	none or weak	relatively strong	relatively strong	relatively strong	relatively strong	17.0
L7	Flitwick East	FW2	none or weak	none or weak	relatively strong	relatively weak	relatively strong	99.0
L10	Barton	BC2	none or weak	none or weak	strong	none or weak	strong	44.0
L10	Barton	BC1	none or weak	none or weak	strong	none or weak	strong	22.0
L11	North of Harlington	WE2	none or weak	relatively weak	relatively strong	none or weak	relatively strong	98.0
L11	North of Harlington	WE1	none or weak	none or weak	relatively strong	none or weak	relatively strong	1.0
L12	Harlington West	H3	none or weak	relatively weak	relatively strong	none or weak	relatively strong	76.0
L12	Harlington West	WE2	none or weak	relatively weak	relatively strong	none or weak	relatively strong	12.0
L12	Harlington West	H1	none or weak	relatively weak	strong	none or weak	strong	10.0
L13	Toddington	T2	none or weak	none or weak	strong	none or weak	strong	53.0
L13	Toddington	T3	none or weak	none or weak	strong	relatively weak	strong	25.0
L13	Toddington	T4	none or weak	none or weak	moderate	none or weak	moderate	19.0
L13	Toddington	A	relatively weak	relatively strong	strong	none or weak	strong	1.0
L14	Tebsworth	A	relatively weak	relatively strong	strong	none or weak	strong	97.0
L14	Tebsworth	HL3	none or weak	none or weak	strong	none or weak	strong	2.0
L15	Hockliffe	HL3	none or weak	none or weak	strong	none or weak	strong	57.0
L15	Hockliffe	HL2	none or weak	none or weak	moderate	none or weak	moderate	25.0
L15	Hockliffe	F	strong	relatively strong	strong	none or weak	strong	14.0
L15	Hockliffe	HL1	none or weak	none or weak	relatively strong	moderate	relatively strong	1.0
L16	North of Leighton	H	none or weak	relatively weak	strong	relatively strong	strong	42.0
L16	North of Leighton	LL7	strong	moderate	strong	moderate	strong	34.0
L16	North of Leighton	LL6	strong	relatively weak	strong	moderate	strong	21.0
L16	North of Leighton	HAR2	none or weak	none or weak	relatively strong	none or weak	relatively strong	1.0
L17	Leighton East	LL8	strong	moderate	strong	relatively strong	strong	56.0
L17	Leighton East	LL7	strong	moderate	strong	moderate	strong	43.0
L18	SE Leighton	LL8	strong	moderate	strong	relatively strong	strong	99.0
L19	Tilsworth	F	strong	relatively strong	strong	none or weak	strong	100.0
L20	North Luton	L2	relatively strong	relatively weak	strong	relatively strong	strong	76.0
L20	North Luton	L1	strong	none or weak	moderate	relatively strong	strong	9.0
L20	North Luton	L3	strong	none or weak	strong	relatively strong	strong	5.0

ID	Location name	GB study parcel ID	P1 - Restricting sprawl	P2 - Preventing merging	P3 - Safeguarding countryside	P4 - Preserving setting	Overall contribution to GB purposes	Parcel % of location area
L21	Butterfield North	L4	strong	none or weak	strong	strong	strong	97.0
L21	Butterfield North	2	strong	none or weak	strong	none or weak	strong	1.0
L22	East Luton	2c	strong	none or weak	strong	none or weak	strong	80.0
L22	East Luton	2d	strong	none or weak	strong	none or weak	strong	19.0
L23	Butterfield South	2	strong	none or weak	strong	none or weak	strong	99.0
L24	West Luton	L6	relatively strong	none or weak	moderate	relatively strong	relatively strong	55.0
L24	West Luton	C1	relatively strong	none or weak	relatively strong	relatively weak	relatively strong	33.0
L24	West Luton	SE2	moderate	none or weak	moderate	none or weak	moderate	11.0
L25	Caddington NW	C4	none or weak	none or weak	moderate	relatively weak	moderate	86.0
L25	Caddington NW	D5	strong	none or weak	strong	strong	strong	13.0
L26	M1 J10	SE1	moderate	none or weak	moderate	none or weak	moderate	99.0
L27	Harpenden	HP1	none or weak	relatively weak	relatively strong	none or weak	relatively strong	93.0
L27	Harpenden	C	none or weak	relatively strong	strong	moderate	strong	6.0
L28	West Dunstable	D1	strong	moderate	strong	none or weak	strong	99.0
L29	Eaton Bray East	EB2	none or weak	moderate	relatively strong	none or weak	relatively strong	99.0
L30	Eaton Bray West	EB1	none or weak	relatively weak	strong	none or weak	strong	85.0



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Figure 3.3: Overall Contribution of Green Belt Parcels within Luton HMA



- | | |
|---------------------------|---|
| Luton Housing Market Area | Overall contribution of parcel to Green Belt |
| Local Authority boundary | Strong contribution |
| Potential growth location | Relatively strong contribution |
| Other Green Belt | Moderate contribution |
| | Relatively weak contribution |
| | Weak/No contribution |

Source: Local Authorities, DCLG, LUC

Map Scale @ A4: 1:150,000

Dwelling capacity and delivery trajectories

3.16 The results of the determination of dwelling capacity for each location are provided in Table 3.4 and show that:

- The assumed total net capacity of the locations ranges from 195 to almost 11,750.
- Locations with an assumed dwelling capacity below 2,500 are generally capable of being delivered in their entirety by 2035.
- In four cases, less than one-third of the assumed capacity of the location is capable of being delivered by 2035, due to the total number of dwellings being over 7,500 homes: L10 (Barton), L16 (North of Leighton), L20 (North Luton), and L24 (West Luton).
- Five locations have some of their site area outside of the Luton HMA boundary: L01 (Clophill), L02 (Maulden East), L10 (Barton), L16 (North of Leighton), and L27 (Harpenden). In one case, less than two-thirds of the site area of the location lies within the Luton HMA boundary: L16 (North of Leighton).

Table 3.4 Assumed dwelling capacity, and estimated delivery to 2035

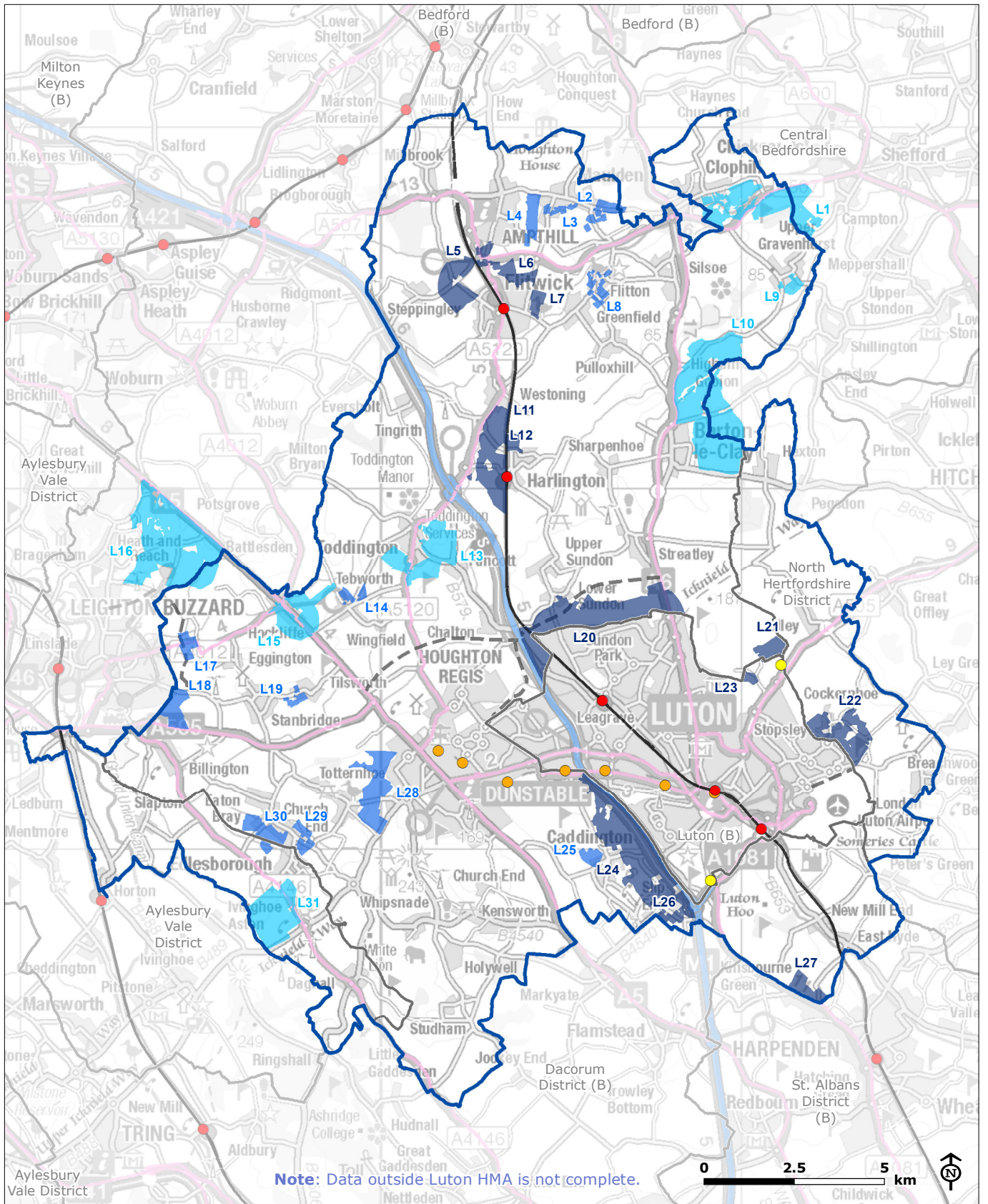
Location ID	Site area (ha)	Site area within Luton HMA (%)	Assumed typology	Assumed density	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary
L01 - Clophill	199.81	67%	New settlement	44	5,275	2,000	804
L02 - Maulden East	31.47	92%	Small village extension, not in close proximity to public transport interchange	30	566	566	521
L03 - Maulden South	11.98	100%	Small village extension, not in close proximity to public transport interchange	30	216	216	216
L04 - Ampthill East	37.25	100%	Small urban infill site / extension, not in close proximity to public transport interchange	30	671	671	671
L05 - Flitwick West	89.70	100%	Large urban infill site / extension, not in close proximity to public transport interchange	44	2,368	2,368	1,500
L06 - North of Flitwick	51.30	100%	Small urban infill site / extension, in close proximity to public transport interchange	55	1,693	1,500	900
L07 - Flitwick East	19.65	100%	Small urban infill site / extension, in close proximity to public transport interchange	55	648	648	648

Location ID	Site area (ha)	Site area within Luton HMA (%)	Assumed typology	Assumed density	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary
L08 - Flitton	22.76	100%	Small village extension, not in close proximity to public transport interchange	30	410	410	410
L09 - Gravenhurst	16.76	100%	Small village extension, not in close proximity to public transport interchange	30	302	302	240
L10 - Barton	444.56	77%	New settlement	44	11,736	2,000	924
L11 - North of Harlington	32.94	100%	Small village extension, not in close proximity to public transport interchange	30	593	593	593
L12 - Harlington West	89.73	100%	New settlement, in close proximity to public transport interchange	55	2,961	2,500	1,500
L13 - Toddington	151.04	100%	New settlement	44	3,987	2,500	1,500
L14 - Tebsworth	14.60	100%	Small village extension, not in close proximity to public transport interchange	30	263	263	263
L15 - Hockliffe	108.51	100%	New settlement	44	2,865	2,500	1,500
L16 - North of Leighton	405.70	8%	New settlement	44	10,710	2,500	120
L17 - Leighton East	23.80	100%	Small urban infill site / extension, not in close proximity to public transport interchange	30	428	428	420
L18 - SE Leighton	50.30	100%	Small urban infill site / extension, not in close proximity to public transport interchange	30	905	905	720
L19 - Tilsworth	10.85	100%	Small village extension, not in close proximity to public transport interchange	30	195	195	195
L20 - North Luton	308.70	100%	Large urban infill site / extension, not in close proximity to public transport interchange	44	8,150	2,500	1,500
L21 - Butterfield North	36.51	100%	Small urban infill site / extension, in close proximity to public	55	1,205	1,205	900

Location ID	Site area (ha)	Site area within Luton HMA (%)	Assumed typology	Assumed density	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary
			transport interchange				
L22 - East Luton	116.50	100%	Location L22 - Emerging masterplan indicates capacity c.2,100 homes (equivalent 116ha units at 30dph)	30	2,100	2,100	2,100
L23 - Butterfield South	10.01	100%	Small urban infill site / extension, in close proximity to public transport interchange	55	330	330	330
L24 - West Luton	299.53	100%	Large urban infill site / extension, in close proximity to public transport interchange	55	9,884	2,500	1,500
L25 - Caddington NW	20.44	100%	Small village extension, not in close proximity to public transport interchange	30	368	368	368
L26 - M1 J10	33.55	100%	Small urban infill site / extension, in close proximity to public transport interchange	55	1,107	1,107	900
L27 - Harpenden	37.52	99%	Small urban infill site / extension, not in close proximity to public transport interchange	30	675	675	669
L28 - West Dunstable	117.16	100%	Large urban infill site / extension, not in close proximity to public transport interchange	44	3,093	2,000	1,200
L29 - Eaton Bray East	22.82	100%	Small village extension, not in close proximity to public transport interchange	30	411	411	411
L30 - Eaton Bray West	55.57	100%	Small village extension, not in close proximity to public transport interchange	30	1,000	1,000	720
L31 - Eddlesborough	165.12	100%	New settlement	44	4,359	2,000	1,200

Deliverability

- 3.17 We have presented the detailed results of the deliverability assessment against each of the relevant criteria and the justification for each assessment in the location assessment forms in Appendix 5. A summary of the assessment scores and the overall deliverability assessment for each location are provided in Table 3.5. Figure 3.4 presents the overall deliverability assessment for each location as either Low, Medium, or High. The figure also shows each location in the context of key neighbouring HMAs and settlements.
- 3.18 The results illustrate that:
- Availability of land is moderately or highly likely for all of the locations.
 - Location L09 (Upper Gravenhurst) has low overall deliverability due to lower market demand for development at that scale in that location.
 - The new settlements / large village extensions, which have an assumed requirement for a public transport interchange within 1.2km, but none are currently planned and so they have been assessed as having “Low” overall deliverability. The exception to this is Location L12 (Harlington), is within 1.2km of the existing public transport interchange at Harlington railway station, and so has “High” overall deliverability.
 - Market demand is anticipated to increase by 2035 at four locations as a result of planned strategic physical infrastructure / regeneration initiatives / delivery of employment sites: L20 (North Luton), L21 (Butterfield North), L22 (East Luton), and L23 (Butterfield South).



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Figure 3.4: Overall Deliverability of Locations

LUC **BBP Regeneration**

- Luton Housing Market Area
- Local Authority boundary
- Railway
- Motorway
- A Road
- New road scheme of significance to study

- Railway station
 - Guided busway stop
 - Park & Ride
- Overall deliverability of location**
- High
 - Medium
 - Low

Source: LAs, LUC, BBP
Map Scale @ A4: 1:150,000

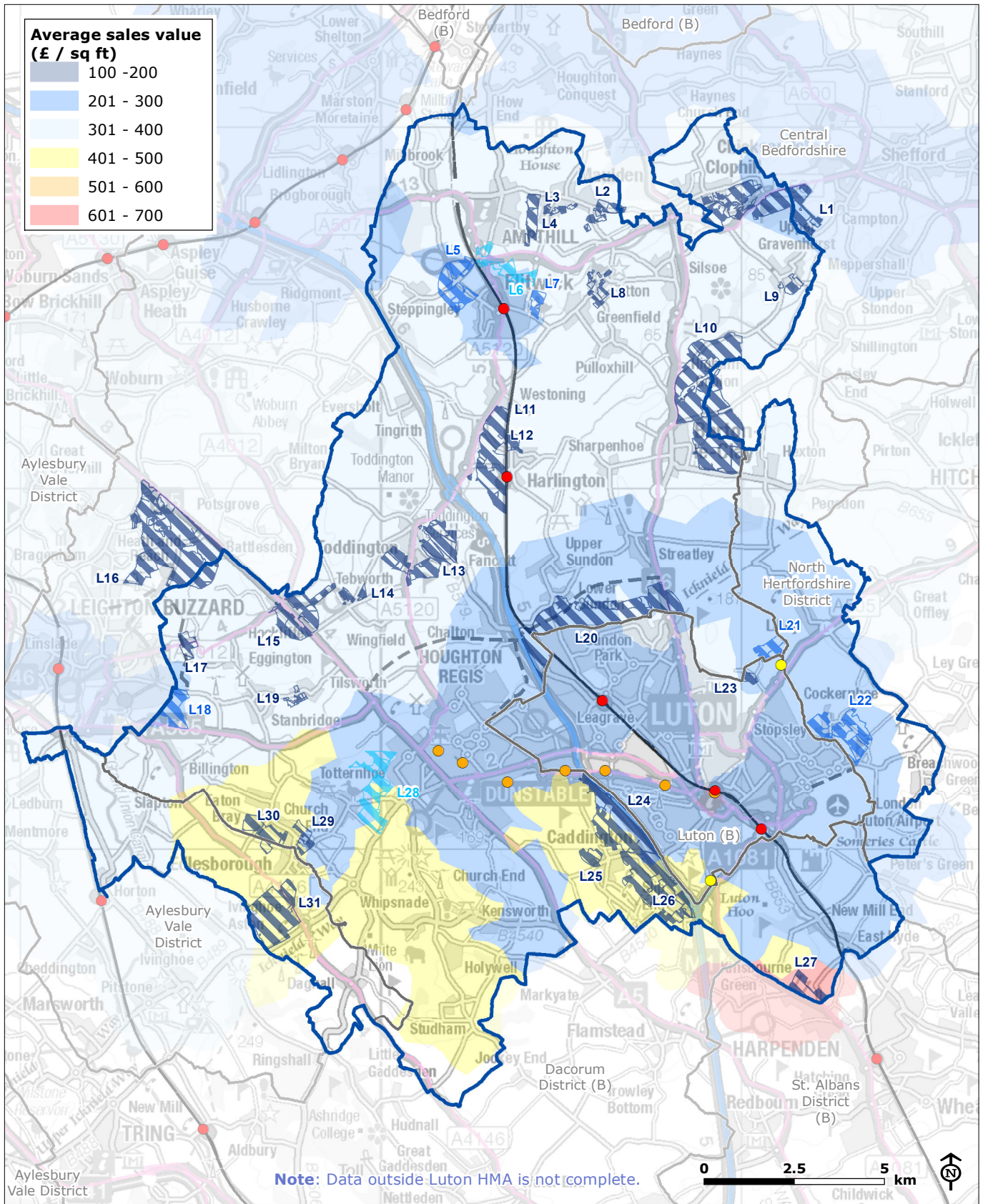
Table 3.5 Overall deliverability assessment

Location ID	Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?	Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?	Is there likely to be current demand for this scale of development in this location?	Is there likely to be future potential demand for this scale of development in this location, if planned regeneration / employment / infrastructure projects are delivered?	Overall deliverability assessment (High / medium / low)
L01 - Clophill	Highly likely	Less likely	Moderately likely	Moderately likely (no change from current assessment)	Low
L02 - Maulden East	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L03 - Maulden South	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L04 - Ampthill East	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L05 - Flitwick West	Highly likely	Moderately likely	Highly likely	Highly likely (no change from current assessment)	High
L06 - North of Flitwick	Highly likely	Highly likely	Highly likely	Highly likely (no change from current assessment)	High
L07 - Flitwick East	Highly likely	Highly likely	Highly likely	Highly likely (no change from current assessment)	High
L08 - Flitton	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L09 - Gravenhurst	Highly likely	Highly likely	Less likely	Less likely (no change from current assessment)	Low
L10 - Barton	Highly likely	Less likely	Moderately likely	Moderately likely (no change from current assessment)	Low
L11 - North of Harlington	Highly likely	Highly likely	Highly likely	Highly likely (no change from current assessment)	High
L12 - Harlington West	Highly likely	Highly likely	Highly likely	Highly likely (no change from current assessment)	High
L13 - Toddington	Highly likely	Less likely	Highly likely	Highly likely (no change from current assessment)	Low
L14 - Tebworth	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L15 - Hockliffe	Moderately likely	Less likely	Highly likely	Highly likely (no change from current assessment)	Low
L16 - North of Leighton	Highly likely	Less likely	Highly likely	Highly likely (no change from current assessment)	Low
L17 - Leighton East	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L18 - SE Leighton	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L19 - Tilsworth	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L20 - North Luton	Highly likely	Highly likely	Moderately likely	Highly likely (increase from current assessment)	High
L21 - Butterfield North	Highly likely	Highly likely	Moderately likely	Highly likely (increase from current assessment)	High

Location ID	Is the location likely to be available for development and is there a reasonable prospect of delivery of the site within the time period?	Is there a reasonable prospect that required strategic infrastructure can be delivered within the time period?	Is there likely to be current demand for this scale of development in this location?	Is there likely to be future potential demand for this scale of development in this location, if planned regeneration / employment / infrastructure projects are delivered?	Overall deliverability assessment (High / medium / low)
L22 - East Luton	Highly likely	Highly likely	Moderately likely	Highly likely (increase from current assessment)	High
L23 - Butterfield South	Highly likely	Highly likely	Moderately likely	Highly likely (increase from current assessment)	High
L24 - West Luton	Highly likely	Highly likely	Highly likely	Highly likely (no change from current assessment)	High
L25 - Caddington NW	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L26 - M1 J10	Highly likely	Highly likely	Highly likely	Highly likely (no change from current assessment)	High
L27 - Harpenden	Highly likely	Highly likely	Highly likely	Highly likely (no change from current assessment)	High
L28 - West Dunstable	Highly likely	Moderately likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L29 - Eaton Bray East	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L30 - Eaton Bray West	Highly likely	Highly likely	Moderately likely	Moderately likely (no change from current assessment)	Medium
L31 - Eddlesborough	Highly likely	Less likely	Moderately likely	Moderately likely (no change from current assessment)	Low

Viability

- 3.19 We have presented the detailed results of the viability assessment against each of the relevant criteria and the justification for each assessment in the location assessment forms in Appendix 5. A summary of the assessment scores is presented in Table 3.6, alongside the overall viability assessment for each location in the final column. It should be noted that this is a high level assessment based on a largely generic set of assumptions; however, each location will have its own unique infrastructure requirements and abnormal costs that can only be fully tested on a site-specific basis. A detailed methodology is provided at Appendix 2.
- 3.20 Figure 3.5 presents the overall viability assessment for each location as either Low, Medium, or High. The figure also shows each location in the context of key neighbouring HMAs and settlements, and the relationship with estimated average sales values per sq ft for each postcode sector.
- 3.21 The results show that, at current costs and values, and with the assumed development mix:
- For the vast majority of the locations (24 out of 31), development at the assumed scale is likely to be viable with policy compliant affordable housing (as applicable to the relevant local authority – see Appendix 2).
 - At locations L05 (Flitwick West), L07 (Flitwick East), L18 (South East Leighton), L21 (Butterfield North) and L22 (East Luton), development at the assumed scale could only deliver policy compliant affordable housing if local infrastructure works and abnormal costs are below £30,000 per unit / £750,000 per hectare. If this was not the case, then development is only likely to be viable with less than policy compliant affordable housing provision (as applicable to the relevant local authority – see Appendix 2). We also note that a reduction in density at Locations L07 (Flitwick East) and L21 (Butterfield North) may improve viability.
 - At locations L06 (North of Flitwick) and L28 (West Dunstable), development at the assumed scale could deliver less than policy compliant affordable housing provision, but only if local infrastructure works and abnormal costs are below £30,000 per unit / £750,000 per hectare. If this was not the case, then development is unlikely to be viable, even with zero affordable housing provision (as applicable to the relevant local authority – see Appendix 2). We also note that a reduction in density at Location L06 (North of Flitwick) may improve viability.
- 3.22 This study is not intended to provide an assessment of potential affordable housing delivery and does not, therefore, provide any granularity beyond policy compliant levels, lower than policy compliant levels, or zero affordable housing.



