

Appendix **A**

[This section replaces the site assessment section of the Sustainability Appraisal technical note circulated for the 16 May meeting, p44 onwards]

4.0 Strategic Site Assessment process

- 4.1 This section of the SA report sets out the process for the selection of strategic sites, to be allocated through the Development Strategy. The assessment criteria have been developed based upon the requirements of the draft Development Strategy together with a series of sustainability factors.
- 4.2 The initial first step was to identify the realistic alternatives to assess. Inevitably there will be a huge number of possible alternatives but only the realistic alternatives need to be considered. The focus of the Development Strategy will be on allocating strategic-scale sites and a first step was to identify what a strategic site might be. Whether a housing or mixed-use site is strategic will depend on a range of factors, primarily site size or number of dwellings but also taking into account the context and location of a site.
- 4.3 A threshold of 500 dwellings (or 20 hectares where the number of dwellings has not been specified) was used as an initial indication of whether a site might be strategic in the context of the overall Development Strategy requirements.
- 4.4 A site to the West of Linslade was right on the limit of being strategic and may well have fallen below the threshold, depending on the scheme taken forward. However, given the previous level of interest in the site expressed through the Joint Core Strategy process and a planning application it was felt prudent in the interests of transparency to include it for consideration. As with the area to the east of Luton, this site falls outside of Central Bedfordshire.
- 4.5 For the north of Central Bedfordshire a different approach was needed. The recently adopted Core Strategy and Site Allocations documents have left a legacy of well-located, suitable housing and mixed use sites that will continue to meet local housing needs for many years to come. The vast majority of the unmet housing need is considered to be in the south of Central Bedfordshire (see the housing technical paper for further details) and therefore the focus for new sites should also be in the south.
- 4.6 Given Green Belt constraints in the south it was necessary to consider some development options in the north, acknowledging that such provision would be likely to lead to residents having to relocate – effectively “leapfrogging” the Green Belt. However, it was only felt appropriate to consider very large development options under this scenario, options that could act as a replacement for the large urban extensions being considered in the south. It would be a considerable

strategic decision not to meet housing need where it arises but instead relocate residents further north and this should only be done on a large scale and not by “pepperpotting” a large number of smaller sites across the north of Central Bedfordshire.

- 4.7 On this basis a higher threshold of 2,000 dwellings or 70 hectares was used to identify strategic sites in the north. Two sites at Sandy were considered jointly as a larger extension to Sandy. Despite falling below the threshold, a further site at Wixams was also identified for further consideration as it forms part of a larger extension to the Wixams identified through the previous round of plan-making. There are local considerations that make this proposal worthy of further consideration and hence this site was also taken forward for further consideration.
- 4.8 A total of 19 sites were taken forward for more detailed consideration as set out in Tables 1 and 2.

Site assessment methodology

- 4.9 In order to apply a rigorous assessment process to select the most suitable and sustainable sites each strategic site option was assessed under a number of different criteria, as explained further below. In order to be able to rank the sites against one another, the following rating system has been used:
- Dark Green (DG) – No concerns, with positive impacts identified;
 - Light Green (LG) – No significant concerns identified, with some possible positive impacts;
 - Yellow (Y) – No overall effect or unknown effect (further information required to make an evaluation);
 - Amber (A) – Some concerns and/ or constraints identified;
 - Red (R) – Some significant impacts and concerns identified

(1) *Environmental Constraints*

- 4.10 Primary constraints are considered immovable such as physical matters and national designations. These constraints considerably restrict development on the site and include: Flooding; Area of Outstanding Natural Beauty; Sites of Special Scientific Interest; Heritage Assets and Landscape Sensitivity.

A - Flooding Contains Flood zone 2 Contains Flood zone 3a Contains Flood zone 3b
B - Area of Outstanding Natural Beauty No AONB Adjoins/borders Within AONB Part of site contains AONB

<p>C - Sites of Special Scientific Interest No SSSI Adjoins/borders Within SSSI Part of site contains SSSI</p>
<p>D - Heritage Asset No Heritage Asset Adjoins/borders Within Heritage Asset Part of site contains Heritage Asset</p>
<p>E - Landscape Sensitivity High Moderate Low</p>

4.11 Secondary constraints are considered to be more localised constraints. They are considered to have an impact on development but would constrict development less than primary constraints. These include: Conservation Areas, Listed Buildings, Area of Great Landscape Value, Agricultural Land Designations and County Wildlife Sites.