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Figure 3.5: Overall Viability of Locations



Source: LAs, LUC, BBP
Map Scale @ A4: 1:150,000

Table 3.6 Viability assessment

Location ID	Assumed net capacity	Viability of cleared and serviced development parcel	Is there a reasonable prospect that required local infrastructure and abnormal cost items can be delivered within the time period?	Overall viability assessment (High / medium / low)
L01 - Clophill	5,275	Highly likely	Highly likely	High
L02 - Maulden East	566	Highly likely	Highly likely	High
L03 - Maulden South	216	Highly likely	Highly likely	High
L04 - Ampthill East	671	Highly likely	Highly likely	High
L05 - Flitwick West	2,368	Highly likely	Moderately likely	Medium
L06 - North of Flitwick	1,693	Moderately likely	Less likely	Low
L07 - Flitwick East	648	Highly likely	Moderately likely	Medium
L08 - Flitton	410	Highly likely	Highly likely	High
L09 - Gravenhurst	302	Highly likely	Highly likely	High
L10 - Barton	11,736	Highly likely	Highly likely	High
L11 - North of Harlington	593	Highly likely	Highly likely	High
L12 - Harlington West	2,961	Highly likely	Highly likely	High
L13 - Toddington	3,987	Highly likely	Highly likely	High
L14 - Tebsworth	263	Highly likely	Highly likely	High
L15 - Hockliffe	2,865	Highly likely	Highly likely	High
L16 - North of Leighton	10,710	Highly likely	Highly likely	High
L17 - Leighton East	428	Highly likely	Highly likely	High
L18 - SE Leighton	905	Highly likely	Moderately likely	Medium
L19 - Tilsworth	195	Highly likely	Highly likely	High
L20 - North Luton	8,150	Highly likely	Highly likely	High
L21 - Butterfield North	1,205	Highly likely	Moderately likely	Medium
L22 - East Luton	2,100	Highly likely	Moderately likely	Medium
L23 - Butterfield South	330	Highly likely	Highly likely	High
L24 - West Luton	9,884	Highly likely	Highly likely	High
L25 - Caddington NW	368	Highly likely	Highly likely	High
L26 - M1 J10	1,107	Highly likely	Highly likely	High
L27 - Harpenden	675	Highly likely	Highly likely	High
L28 - West Dunstable	3,093	Moderately likely	Less likely	Low
L29 - Eaton Bray East	411	Highly likely	Highly likely	High
L30 - Eaton Bray West	1,000	Highly likely	Highly likely	High
L31 - Eddlesborough	4,359	Highly likely	Highly likely	High

Spatial options

- 3.23 The assessed locations were allocated to one or more spatial options according to the criteria described in Chapter 2. The results of this process are shown in Table 3.7 with the shaded cells indicating that the location meets the criteria to be included within a spatial option.

Table 3.7 Categorisation of locations by spatial option

ID	Location name	Assumed total net capacity	New settlements	Village extensions	Growth in transport corridors	Urban extensions	Urban intensification around public transport hubs
L1	Clophill	5,275	Yes	Yes - within 100m of Clophill	Yes - Within 1 km of A507	No	No
L2	Maulden East	566	No	Yes - within 100m of the edge of Mauldon	Yes - Within 1 km of A507	No	No
L3	Maulden South	216	No	Yes - within 100m of Maulden	No	No	No
L4	Ampthill East	671	No	No	Yes - Within 1 km of A507	Yes - within 100 m of Ampthill	No
L5	Flitwick West	2,368	No	No	Yes - Within 1 km of A507/A5120; partly within 1.2 km from railway station	Yes - within 100 m of Flitwick	Yes - part of site within 1.2 km of railway station and adjacent to Flitwick
L6	North of Flitwick	1,693	No	No	Yes - Within 1 km of A507/A5120; Within 1.2km from railway station	Yes - within 100 m of Flitwick	Yes - majority of site within 1.2 km of railway station and adjacent to Flitwick
L7	Flitwick East	648	No	No	Yes - Within 1 km of A507/A5120; Within 1.2 km from railway station	Yes - within 100 m of Flitwick	Yes - less than 1.2 km from railway station and adjacent to Flitwick
L8	Flitton	410	No	Yes - within 100m of Flitton & Wardhedges	Yes - Within 1 km of A507	No	No
L9	Gravenhurst	302	No	Yes - within 100 m of Upper Gravenhurst	No	No	No
L10	Barton	11,736	Yes	Yes - within 100 m of Barton-Le-Clay	Yes - Majority of site within 1 km of A6	No	No
L11	North of Harlington	593	No	Yes - within 100 m of Westoning	Yes - Within 1 km of A5120; small part of site within 1.2 km of railway station	No	No
L12	Harlington West	2,961	Yes	Yes - within 100 m of Harlington	Yes - Within 1 km of A5120; within 1.2 km of railway station	No	No
L13	Toddington	3,987	Yes	Yes - within 100 m of Toddington	Yes - Within 1 km of A5120	No	No
L14	Tebsworth	263	No	Yes - within 100 m of Tebworth	No	No	No
L15	Hockliffe	2,865	Yes	Yes - within 100 m of Hockliffe	Yes - Within 1 km of A5	No	No
L16	North of Leighton	10,710	No	No	Yes - Approx. within 1 km of A5 and Leighton	Yes - within 100 m of Leighton Buzzard	No

ID	Location name	Assumed total net capacity	New settlements	Village extensions	Growth in transport corridors	Urban extensions	Urban intensification around public transport hubs
					East Link Road (proposed)	committed housing/employment site	
L17	Leighton East	428	No	No	Yes - Within 1 km of A4012, Leighton East Link Road (proposed)	Yes - within 100 m of growth strategy/urban expansion designation to Leighton Buzzard	No
L18	SE Leighton	905	No	No	Yes - Within 1 km of A505, Leighton East Link Road (proposed)	Yes - within 100 m of Leighton Buzzard	No
L19	Tilsworth	195	No	Yes - within 100 m of Tilsworth	No	No	No
L20	North Luton	8,150	No	No	Yes - East and West portions of site within 1 km of M1, A6, M1-A6 Link (proposed)	Yes - within 100 m of Luton	No
L21	Butterfield North	1,205	No	No	Yes - Within 1km of A505 and 1.2 km of park & ride (proposed)	Yes - within 100 m of Luton committed site	Yes - Adjacent to committed site and within 1.2 km of Park and Ride
L22	East Luton	2,100	No	No	Yes – within 1 km of Century Park access road (proposed)	Yes - within 100 m of Luton	No
L23	Butterfield South	330	No	No	Yes - Within 1km of A505, A5228, and 1.2 km of park & ride (proposed)	Yes - within 100 m of Luton committed site	Yes - Adjacent to committed site and within 1.2 km of Park and Ride
L24	West Luton	9,884	No	Yes - within 100 m of Caddington	Yes - Within 1 km of M1 and parts within 1.2 km of guided busway stops and park and ride (proposed)	Yes - within 100 m of Luton	Yes - Adjacent to Luton and partly within 1.2 km of guided busway stop and park and ride
L25	Caddington NW	368	No	Yes - within 100 m of Caddington	No	No	No
L26	M1 J10	1,107	No	Yes - within 100 m of Slip End and Pepperstock	Yes - Within 1 km of M1 and parts within 1.2 km of park & ride (proposed)	No	Yes - Approx. half of site within 1.2 km of park and ride
L27	Harpenden	675	No	No	Yes - Within 1 km of A1081	Yes - within 100 m of Harpenden (top tier equivalent of St Albans)	No
L28	West Dunstable	3,093	No	No	Yes - Within 1 km of	Yes - within 100 m of	No

ID	Location name	Assumed total net capacity	New settlements	Village extensions	Growth in transport corridors	Urban extensions	Urban intensification around public transport hubs
					A5	Dunstable	
L29	Eaton Bray East	411	No	Yes - within 100 m of Eaton Bray	No	No	No
L30	Eaton Bray West	1,000	No	Yes - within 100 m of Eaton Bray	Yes - majority of site within 1 km of A4146	No	No
L31	Eddlesborough	4,359	Yes	Yes - Corner of site within 100 m of existing development in Edlesborough	Yes - majority of site within 1 km of A4146	No	No

4 Conclusions and next steps

Assessment findings

4.1 Key findings from each strand of the assessment of locations are brought together in Table 4.1. Locations are simply listed in numerical order. For each location, information is presented on:

- Deliverability – the overall assessment rating;
- Viability – the overall assessment rating;
- Secondary constraints – the total number of different secondary constraints present within the location, up to a maximum possible total of 17 different secondary constraints considered;
- Accessibility – results of what is considered to be the key accessibility test, whether there is a public transport hub within walking distance of the location;
- Green Belt – the proportion of the location's total area that overlaps Green Belt parcels which were assessed by separate Green Belt studies as making a 'relatively strong' or higher overall contribution to Green Belt.

Table 4.1 Assessment findings for all locations

ID	Location name	Site area (ha)	Assumed density (dph)	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary	Overall deliverability (high / medium / low)	Overall viability (high / medium / low)	No. of secondary constraints present (0-17)	Public transport hub within 1.2 km? (rail stn, guided busway stop, park & ride)	% of location with 'relatively strong' or higher overall contribution to Green Belt
L1	Clophill	199.0	44	5,275	2,000	804	Low	High	9	No	0%
L2	Maulden East	31.5	30	566	566	521	Medium	High	6	No	0%
L3	Maulden South	12.0	30	216	216	216	Medium	High	4	No	29%
L4	Amphill East	37.3	30	671	671	671	Medium	High	5	No	96%
L5	Flitwick West	89.7	44	2,368	2,368	1,500	High	Medium	8	Yes	99%
L6	North of Flitwick	51.3	55	1,693	1,500	900	High	Low	6	Yes	96%
L7	Flitwick East	19.6	55	648	648	648	High	Medium	6	Yes	99%
L8	Flitton	22.8	30	410	410	410	Medium	High	7	No	0%
L9	Gravenhurst	16.8	30	302	302	240	Low	High	4	No	0%
L10	Barton	444.5	44	11,736	2,000	924	Low	High	6	No	66%
L11	North of Harlington	33.0	30	593	593	593	High	High	4	Yes	99%
L12	Harlington West	143.0	55	2,961	2,500	1,500	High	High	7	Yes	98%
L13	Toddington	151.0	44	3,987	2,500	1,500	Low	High	8	No	79%
L14	Tebsworth	14.6	30	263	263	263	Medium	High	4	No	99%
L15	Hockliffe	108.5	44	2,865	2,500	1,500	Low	High	6	No	72%
L16	North of Leighton	405.7	44	10,710	2,500	120	Low	High	9	No	98%
L17	Leighton East	23.8	30	428	428	420	Medium	High	5	No	99%
L18	SE Leighton	50.3	30	905	905	720	Medium	Medium	6	No	99%
L19	Tilsworth	10.9	30	195	195	195	Medium	High	4	No	100%
L20	North Luton	308.5	44	8,150	3,000	2,000	High	High	5	No	90%
L21	Butterfield North	36.5	55	1,205	1,205	900	High	Medium	5	Yes	98%
L22	East Luton	116.5	30	2,100	2,100	2,100	High	Medium	5	No	99%
L23	Butterfield South	10.1	55	330	330	330	High	High	4	Yes	99%
L24	West Luton	299.4	55	9,884	2,500	1,500	High	High	7	Yes	88%
L25	Caddington NW	20.4	30	368	368	368	Medium	High	3	No	13%
L26	M1 J10	33.6	55	1,107	1,107	900	High	High	4	Yes	0%
L27	Harpenden	37.5	30	675	675	669	High	High	3	No	99%
L28	West Dunstable	117.1	44	3,093	2,000	1,200	Medium	Low	6	Yes	99%
L29	Eaton Bray East	22.8	30	411	411	411	Medium	High	5	No	99%
L30	Eaton Bray West	55.6	30	1,000	1,000	720	Medium	High	5	No	85%
L31	Eddlesborough	165.1	44	4,359	2,000	1,200	Low	High	3	No	0%
Total net dwelling capacity				79,474	39,761	25,943					

Assessment findings by spatial option

- 4.2 As previously described, locations were categorised into various thematic spatial options. It is considered unlikely that a Local Plan spatial strategy would be comprised purely of locations falling into one of these spatial options. Nevertheless, stakeholders within a particular local authority area may have a clear preference for focussing the majority of development in a particular spatial pattern. The results of the Growth Options Study are therefore also presented by spatial option in Table 4.2 to Table 4.6 to support such an approach.

Table 4.2 Assessment findings for 'New Settlement' locations

ID	Location name	Site area (ha)	Assumed density (dph)	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary	Overall deliverability (high / medium / low)	Overall viability (high / medium / low)	No. of secondary constraints present (0-17)	Public transport hub within 1.2 km? (rail stn, guided busway stop, park & ride)	% of location with 'relatively strong' or higher overall contribution to Green Belt
L1	Clophill	199.0	44	5,275	2,000	804	Low	High	9	No	0%
L10	Barton	444.5	44	11,736	2,000	924	Low	High	6	No	66%
L12	Harlington West	143.0	55	2,961	2,500	1,500	High	High	7	Yes	98%
L13	Toddington	151.0	44	3,987	2,500	1,500	Low	High	8	No	79%
L15	Hockliffe	108.5	44	2,865	2,500	1,500	Low	High	6	No	72%
L31	Eddlesborough	165.1	44	4,359	2,000	1,200	Low	High	3	No	0%

Table 4.3 Assessment findings for 'Village Extension' locations

ID	Location name	Site area (ha)	Assumed density (dph)	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary	Overall deliverability (high / medium / low)	Overall viability (high / medium / low)	No. of secondary constraints present (0-17)	Public transport hub within 1.2 km? (rail stn, guided busway stop, park & ride)	% of location with 'relatively strong' or higher overall contribution to Green Belt
L1	Clophill	199.0	44	5,275	2,000	804	Low	High	9	No	0%
L2	Maulden East	31.5	30	566	566	521	Medium	High	6	No	0%
L3	Maulden South	12.0	30	216	216	216	Medium	High	4	No	29%
L8	Flitton	22.8	30	410	410	410	Medium	High	7	No	0%
L9	Gravenhurst	16.8	30	302	302	240	Low	High	4	No	0%
L10	Barton	444.5	44	11,736	2,000	924	Low	High	6	No	66%
L11	North of Harlington	33.0	30	593	593	593	High	High	4	Yes	99%
L12	Harlington West	143.0	55	2,961	2,500	1,500	High	High	7	Yes	98%
L13	Toddington	151.0	44	3,987	2,500	1,500	Low	High	8	No	79%
L14	Tebsworth	14.6	30	263	263	263	Medium	High	4	No	99%
L15	Hockliffe	108.5	44	2,865	2,500	1,500	Low	High	6	No	72%
L19	Tilsworth	10.9	30	195	195	195	Medium	High	4	No	100%
L24	West Luton	299.4	55	9,884	2,500	1,500	High	High	7	Yes	88%
L25	Caddington NW	20.4	30	368	368	368	Medium	High	3	No	13%
L26	M1 J10	33.6	55	1,107	1,107	900	High	High	4	Yes	0%
L29	Eaton Bray East	22.8	30	411	411	411	Medium	High	5	No	99%
L30	Eaton Bray West	55.6	30	1,000	1,000	720	Medium	High	5	No	85%
L31	Eddlesborough	165.1	44	4,359	2,000	1,200	Low	High	3	No	0%

Table 4.4 Assessment findings for 'Growth in Transport Corridors' locations

ID	Location name	Site area (ha)	Assumed density (dph)	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary	Overall deliverability (high / medium / low)	Overall viability (high / medium / low)	No. of secondary constraints present (0-17)	Public transport hub within 1.2 km? (rail stn, guided busway stop, park & ride)	% of location with 'relatively strong' or higher overall contribution to Green Belt
L1	Clophill	199.0	44	5,275	2,000	804	Low	High	9	No	0%
L2	Maulden East	31.5	30	566	566	521	Medium	High	6	No	0%
L4	Ampt Hill East	37.3	30	671	671	671	Medium	High	5	No	96%
L5	Flitwick West	89.7	44	2,368	2,368	1,500	High	Medium	8	Yes	99%
L6	North of Flitwick	51.3	55	1,693	1,500	900	High	Low	6	Yes	96%
L7	Flitwick East	19.6	55	648	648	648	High	Medium	6	Yes	99%
L8	Flitton	22.8	30	410	410	410	Medium	High	7	No	0%
L10	Barton	444.5	44	11,736	2,000	924	Low	High	6	No	66%
L11	North of Harlington	33.0	30	593	593	593	High	High	4	Yes	99%
L12	Harlington West	143.0	55	2,961	2,500	1,500	High	High	7	Yes	98%
L13	Toddington	151.0	44	3,987	2,500	1,500	Low	High	8	No	79%
L15	Hockliffe	108.5	44	2,865	2,500	1,500	Low	High	6	No	72%
L16	North of Leighton	405.7	44	10,710	2,500	120	Low	High	9	No	98%
L17	Leighton East	23.8	30	428	428	420	Medium	High	5	No	99%
L18	SE Leighton	50.3	30	905	905	720	Medium	Medium	6	No	99%
L20	North Luton	308.5	44	8,150	3,000	2,000	High	High	5	No	90%
L21	Butterfield North	36.5	55	1,205	1,205	900	High	Medium	5	Yes	98%
L22	East Luton	116.5	30	2,100	2,100	2,100	High	Medium	5	No	99%
L23	Butterfield South	10.1	55	330	330	330	High	High	4	Yes	99%
L24	West Luton	299.4	55	9,884	2,500	1,500	High	High	7	Yes	88%
L26	M1 J10	33.6	55	1,107	1,107	900	High	High	4	Yes	0%
L27	Harpenden	37.5	30	675	675	669	High	High	3	No	99%
L28	West Dunstable	117.1	44	3,093	2,000	1,200	Medium	Low	6	Yes	99%
L30	Eaton Bray West	55.6	30	1,000	1,000	720	Medium	High	5	No	85%
L31	Eddlesborough	165.1	44	4,359	2,000	1,200	Low	High	3	No	0%

Table 4.5 Assessment findings for 'Urban Extension' locations

ID	Location name	Site area (ha)	Assumed density (dph)	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary	Overall deliverability (high / medium / low)	Overall viability (high / medium / low)	No. of secondary constraints present (0-17)	Public transport hub within 1.2 km? (rail stn, guided busway stop, park & ride)	% of location with 'relatively strong' or higher overall contribution to Green Belt
L4	Ampt Hill East	37.3	30	671	671	671	Medium	High	5	No	96%
L5	Flitwick West	89.7	44	2,368	2,368	1,500	High	Medium	8	Yes	99%
L6	North of Flitwick	51.3	55	1,693	1,500	900	High	Low	6	Yes	96%
L7	Flitwick East	19.6	55	648	648	648	High	Medium	6	Yes	99%
L16	North of Leighton	405.7	44	10,710	2,500	120	Low	High	9	No	98%
L17	Leighton East	23.8	30	428	428	420	Medium	High	5	No	99%
L18	SE Leighton	50.3	30	905	905	720	Medium	Medium	6	No	99%
L20	North Luton	308.5	44	8,150	3,000	2,000	High	High	5	No	90%
L21	Butterfield North	36.5	55	1,205	1,205	900	High	Medium	5	Yes	98%
L22	East Luton	116.5	30	2,100	2,100	2,100	High	Medium	5	No	99%
L23	Butterfield South	10.1	55	330	330	330	High	High	4	Yes	99%
L24	West Luton	299.4	55	9,884	2,500	1,500	High	High	7	Yes	88%
L27	Harpenden	37.5	30	675	675	669	High	High	3	No	99%
L28	West Dunstable	117.1	44	3,093	2,000	1,200	Medium	Low	6	Yes	99%

Table 4.6 Assessment findings for 'Intensification around Public Transport Hubs' locations¹⁰

ID	Location name	Site area (ha)	Assumed density (dph)	Assumed total net capacity	Estimated net capacity to 2035	Estimated net capacity to 2031 within Luton HMA boundary	Overall deliverability (high / medium / low)	Overall viability (high / medium / low)	No. of secondary constraints present (0-17)	Public transport hub within 1.2 km? (rail stn, guided busway stop, park & ride)	% of location with 'relatively strong' or higher overall contribution to Green Belt
L5	Flitwick West	89.7	44	2,368	2,368	1,500	High	Medium	8	Yes	99%
L6	North of Flitwick	51.3	55	1,693	1,500	900	High	Low	6	Yes	96%
L7	Flitwick East	19.6	55	648	648	648	High	Medium	6	Yes	99%
L21	Butterfield North	36.5	55	1,205	1,205	900	High	Medium	5	Yes	98%
L23	Butterfield South	10.1	55	330	330	330	High	High	4	Yes	99%
L24	West Luton	299.4	55	9,884	2,500	1,500	High	High	7	Yes	88%
L26	M1 J10	33.6	55	1,107	1,107	900	High	High	4	Yes	0%

¹⁰ Locations are sorted by deliverability and then by location ID number, i.e. locations are NOT ranked within each deliverability category

Potential transport-led opportunities for housing growth locations

Planned transport infrastructure

- 4.3 Housing delivery may be unlocked or accelerated by planned transport infrastructure projects, bolstering the business case for investment. Indeed, the business cases for some of these planned transport infrastructure projects will already be predicated upon planned housing or employment schemes being progressed; for example, Houghton Regis North urban extension, East of Leighton Linlade urban extension, Century Park employment site, Butterfield employment site.
- 4.4 We have given regard to the impact of those projects with a high likelihood to be delivered by 2035 upon the deliverability of each of the potential growth locations. For example:
- The planned Century Park Access Road may provide L22 – East Luton with strategic road access
 - The planned Park and Ride facility close to Junction 10 of the M1 may provide L24 - West Luton and L26 - M1 J10 with a public transport interchange
 - The planned Park and Ride facility at Butterfield may provide L21 – Butterfield North and L23 – Butterfield South with a public transport interchange
 - The planned Leighton Eastern Relief Road may provide L17 – Leighton East and L18 – SE Leighton with improved strategic road access
 - The planned M1-A6 link road may provide L20 – North Luton with improved strategic road access

Existing transport infrastructure

- 4.5 Housing growth within the catchment of existing public transport interchanges could improve utilisation of existing service provision, where capacity exists. Transport modelling would be required to consider demand and capacity, but for example, we note that:
- Housing growth at Locations L06 – North of Flitwick and L07 – Flitwick East would increase the number of homes within 1.2km of Flitwick railway station, which has a similar timetable to Leagrave but currently has fewer homes within 1.2km
 - Housing growth at Location L12 – Harlington West would increase the number of homes within 1.2km of Harlington railway station, which has a similar timetable to Leagrave and Flitwick but currently has fewer homes within 1.2km
 - Housing growth at Location L24 – West of Luton would increase the number of homes within 1.2km of the Luton-Dunstable guided busway, subject to addressing issues of severance by the M1
- 4.6 Conversely, transport modelling would be needed to test the relationship between existing and planned public transport interchanges. For example, we are aware of discussions about a potential new Thameslink railway station between Luton and Bedford, potentially requiring reduction of services at existing Thameslink stations. In this case, both existing and/or planned development around the affected existing public transport interchanges could potentially become less sustainable in future.

Potential housing-led opportunities for transport infrastructure projects

- 4.7 Future public transport infrastructure projects may also unlock or accelerate housing delivery, creating an opportunity to develop / bolster business case(s) for investment predicated on potential housing outputs.

- 4.8 In particular, five locations have been assessed as having “Low” deliverability due to delivery of required transport infrastructure by 2035 being less likely. The underlying assumption driving this assessment is that new settlements (2,000 or more units, other than urban extensions) require a public transport interchange (railway station, park and ride location, or guided busway stop) within 1.2km of their boundary in order to be more sustainable – and none are currently likely to be delivered by 2035.
- L01 – Clophill (assumed capacity of 5,275 dwellings)
 - L10 - Barton (assumed capacity of 11,736 dwellings)
 - L15 - Hockliffe (assumed capacity of 2,865 dwellings)
 - L16 - North of Leighton (assumed capacity of 9,816 dwellings)
 - L31 - Eddlesborough (assumed capacity of 4,359 dwellings)
- 4.9 The feasibility and cost benefit analysis for particular modes, routes and interchanges would require further input from transport specialists to consider the potential for:
- **New routes between major settlements:** For example, a new public transport route between Luton and Bedford could potentially unlock housing delivery at Barton and/or Clophill, and support housing delivery at Wixams.
 - **Extension of existing routes to additional major settlements:** For example, an extension of the Luton-Dunstable Guided Busway to Milton Keynes could potentially unlock housing delivery at Hockliffe and/or North of Leighton.
 - **Between existing public transport interchanges:** For example, a new public transport route between the Luton-Dunstable Guided Busway and Thameslink railway could potentially unlock housing delivery at Hockliffe, and/or support housing delivery at Toddington and Harlington. Another route could potentially support housing delivery at Houghton Regis and/or North Luton, as well as at Harlington.
- 4.10 Such projects may also unlock or accelerate housing outputs in other Housing Market Areas and boroughs. For example, new public transport routes between Luton and the new East-West Rail stations at Ridgmont and/or North of Sandy may unlock housing growth in the north of Central Bedfordshire that could potentially respond to unmet need within Luton.
- 4.11 The local authorities may wish to commission further work in order to determine the feasibility, costs and benefits of such routes and interchanges. The relationship with potential employment growth would also need to be explored.

Next steps

- 4.12 The commissioning authorities have agreed a series of steps to reach agreement on the findings of this study which each LA will then take forward through their respective Local Plan processes. The approach is set out in Appendix 4. This was prepared to answer Luton Local Plan Examination Matter 7, Question 80.

Appendix 1

Constraints

Theme	Primary constraints	Secondary constraints	Notes	Data gaps and limitations
Environmental designations				
Historic environment	All designated assets present in HMA: Scheduled Monuments, Registered Parks and Gardens	Conservation Areas Listed Buildings	<i>There are no World Heritage Sites or Registered Battlefields are present within the HMA.</i>	<i>No response received from AVDC on Conservation Areas</i>
Biodiversity	All internationally or nationally designated sites present in HMA: Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR), Other: Ancient Woodland Inventory	Priority Habitat Inventory Locally designated wildlife or geological sites, e.g. Sites of Nature Conservation Importance (SNCI), Local Nature Reserves (LNR), Local Wildlife Sites (LWS), Local Geological Sites (LGS)	<i>There are no Special Protection Areas (SPAs) or Ramsar sites within the HMA.</i> <i>Priority Habitat Inventory describes Natural Environment and Rural Communities Act (2006) Section 41 habitats of principal importance. This replaces Natural England's previous separate Biodiversity Action Plan (BAP) habitat inventories.</i>	<i>AVDC unable to provide locally designated sites</i>
Landscape	Area of Outstanding Natural Beauty (AONB)	Locally identified sensitive landscapes	<i>There are no National Parks within the HMA.</i> <i>Locally identified sensitive landscapes were identified from the following data:</i> <ul style="list-style-type: none"> <i>CBC – landscapes identified as having 'high' or 'high-medium' sensitivity in a landscape character assessment</i> <i>NHDC – landscapes identified as having 'high' or 'high-medium' sensitivity in a landscape character assessment</i> <i>Luton BC – 'Areas of Landscape Value'</i> <i>AVDC - 'Areas of Sensitive Landscape'</i> 	
Environmental issues, resources and infrastructure				
Air quality	Not applicable	Current AQMA		<i>No response received from AVDC on AQMA</i>

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

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

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

Appendix 2

Viability assessment – detailed method

Context

The NPPF states that:

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

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

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

“...it is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion...”

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

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

Broad approach

Dwelling capacity and delivery trajectories

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

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

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

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

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

Assumed delivery rates (dwellings per annum), incl. affordable housing¹²

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

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

Viability assessment criteria

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

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

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

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

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

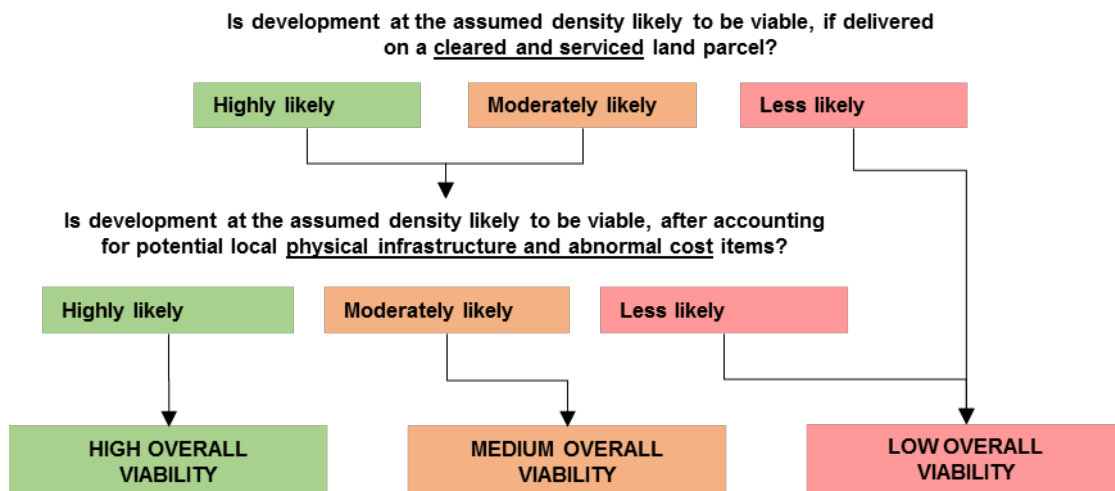
- Assumed density and development mix, applied based on the typology of the location
- Previous land use (greenfield or brownfield threshold land value), applied based on information provided by the local authorities

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

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

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

Viability assessment flow



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

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

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

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

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

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

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

Key data sources and assumptions

	Luton Borough (For comparison only)	Central Bedfordshire (Applied to all sites)
Development scheme		
Site area / layout plan	No layout plans have been prepared; development mix assumptions have been applied to 24 different notional 'one-hectare tiles'. Assumed 60% net developable area, as all locations are over 2 hectares	
Unit mix, floorspace calculations	<p>Houses, up to five-bed (30 dph)</p> <ul style="list-style-type: none"> • 20% 3-bed terraced (87 sq m private / 96 sq m affordable) • 20% 3-bed semi (95 sq m private / 96 sq m affordable) • 25% 4-bed detached (125 sq m private / 114 sq m affordable) • 25% 5-bed detached (150 sq m private / 125 sq m affordable) • 10% 2-bed bungalow (79 sq m) <p>Houses, up to three-bed (44 dph)</p> <ul style="list-style-type: none"> • 30% 2-bed terrace (75 sq m) • 30% 3-bed semi (93 sq m) • 35% 3-bed detached (93 sq m) • 5% 2-bed bungalow (100 sq m) <p>Lower density low rise flats and terraced housing (55 dph)</p> <ul style="list-style-type: none"> • 15% 1-bed flat (50 sq m) • 15% 2-bed flat (70 sq m) • 30% 2-bed terraced (71 sq m) • 40% 3-bed terraced (87 sq m / 96 sq m affordable) 	
Circulation space for flats	Allowance of 20% above NIA	<p>Existing viability evidence base:</p> <p>Allowance of 12.5% above NIA</p> <p>Emerging viability evidence base:</p> <p>Allowance of 15% above NIA</p>
Parking provision	No explicit costs or values reflected in BBP model	
Capital values		
Private housing	This was the <u>output</u> from the BBP Regeneration high level Residual Land Value appraisal model, and was compared to average sales values in each postcode sector	

	Luton Borough (For comparison only)	Central Bedfordshire (Applied to all sites)
Commercial	No explicit costs or values reflected in BBP model	
Construction costs		
Base build costs	<p>Existing viability evidence base:</p> <p>Gleeds cost report (March 2015) quotes BCIS Average Prices median for Bedfordshire March 2016:</p> <p>£1,168 / sq m for low rise flats (CSH Level 4)</p> <p>£1,044 / sq m for houses (CSH Level 4)</p>	<p>Existing viability evidence base:</p> <p>Quotes BCIS Average Prices for September 2014:</p> <p>£1,260 / sq m for flats (up to five storeys)</p> <p>£978 / sq m for houses</p> <p>UPDATED to BCIS Average Prices June 2016:</p> <p>£1,037 / sq m for flats (up to five storeys)</p> <p>£1,220 / sq m for houses (estate housing, generally), including prelims and contractor's overheads and profit, based on mean for Bedfordshire.</p>
Local site works	n/a	12% of base build cost
Abnormal costs	<p>Existing viability evidence base:</p> <p>Draws upon Gleeds cost report March 2015, which shows...</p> <ul style="list-style-type: none"> • Archaeology £10,000 / ha • Flood defences £25,000 / ha • Site-specific access works £20,000 / ha • Decontamination £25,000 • Piling £20,000 / ha • Service reinforcement £80,000 / ha • Ecological £20,000 / ha • Total (assuming full range): £200,000 / ha 	<p>Existing viability evidence base:</p> <p>Allowance for 'opening up' of large sites £50-100,000 / net ha</p> <p>Assumed higher value:</p> <p>£100,000 / net ha for 'opening up' of large sites</p>
Professional fees	8.0% of base build and local site works (excluding contingencies)	<p>Existing viability evidence base:</p> <p>12% of base build and local site works (excluding contingencies)</p> <p>Emerging viability evidence base:</p> <p>9% of base build and local site works (excluding contingencies)</p>

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

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

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

	Luton Borough	Central Bedfordshire	North Hertfordshire District	Aylesbury Vale District
obligations				£10,000 / residential unit for larger schemes £1,000 / residential unit for smaller schemes Assumed average: £5,500 / residential unit
Local CIL	n/a	n/a	n/a	n/a
Threshold land value				
Site value	Existing viability evidence base: <ul style="list-style-type: none"> • Greenfield: £330,000 / ha • Brownfield: £540,000 / ha UPDATED average based on net change between UKHPI house price growth and BCIS All-In TPI build cost inflation: <ul style="list-style-type: none"> • Greenfield: £420,000 / ha • Brownfield: £685,000 / ha 	Existing viability evidence base: <ul style="list-style-type: none"> • Greenfield: £200-330,000 / ha • Brownfield: £650-950,000 / ha UPDATED average based on net change between UKHPI house price growth and BCIS All-In TPI build cost inflation: <ul style="list-style-type: none"> • Greenfield: £320,000 / ha • Brownfield: £920,000 / ha 	Existing viability evidence base: <ul style="list-style-type: none"> • Greenfield: £370-500,000 / ha • Brownfield: n/a Assumed average: <ul style="list-style-type: none"> • Greenfield: £435,000 / ha • Brownfield: n/a 	Existing viability evidence base: <ul style="list-style-type: none"> • Greenfield: £350,000 / ha • Brownfield: n/a • UPDATED based on net change between UKHPI house price growth and BCIS All-In TPI build cost inflation: <ul style="list-style-type: none"> • Greenfield: £388,636 • Brownfield: n/a
Stamp Duty Land Tax	n/a	Included in threshold land value	Existing viability evidence base: HMRC scale (0% to 5%) UPDATED based on HMRC rates and thresholds: 4%	Existing viability evidence base: HMRC scale (0% to 5%) UPDATED based on HMRC rates and thresholds: 4%

Appendix 3

Major transport infrastructure investment in Luton HMA

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

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

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

P11 Interchange at Sandy		-	Unknown/Early Stages	Medium (50%)	Status per IDP: Scheme design. No works currently programmed
P12 Interchange at Leighton		-	Unknown/Early Stages	Medium (50%)	Status per IDP: Scheme design. No works programmed but outline designs are in place with discussions yet to take place with Network Rail as to their agreement
P13 Luton railway station improvements	Upgrade of station facilities, including DDA access to all platforms		Unknown/Early Stages	Medium (50%)	
P14 Northern Entrance to Luton Airport Parkway Station	Creation of a new northern entrance to Luton Airport Parkway station to reduce peak period crowding via the existing single entrance, and service residents, employees and visitors to the Napier Park/Stirling Place. The two		In progress	Confirmed (100%)	Planning permission for the scheme has been granted and initial construction works commenced using CIL with further local contributions anticipated.
P15 New Luton North railway station / Park and Ride alternative	Aspirations for a new 'Luton North' rail station to serve growth north of Luton. Possible that this would result in closure of either Leagrave or Harlington rail stations. Park and ride considered as alternative, but proposals have not materialised as part of planning applications.		Aspirational	Unlikely (0%)	
P16 Light rail link from Luton Airport Parkway to Luton Airport terminal (and one other stop)	Announced April 2016, as part of Luton Airport expansion; reports of funding by Luton BC.	£200m	Planned (Unfunded)	High (75%)	Planning application due 2017; due for delivery by 2020/21
P17 Park and Ride - Stockwood Park			Unknown/Early Stages	Medium (50%)	Developer-led scheme, including required bus priority measures. Planning permission yet to be granted.
P18 Park and Ride - Butterfield			Planned (Unfunded)	High (75%)	Developer-led scheme, including required bus priority measures. Planning permission granted.

CYCLING (C)

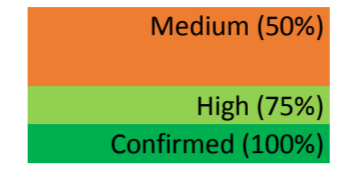
Cycle Hubs	Provision of cycle hubs or equivalent infrastructure at a number of stations in the Central Beds and Bedford	£0.25m		See below	Total cost for schemes is approximately £250,000. With around £222,500 being provided by the Cycle Rail Fund.
C1 Cycle Hub, Interchange & Thameslink Improvements	Bedford station	-	Planned (Funded)		
C2 Cycle Hub, Interchange & Thameslink Improvements	Sandy station	-	Planned (Funded)		
C3 Cycle Hub, Interchange & Thameslink Improvements	Biggleswade station	-	Planned (Funded)		
C4 Cycle Hub, Interchange & Thameslink Improvements	Arlesey station	-	Planned (Funded)		
C5 Cycle route adjacent to Busway	Surface treatment on this strategic route		Completed	Confirmed (100%)	Successful Transition Fund bid now promoting this "cycle superhighway" for commuting trips.

WATERWAYS (W)

W1 Bedford to Milton Keynes Waterway	20 mile cycling, walking and water route from Bedford to Milton Keynes, connecting the River Great Ouse at Bedford to the Grand Union Canal in Milton Keynes. Objective of providing a green corridor through the Northern Marston Vale Growth Area.	-	Aspirational	Medium (50%)	Waterway is being promoted by the Bedford to Milton Keynes Waterway Trust, of which Central Bedfordshire Council is a partner. As of the Local Transport Plan (2011) planning permission had been secured for 25% of its length.
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Deliverability

Unlikely (0%)
Low (25%)



Appendix 4

Joint position on role of Growth Options Study

Luton Local Plan Examination Matter 7, Question 80

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

Explanatory Note:

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

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

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

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

- i. The final GOS will inform the DTC discussions between the four authorities commissioning the GOS on the possible distribution of the OAN within the Luton HMA.
- ii. The initial discussions on this will be through the GOS Officer Group which will report to the Steering Group, both of which will continue to operate following completion of the GOS report. The objective will be to understand how the potential distribution of growth might be met within the Luton HMA (subject to the need to comply with national planning policy on plan making with justification through technical evidence) between the commissioning authorities.
- iii. A Director level meeting supported by the Steering Group will then be held to consider the outcome from the study with a view to forming a draft agreement or, failing that, to direct the Steering Group to undertake further work necessary to achieve a workable solution.
- iv. The resultant draft agreement will be reported back to each of the commissioning authorities for endorsement. This will be subject to the internal governance of each of the commissioning authorities. In the event of any dispute at this stage a further meeting or meetings of the authorities Directors and or Chief Executives/Leaders would be required.
- v. Once an agreement is in place the expectation is that the four commissioning authorities local plans will draw upon the technical study in relation to individual growth locations and sites but it will be for each Council to determine and justify any site allocations in their respective local plans.
- vi. Progress on the Luton Local Plan is a crucial part of this process since it is likely that broad agreement on the likely level of housing that can be accommodated within Luton will emerge through the examination process thus facilitating certainty enabling the discussion on the distribution of the housing shortfall.

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

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

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

Issued on 26 September 2016

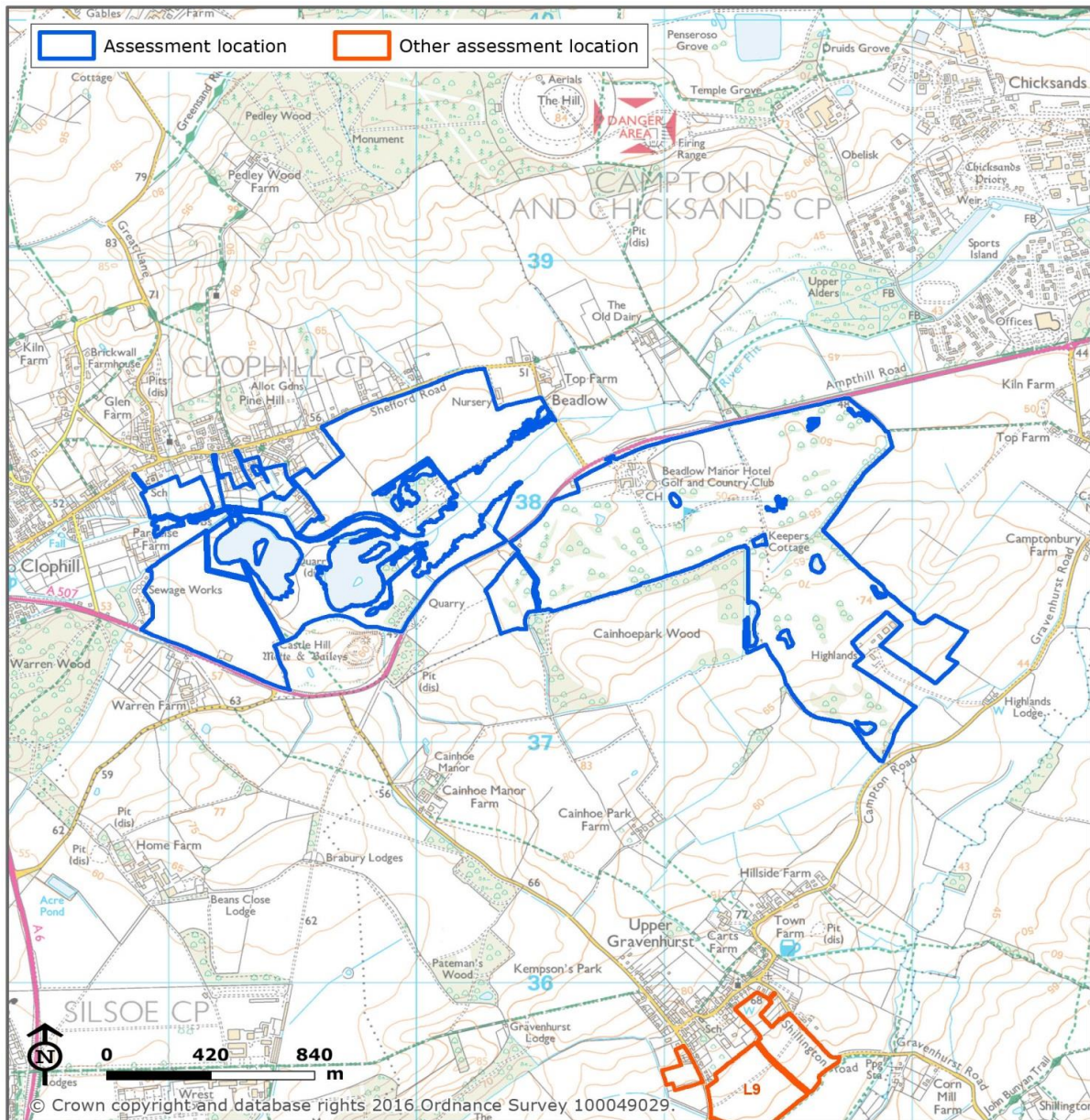
Appendix 5

Location assessment forms

Location ID: **L1**

Location name: **Clophill**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

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

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

Deliverability

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

Highly likely

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

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

Less likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

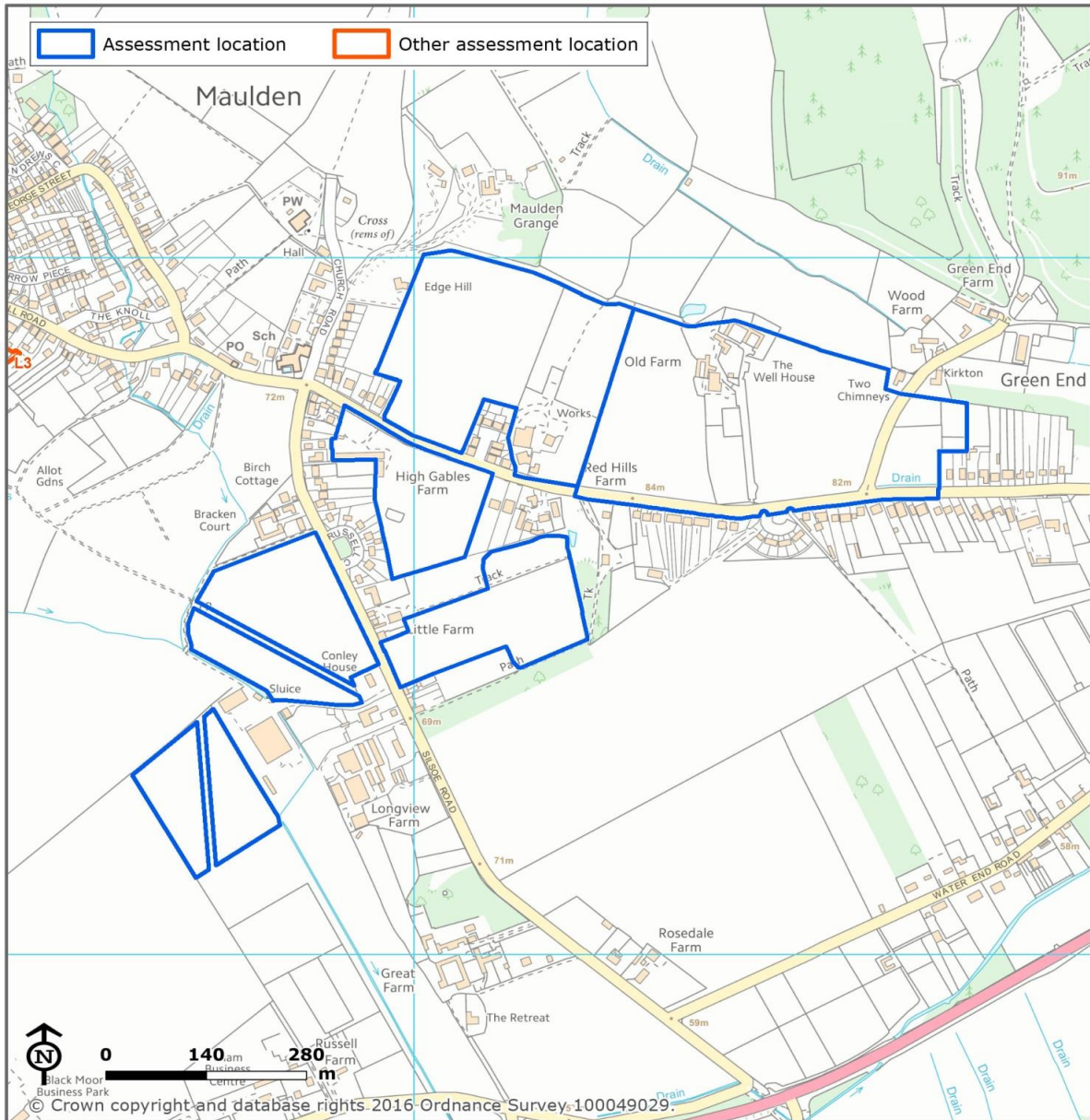
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L2**

Location name: **Malden East**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

0%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

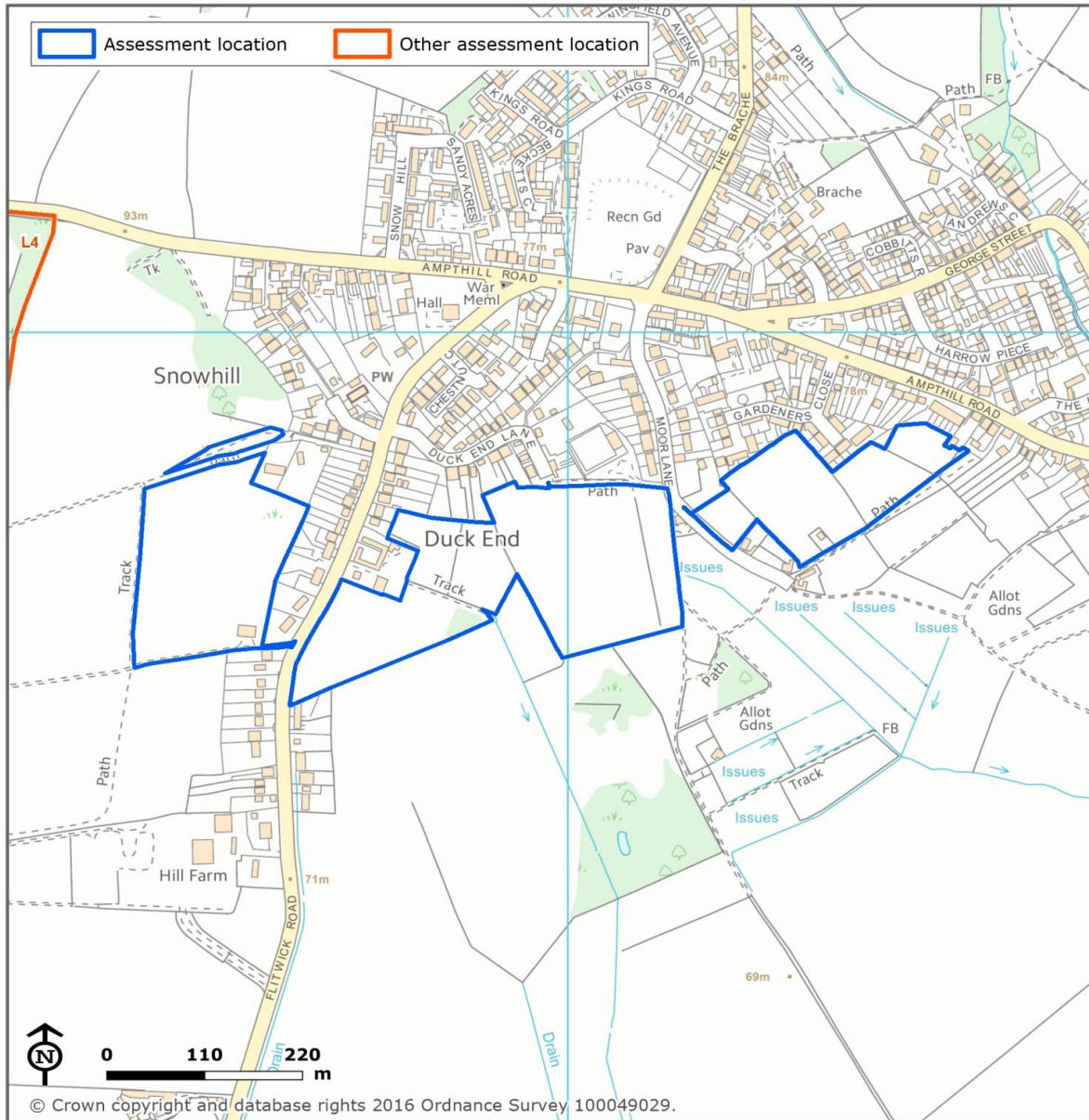
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L3**

Location name: **Malden South**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

29%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

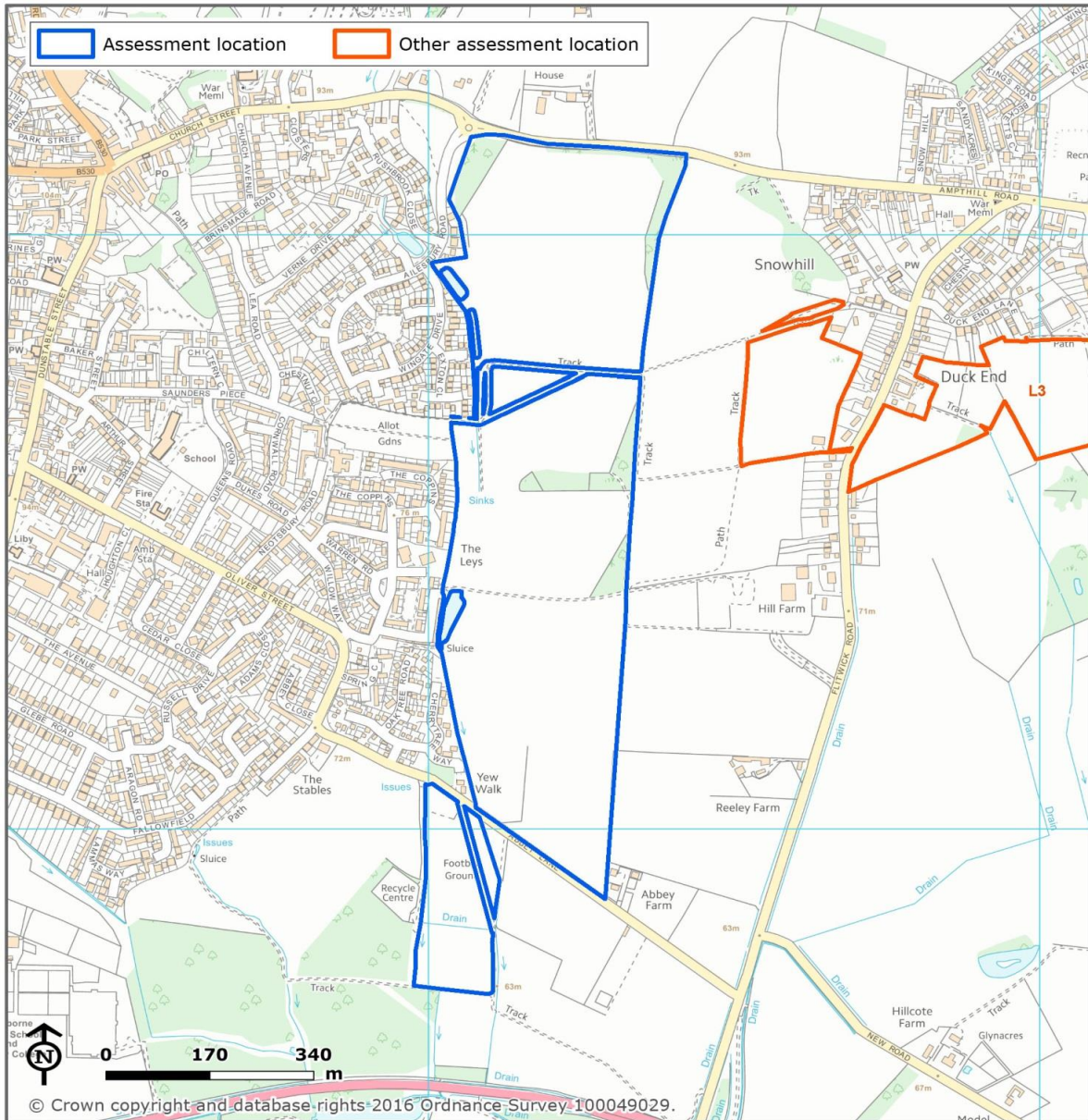
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L4**

Location name: **Amphill East**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

96%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

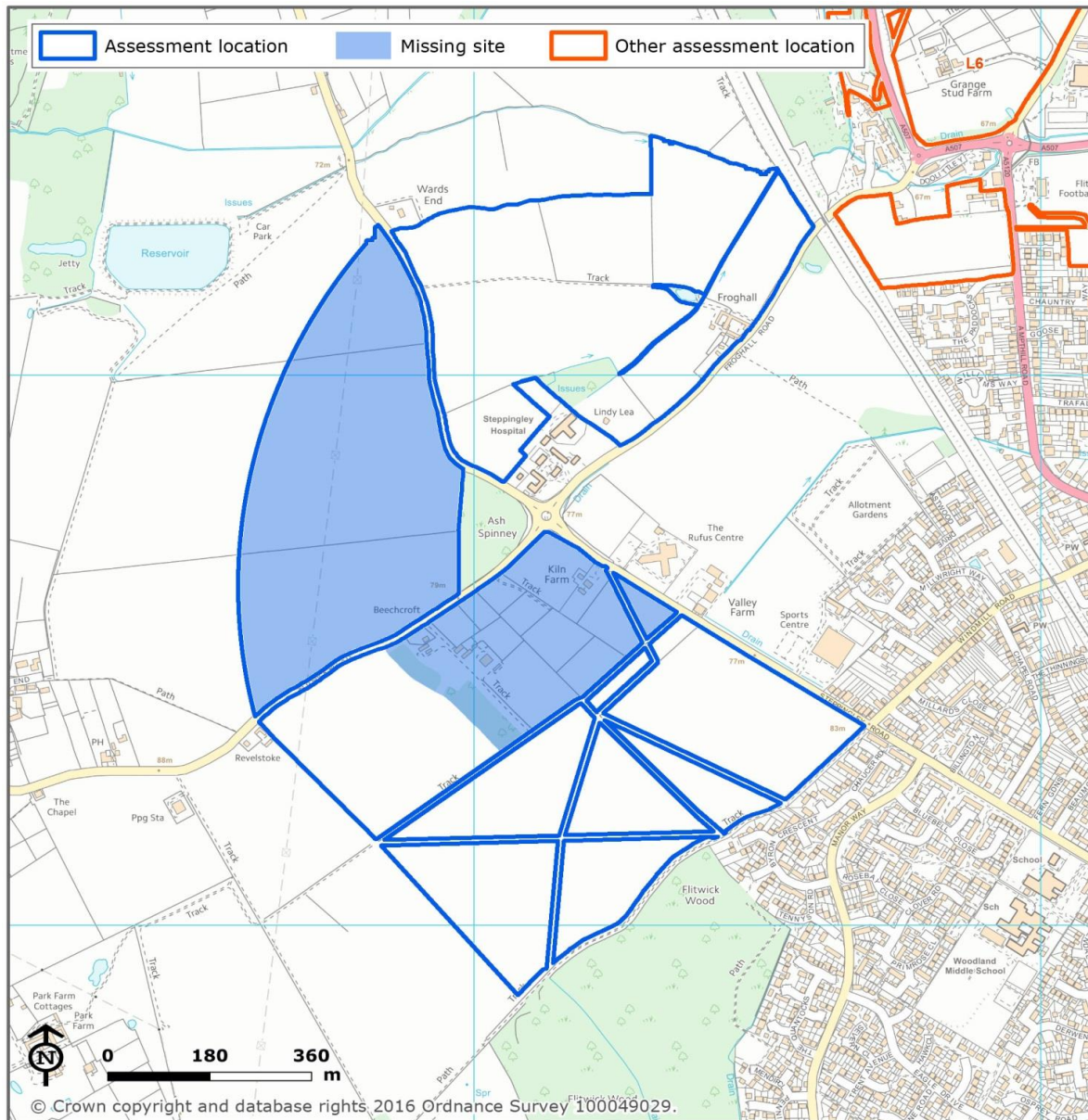
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L5**

Location name: **Flitwick West**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Moderately likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Moderately likely

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

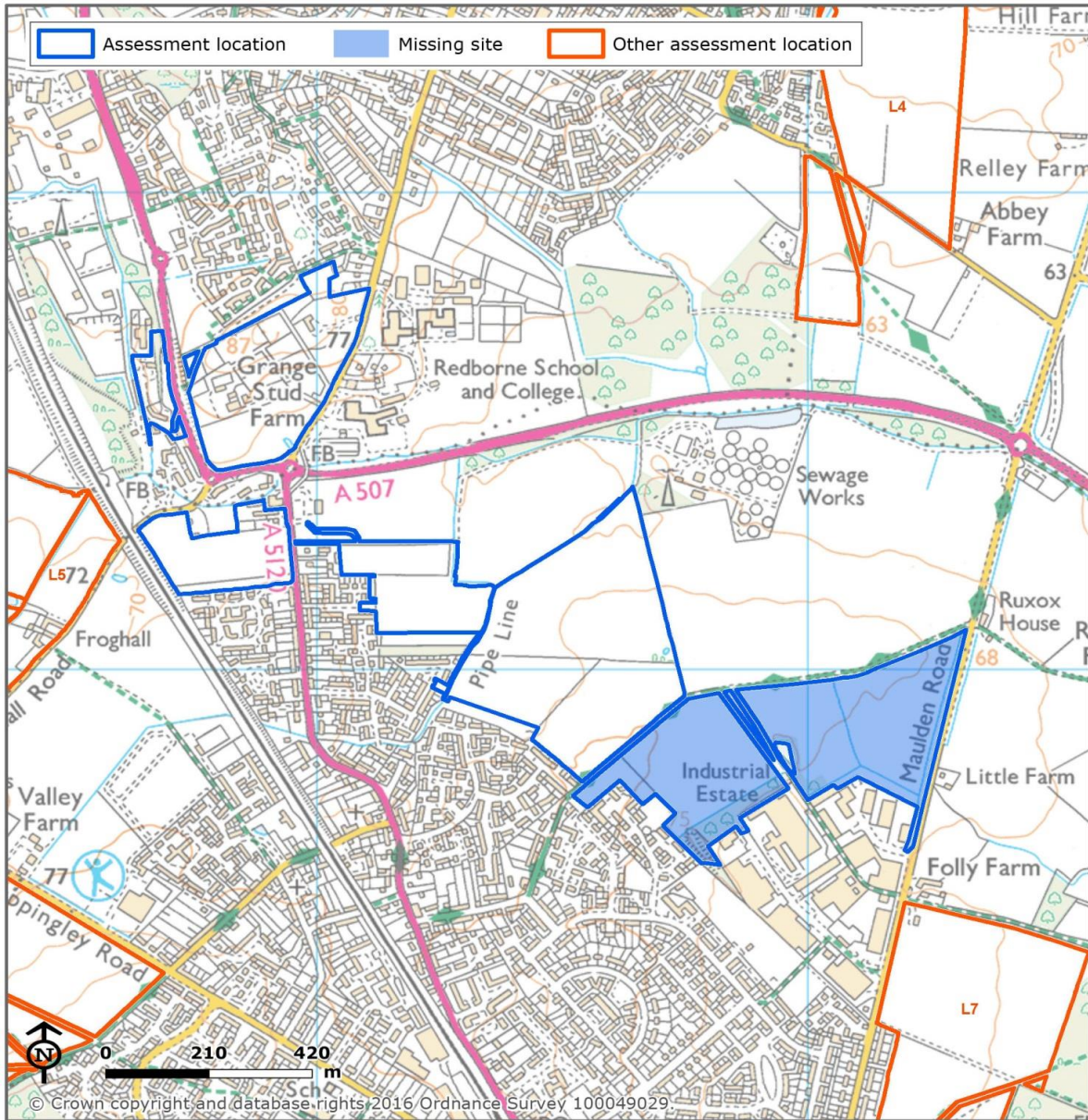
OVERALL VIABILITY ASSESSMENT

Medium

Location ID: **L6**

Location name: **North of Flitwick**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

96%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Moderately likely

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

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

Less likely

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

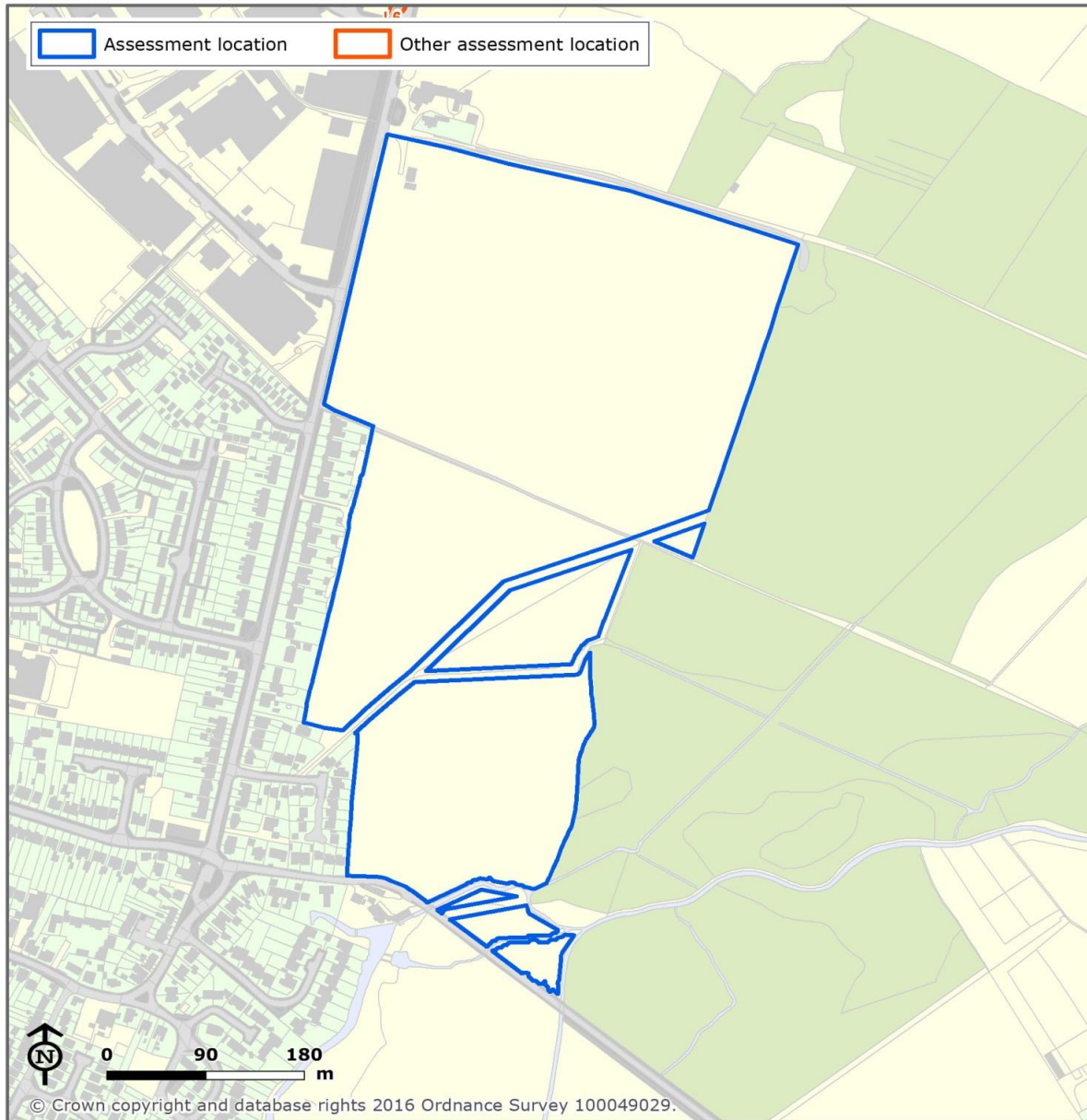
OVERALL VIABILITY ASSESSMENT

Low

Location ID: **L7**

Location name: **Flitwick East**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Moderately likely

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

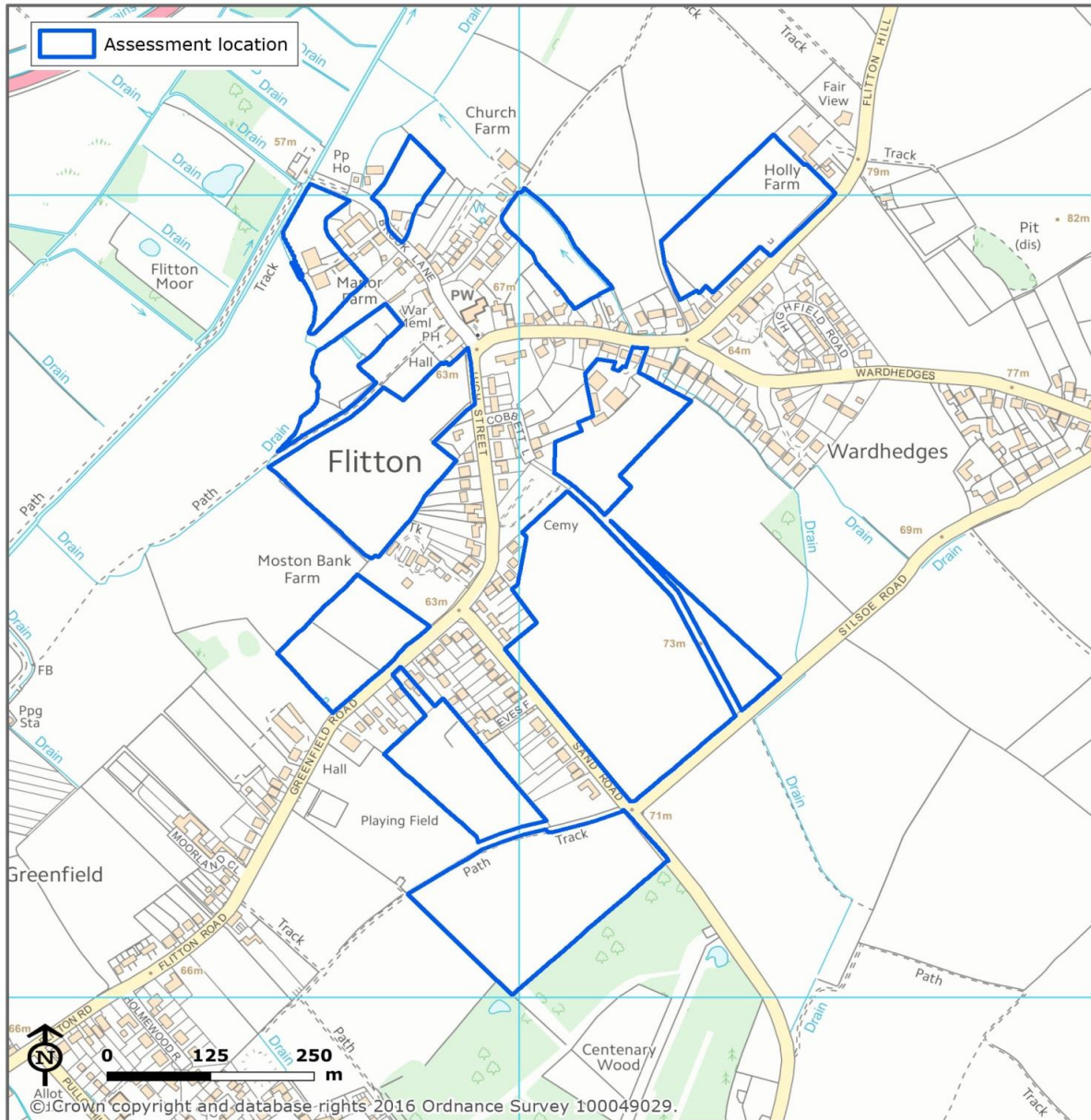
OVERALL VIABILITY ASSESSMENT

Medium

Location ID: **L8**

Location name: **Flitton**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

0%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

OVERALL VIABILITY ASSESSMENT

High

Location ID: **L9**

Location name: **Gravenhurst**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Less likely

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

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

Less likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

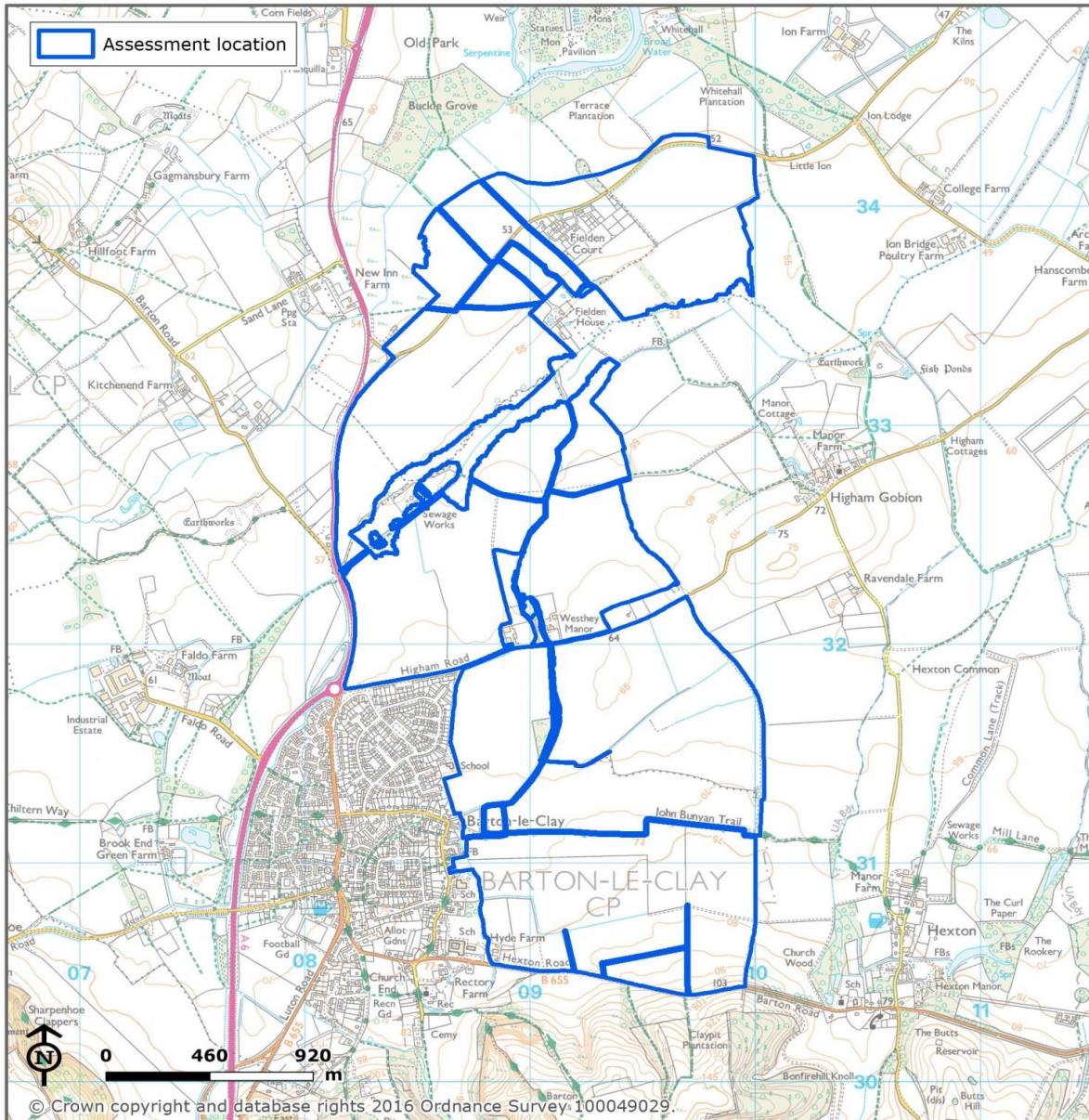
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L10**

Location name: **Barton**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

66%

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

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

Deliverability

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

Highly likely

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

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

Less likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

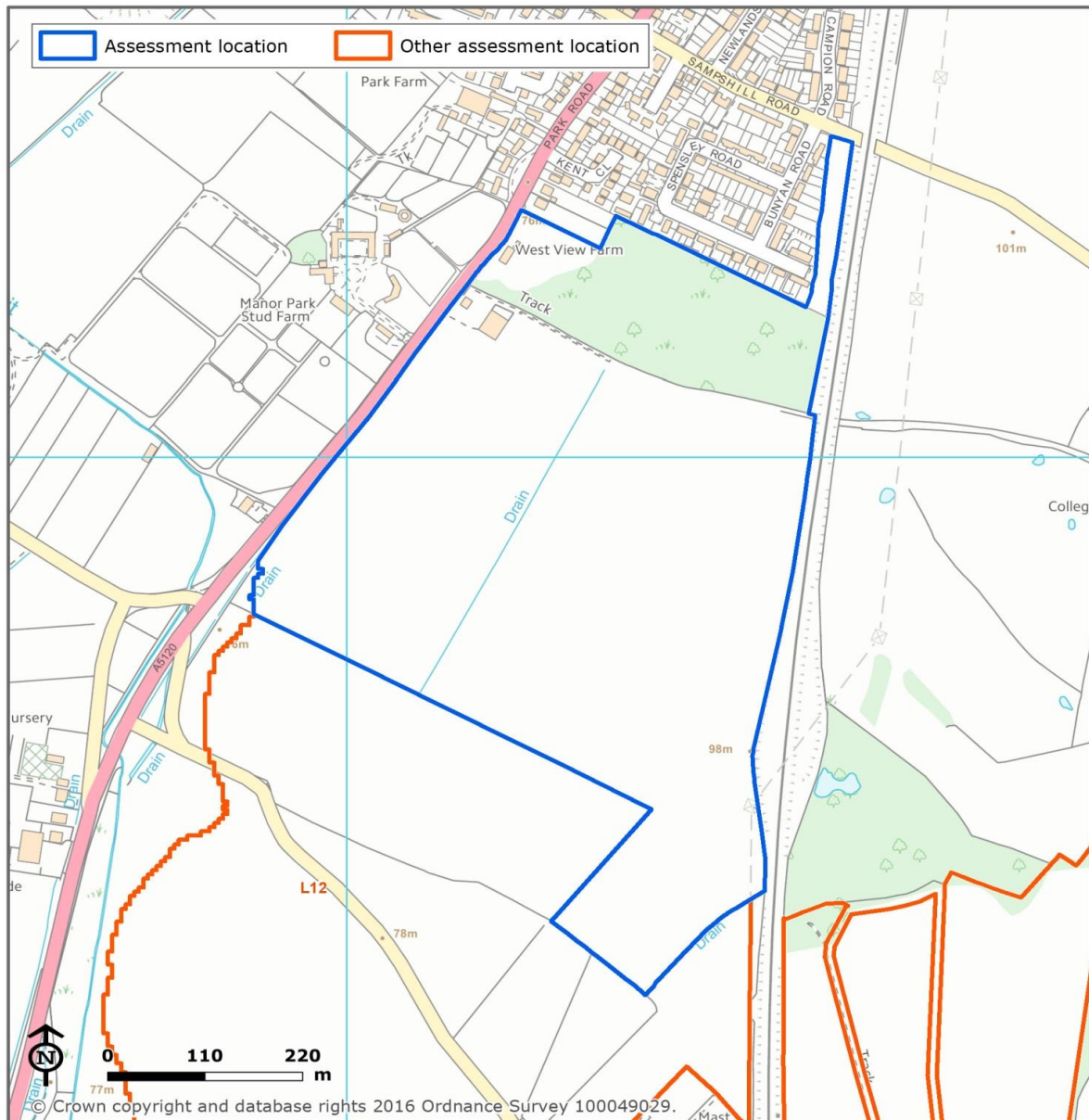
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L11**

Location name: **North of Harlington**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

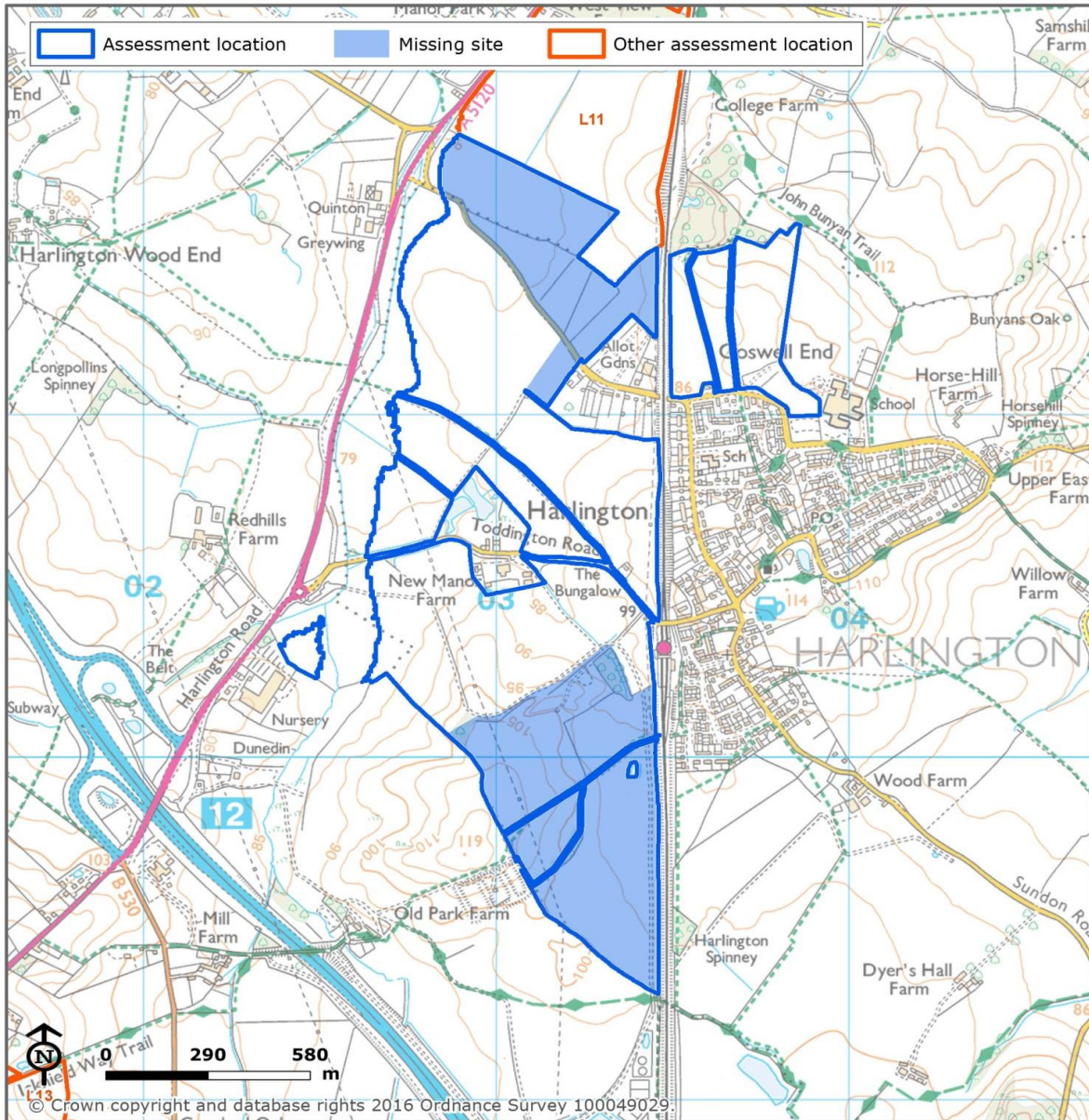
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L12**

Location name: **Harlington West**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

98%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

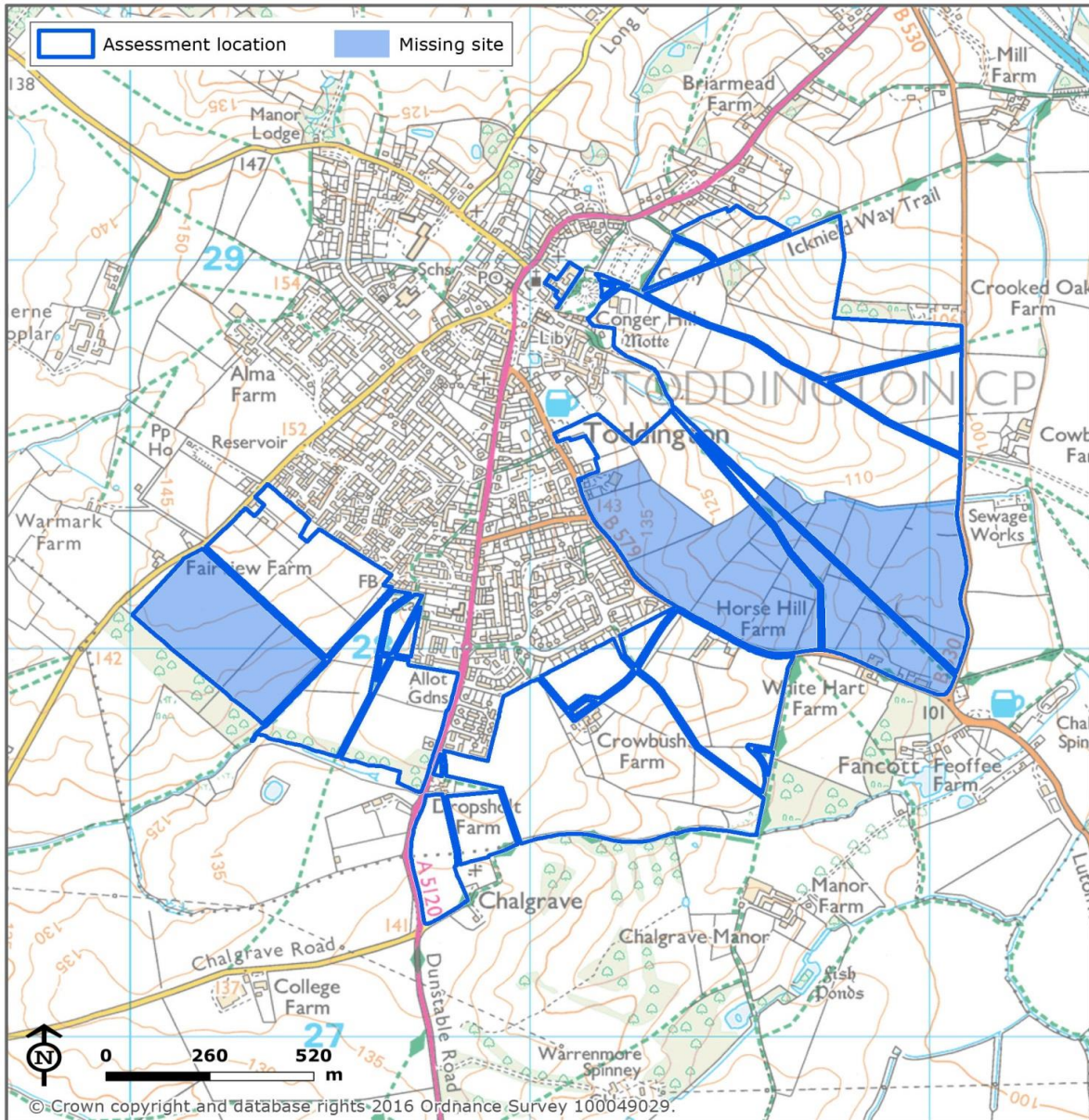
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L13**

Location name: **Toddington**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

98%

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

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

Deliverability

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

Highly likely

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

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

Less likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

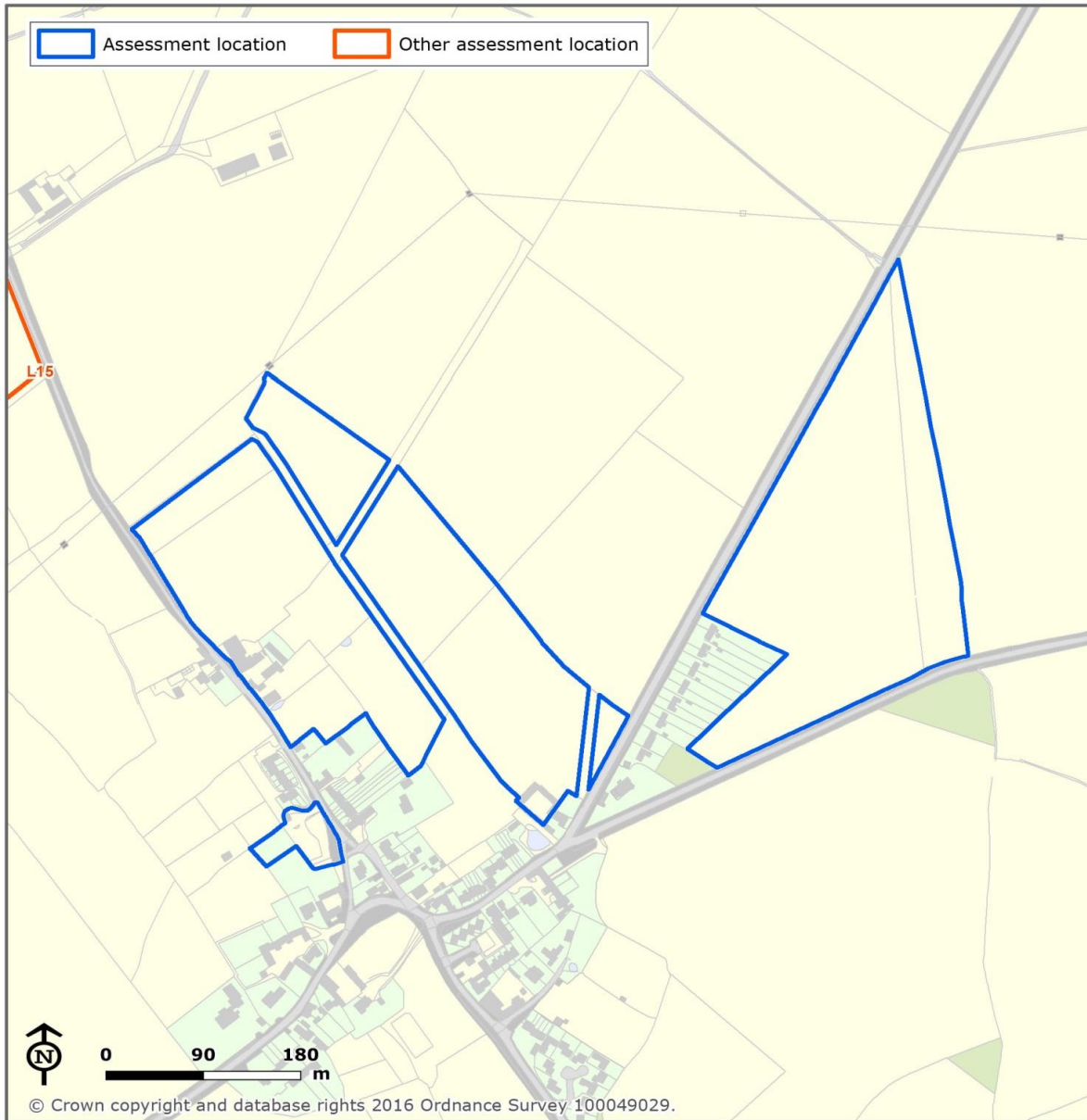
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L14**

Location name: **Tebsworth**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

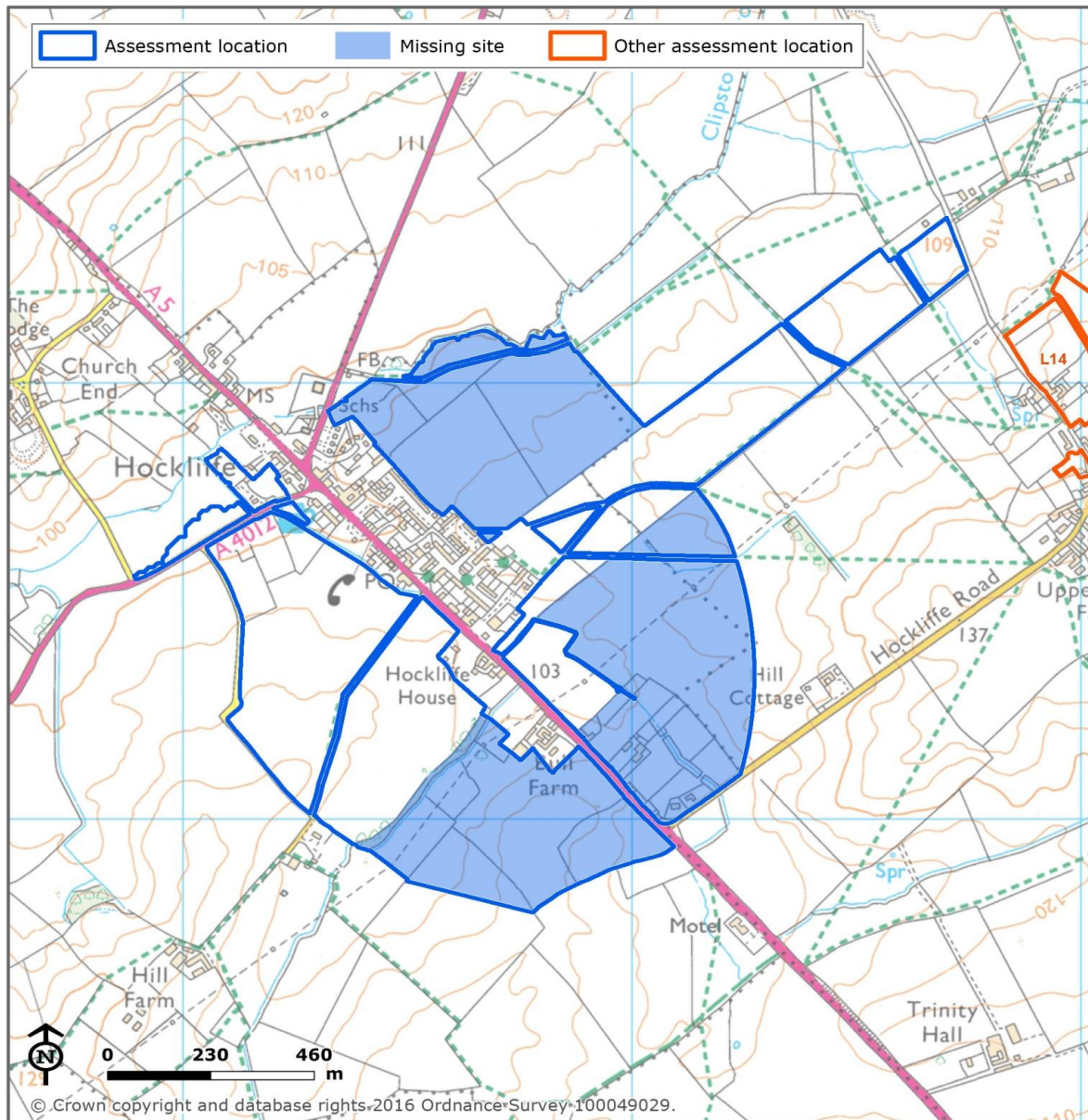
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L15**

Location name: **Hockliffe**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

97%

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

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

Deliverability

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

Moderately likely

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

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

Less likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

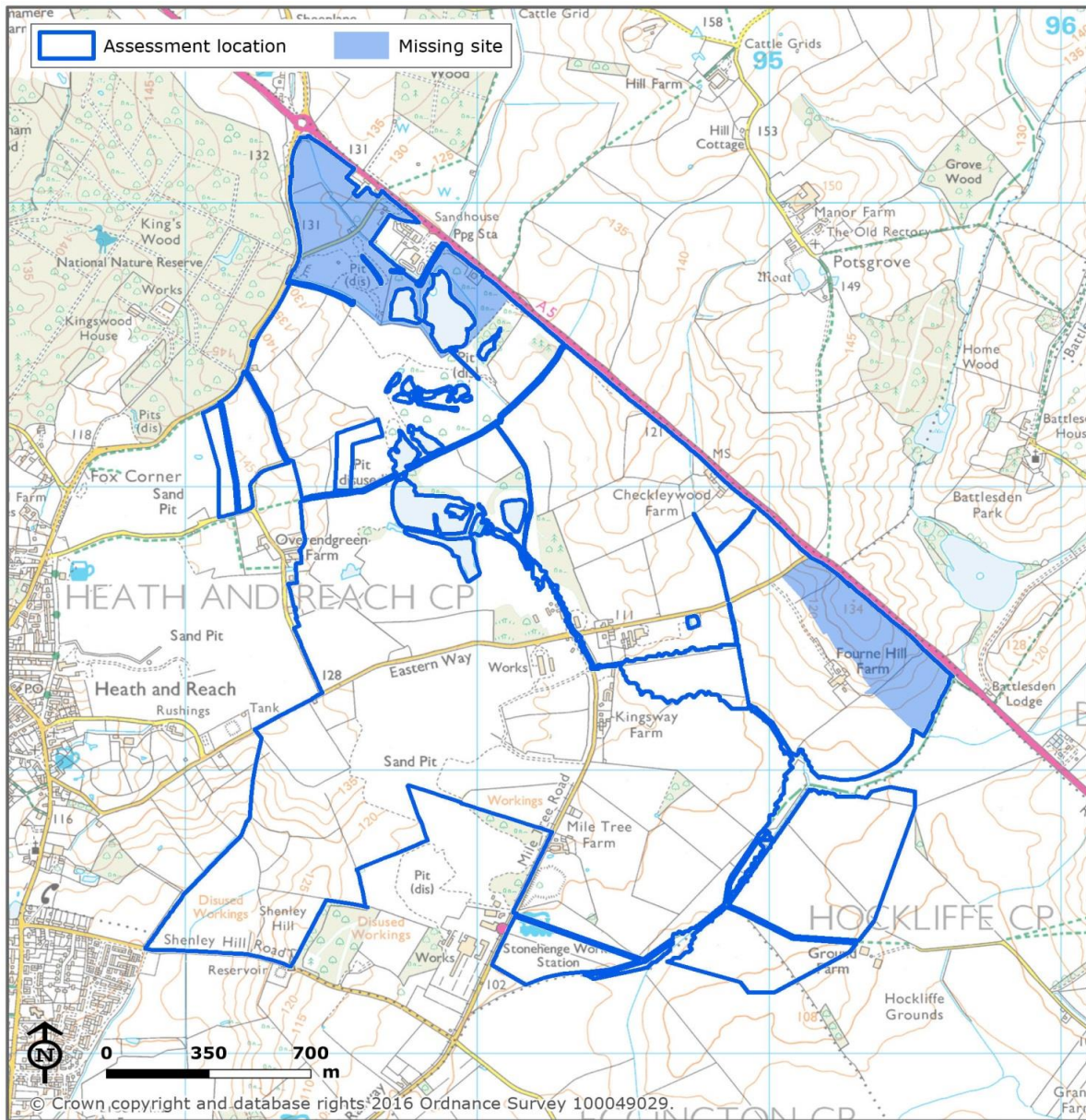
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L16**

Location name: **North of Leighton**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

98%

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

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

Deliverability

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

Highly likely

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

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

Less likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

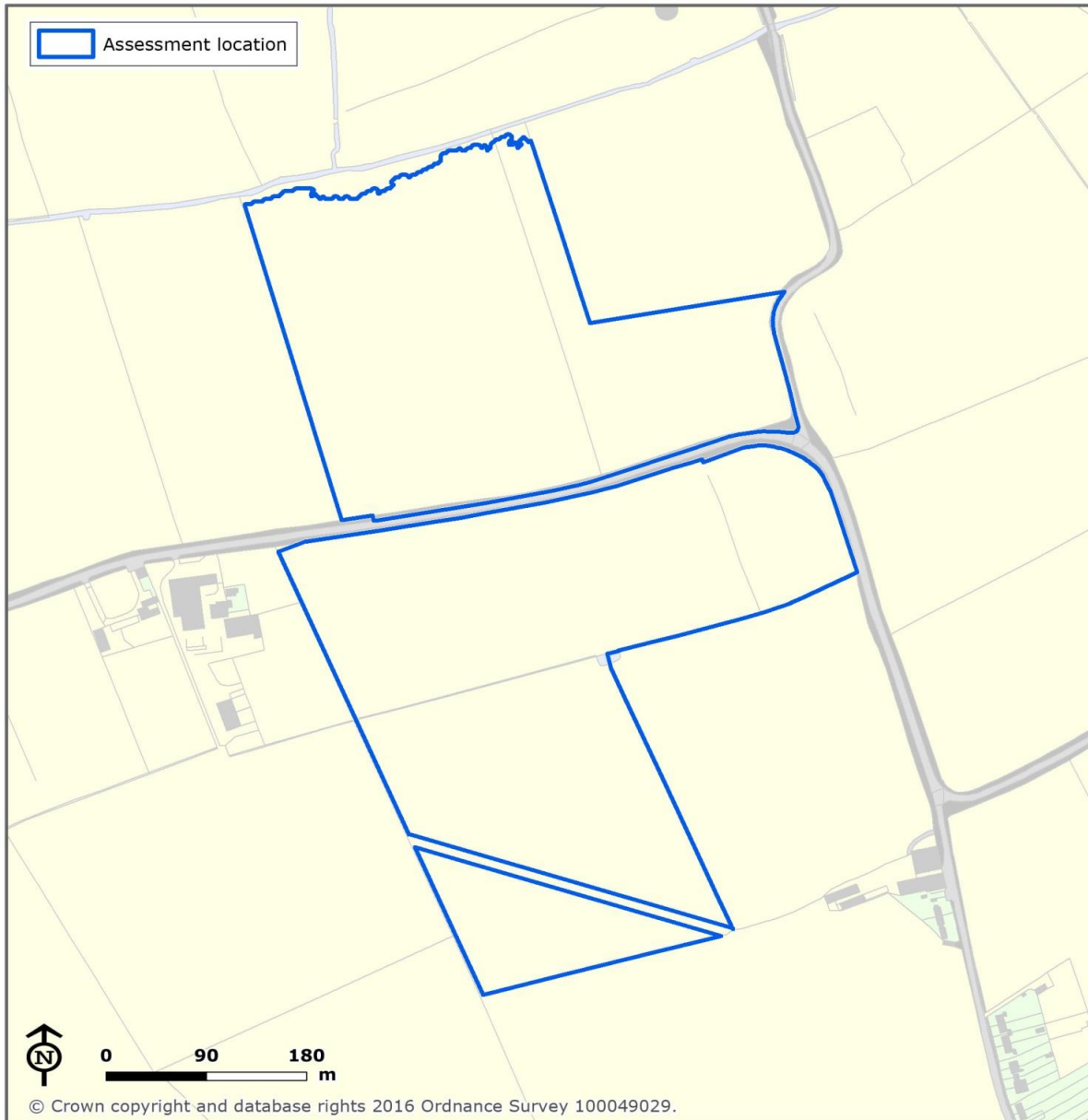
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L17**

Location name: **Leighton East**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

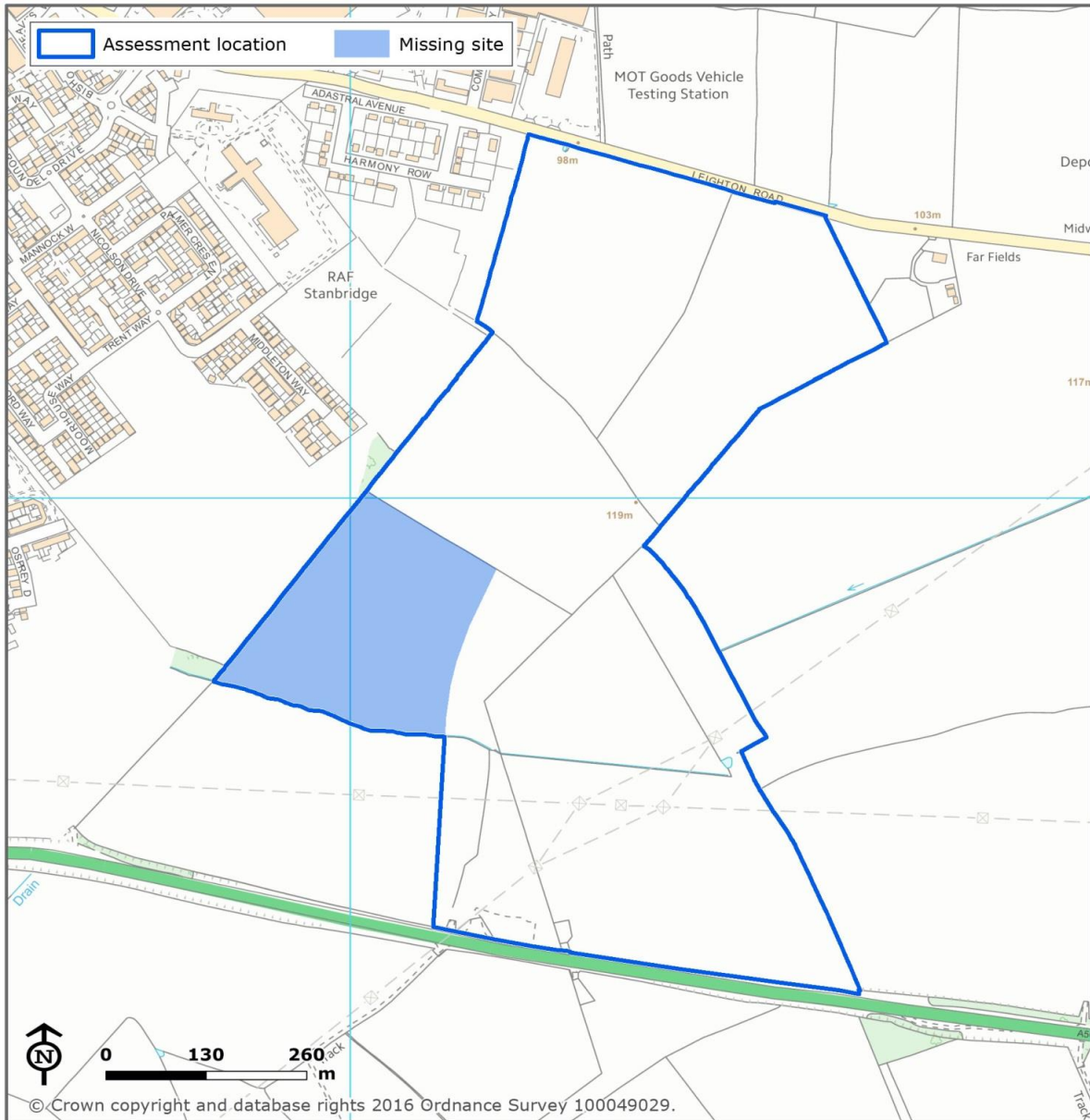
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L18**

Location name: **SE Leighton**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Moderately likely

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

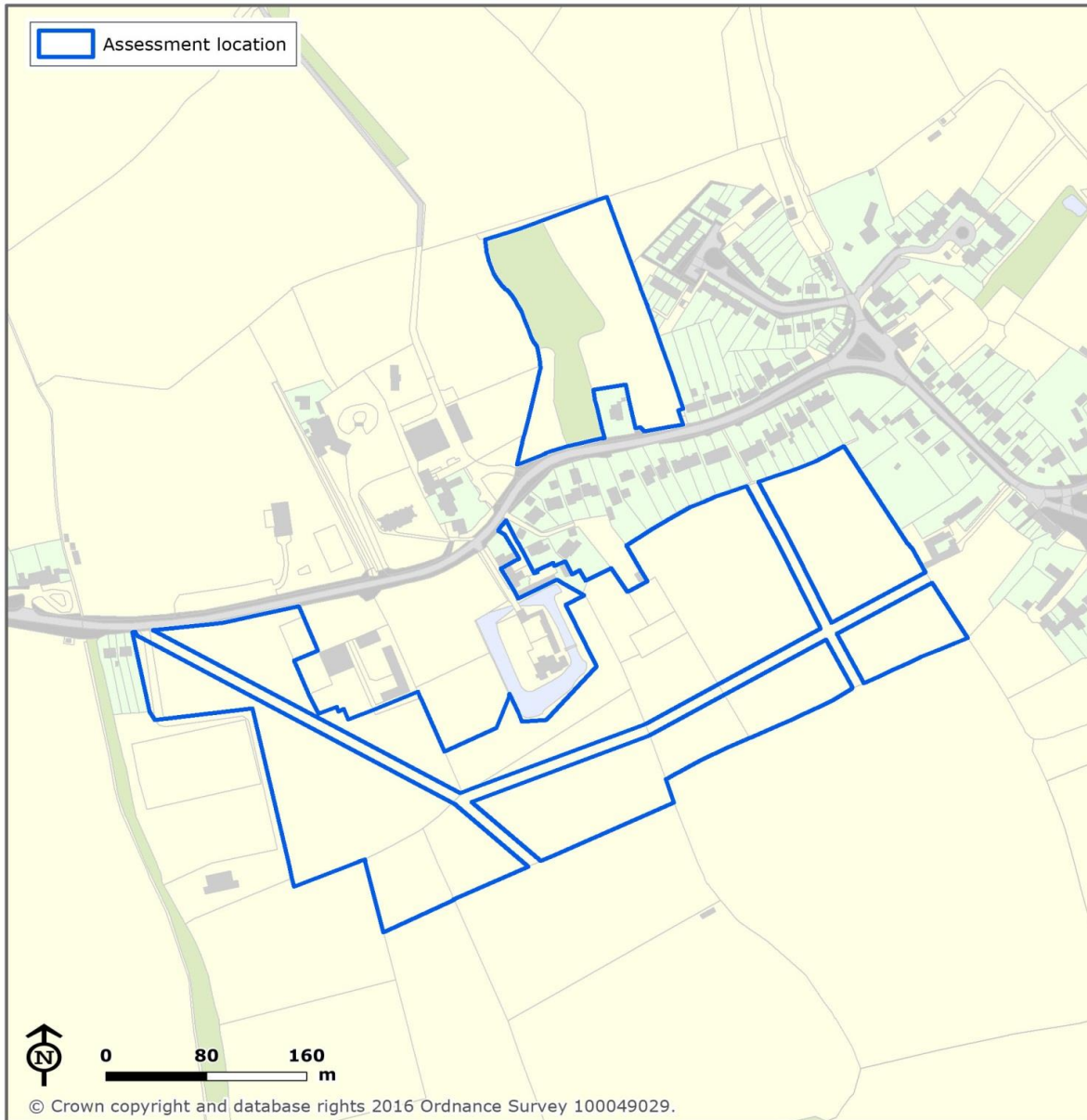
OVERALL VIABILITY ASSESSMENT

Medium

Location ID: **L19**

Location name: **Tilsworth**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

100%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

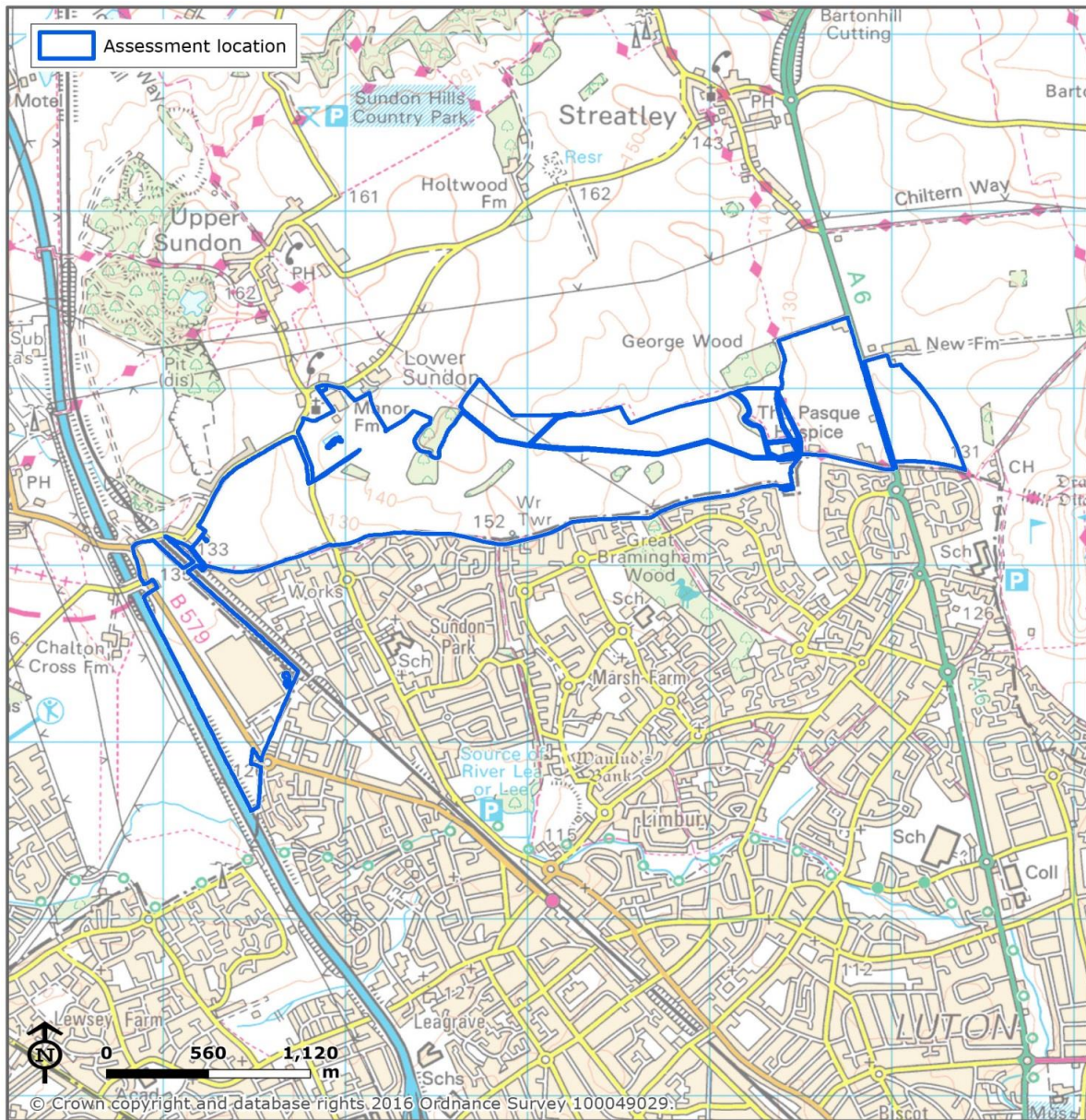
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L20**

Location name: **North Luton**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

90%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Highly likely (increase from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

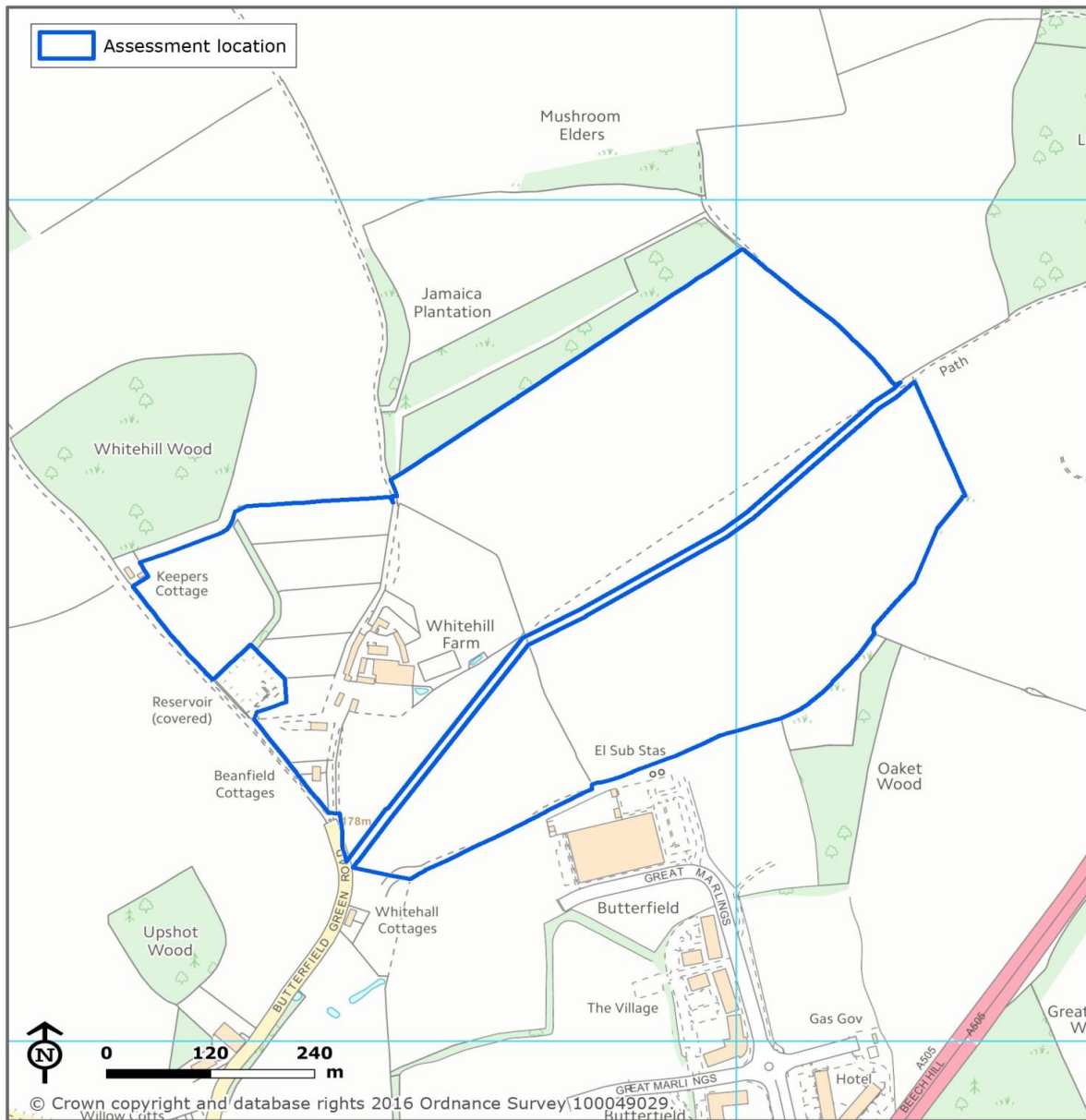
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L21**

Location name: **Butterfield North**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

98%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Highly likely (increase from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Moderately likely

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

OVERALL VIABILITY ASSESSMENT

Medium

Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Highly likely (increase from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Moderately likely

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

OVERALL VIABILITY ASSESSMENT

Medium

Location ID: **L23**

Location name: **Butterfield South**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Highly likely (increase from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

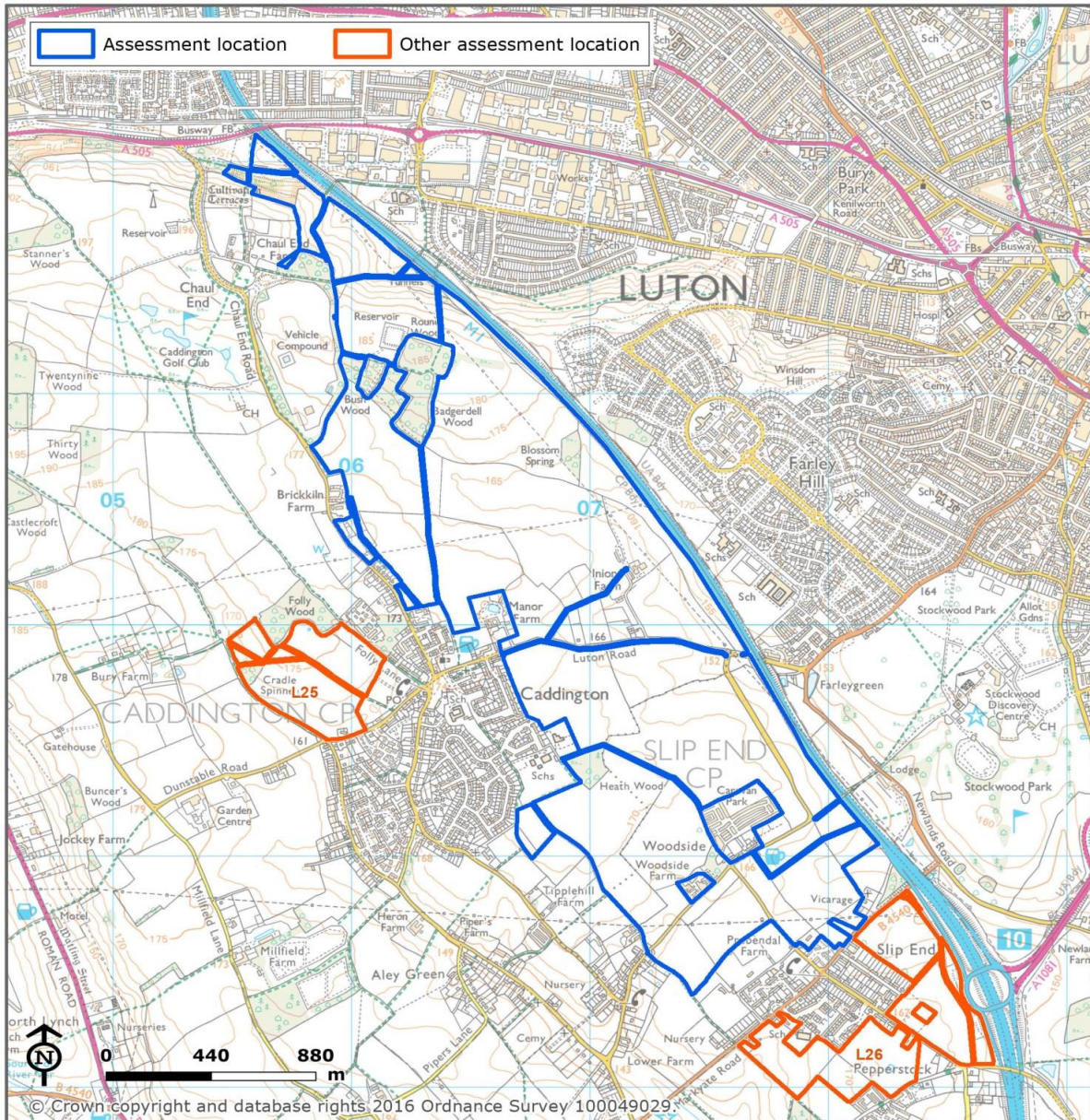
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L24**

Location name: **West Luton**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

OVERALL VIABILITY ASSESSMENT

High

Location ID: **L25**

Location name: **Caddington NW**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

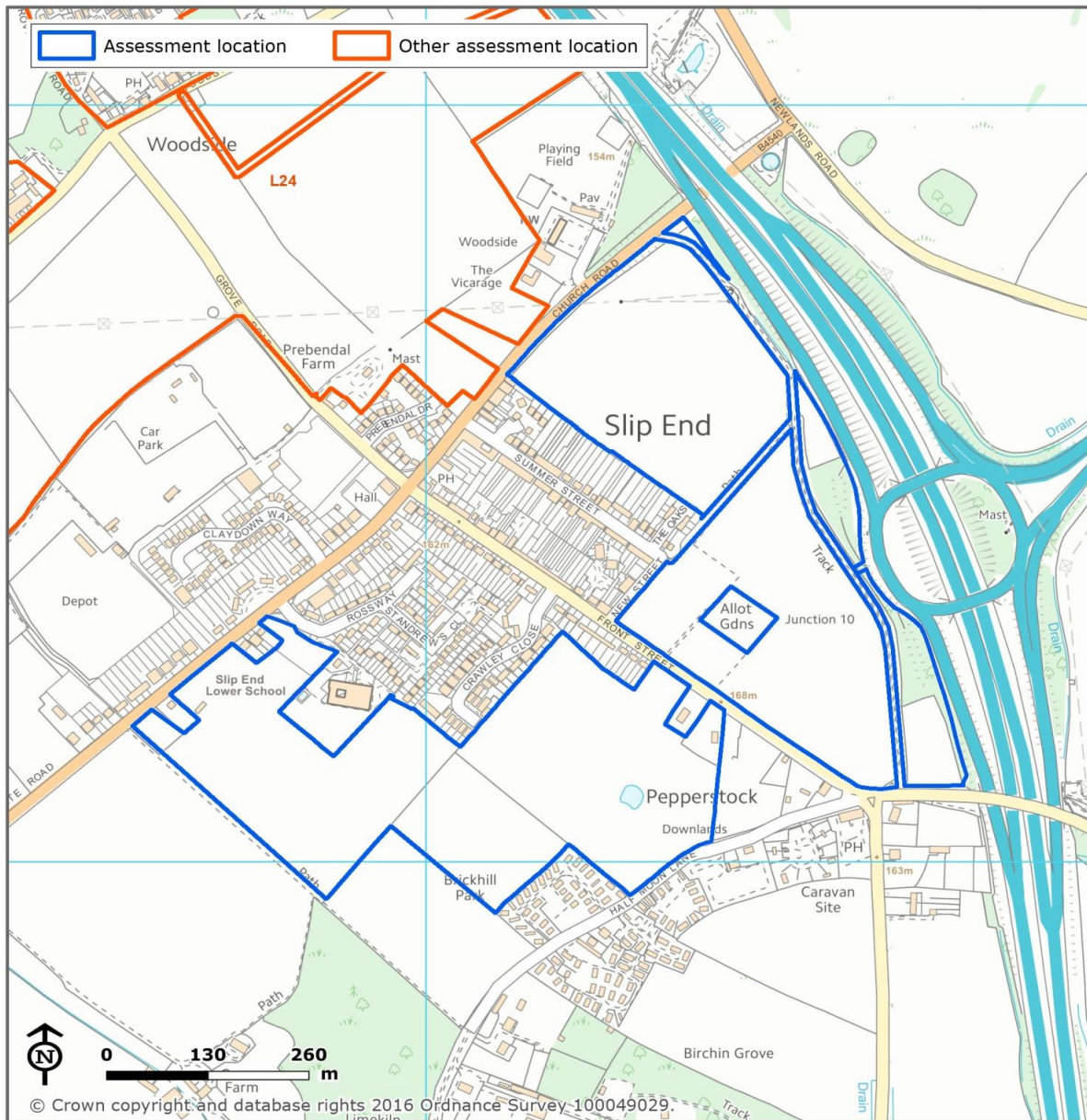
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L26**

Location name: **M1 J10**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

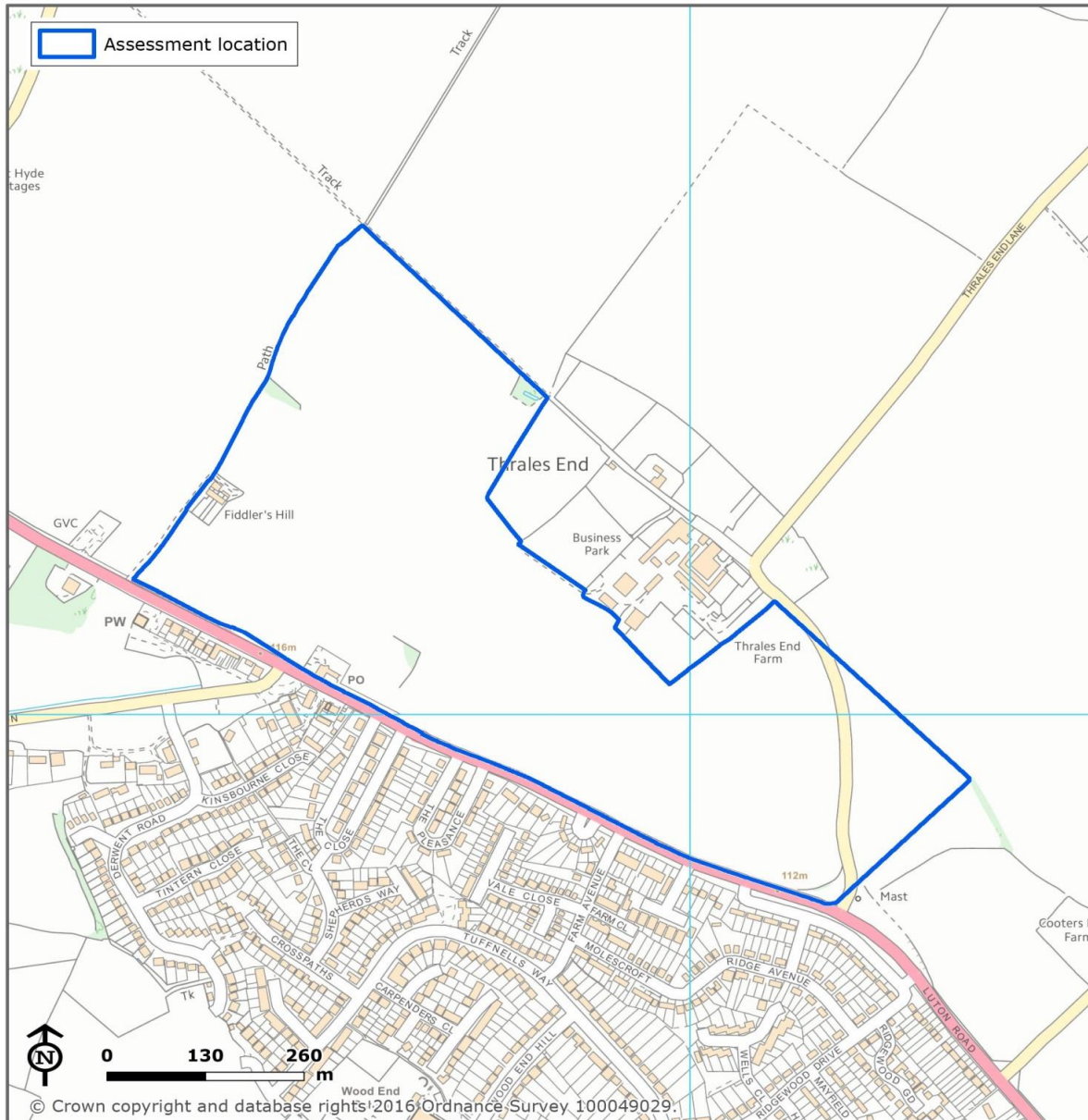
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L27**

Location name: **Harpenden**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Highly likely

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

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

Highly likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

High

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

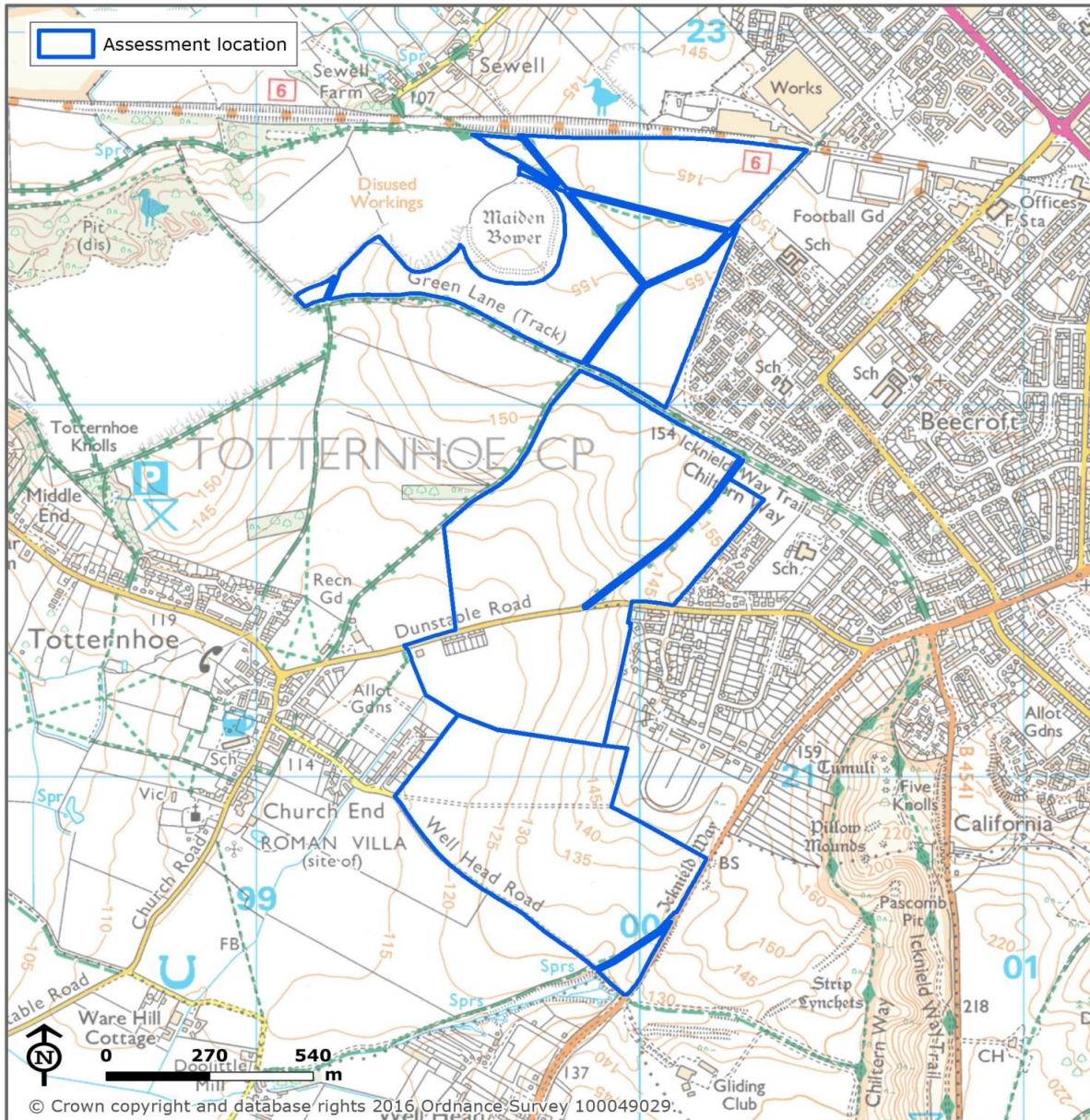
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L28**

Location name: **West Dunstable**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Moderately likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Moderately likely

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

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

Less likely

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

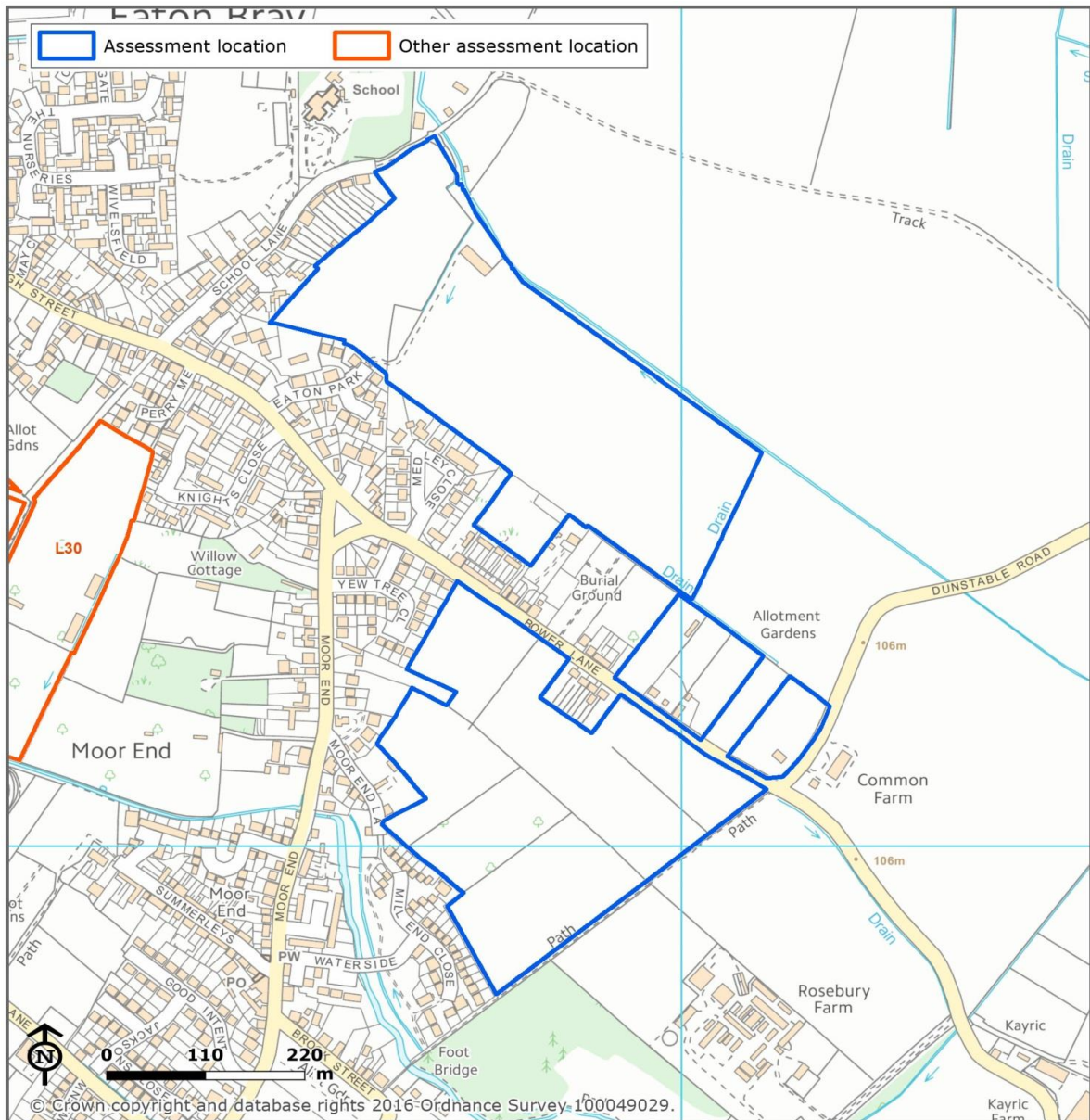
OVERALL VIABILITY ASSESSMENT

Low

Location ID: **L29**

Location name: **Eaton Bray East**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

99%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

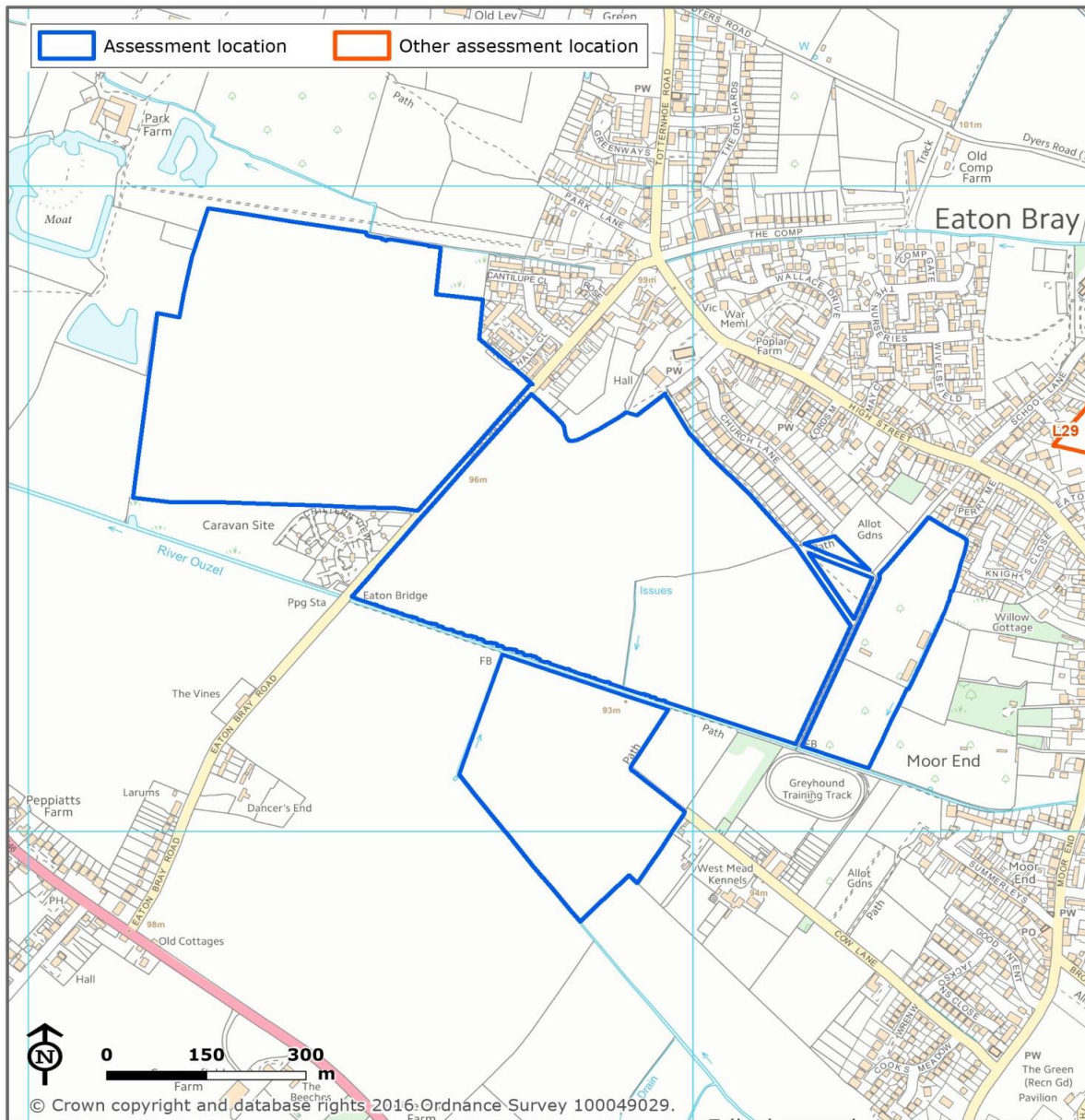
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L30**

Location name: **Eaton Bray West**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

85%

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

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

Deliverability

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

Highly likely

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

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

Highly likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Medium

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

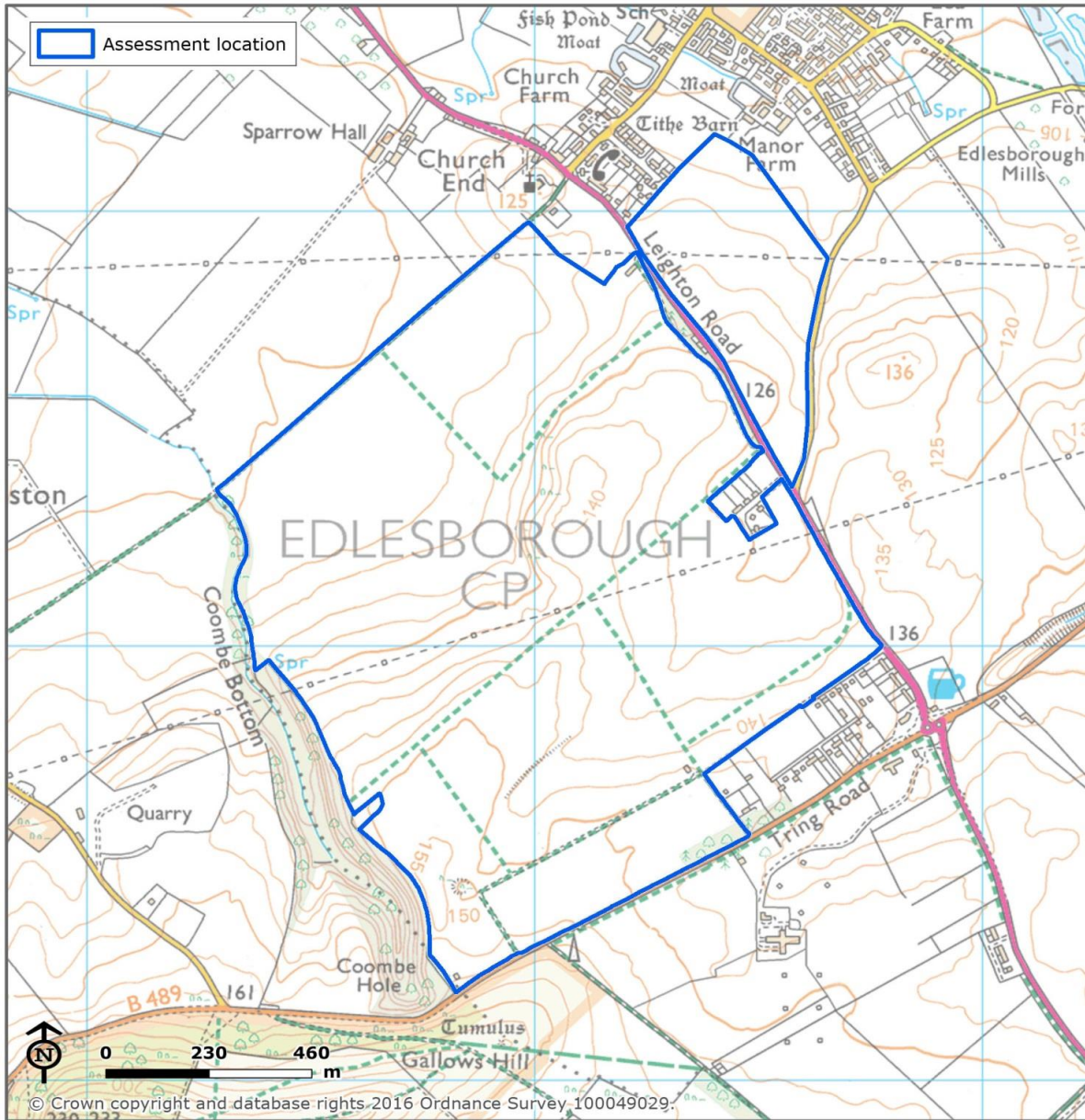
OVERALL VIABILITY ASSESSMENT

High

Location ID: **L31**

Location name: **Eddlesborough**

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



Spatial options

Which spatial options does the location meet the criteria for?

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

Constraints

Which types of secondary constraint are present within the location?

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

Access to services and facilities

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

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

Green Belt

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

0%

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

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

Deliverability

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

Highly likely

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

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

Less likely

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

Is there likely to be current demand for this scale of development in this location?

Moderately likely

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

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

Moderately likely (no change from current assessment)

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

OVERALL DELIVERABILITY ASSESSMENT (see decision flowchart in Methodology section)

Low

Viability

Viability of cleared and serviced development parcel

Highly likely

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

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

Highly likely

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

OVERALL VIABILITY ASSESSMENT

High