<p>F - Conservation Areas No conservation area Adjoins/borders Within a conservation area Part of site contains a CA</p>
<p>G - Listed Buildings No listed buildings Adjoins Contains a listed building</p>
<p>H - Area of Great Landscape Value No AGLV Adjoins/borders Within an AGLV Part of site contains AGLV</p>
<p>I - Agricultural Designations The Agricultural Land Classification (ALC) system classifies land into five grades, with Grade 3 subdivided into subgrades 3a and 3b. The 'best and most versatile land' is defined as Grades 1, 2 and 3a.</p>
<p>J - County Wildlife Sites No CWS Adjoins/borders Contains CWS</p>

(2) *Measuring Green Belt and coalescence impacts*

4.12 This criterion is in addition to general landscape considerations and assesses impacts of land which falls within the designated Green Belt areas as well as looking at issues concerning coalescence. It seeks to identify whether the land in and around the development site meets any of the Green Belt objectives, as identified in the National Planning Policy Framework (NPPF). This criterion will be linked to the Green Belt Review work being undertaken.

4.13 Scoring and ranking system (with comments) are required:

- 1) To check the unrestricted sprawl of large built-up areas.
- 2) To prevent neighbouring towns from merging into one another.
- 3) To assist in safeguarding the countryside from encroachment.
- 4) To preserve the setting and special character of historic towns.
- 5) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

4.14 2 points each are to be given if the Green Belt meets criterion 1, 2 or 3. 1 point each is to be given if the Green Belt meets criterion 4 or 5 with a maximum score of 8 allowed.

(3) 'Deliverability'

4.15 This criterion gives an indication if the site is being actively promoted by the land owners or agent. This provides an indication of the viability of the site and when the site will come forward for development using the following questions:

- A - Can the site be divided into deliverable parcels?
- B - Is the site able to 'merge' with others to create a large site for development?
- C - Willingness of landowners to bring forward land
- D - Level of co-operation with multiple ownership
- E - Likelihood of site progressing at the required rate
- F - Viability of development to provide key infrastructure
- G - Capacity of development

(4) 'Suitability'

4.16 This criterion determines whether the development site is suitable for development and meets the primary objectives of the draft Development Strategy (DS). It will also determine whether it is consistent with the Sustainability Appraisal (SA) objectives.

Criteria on 'Suitability'	Relevant SA and DS objectives
A - Protection and enhancement of environmental and cultural assets and the provision of strategic green infrastructure	SA objectives 1+3 and DS objective 4
B - Ensuring that there is an efficient use of land such as developing on previously developed land, securing	SA objective 2

appropriate densities of development and not developing on high quality agricultural land	
C - Reduce Pollution	SA objective 4
D - Reduce risk of flooding	SA objective 5
E - Adapting to and mitigating against the impact of climate change and increasing resource efficiency	SA objective 6 and DS objectives 5+7
F - Promote sustainable waste management	SA objective 7
G - Securing high standards of design and protecting the character of the built environment	SA objective 8 and DS objective 7
H - Providing a mix of good quality housing for all through delivering various sizes, tenures to meet the local housing need	SA objective 9 and DS objectives 1+2
I - Achieving economic growth through the provision of a range of commercial premises and securing local employment opportunities	SA objective 10 and DS objective 3
J - Encourage healthier lifestyles and reduce adverse health impacts of new development.	SA objective 11 and DS objective 5
K - Ensuring that the development contributes to the provision of infrastructure, services and facilities	SA objective 12 and DS objective 8
L - Provision of sustainable integrated transport systems to encourage more sustainable modes of transport and improved access and mobility	SA objective 13 and DS objective 8
M - Contribution to the regeneration and vitality of the town centres	A non SA objective and DS objective 6
N - Ensuring that the development site is well connected to the existing settlement	A non SA and DS objective

(5) Transport/ accessibility

4.17 In terms of transport/accessibility, the assessment had four parts:

- A measure of the relative proximity of railway stations, taking into account the level of service on each line;
- The potential for development sites to contribute towards new bus provision, based largely on the size of the development.
- A measure of the relative access to services and facilities. Given that the majority of sites are large enough to provide their own facilities and services, the emphasis in this section was on access to higher level services in town centres.
- A measure of the possible impact on the transport network. This assessment was based on initial modelling work by the Council's

consultants AECOM using the Central Bedfordshire and Luton Transport Model (CBLTM). The modelling work displays the traffic volume/capacity ratio for the main network links within the area at 2009 and 2031, based on current committed development only. This provides an indication of where there is current or forecast stress on the network that can then be related to individual proposals. The assessment provides a score between 1 and 5 (the higher the score the better the site) as to its likely impact on the network. This has been done on the basis of a site coming forward in isolation. These two scenarios do not take into consideration the implications for combinations of sites coming forward. This will feature in further modelling work which will be reported in due course.

(6) Overall Commentary

- 4.18 Present overall findings and recommendations of sites/locations for inclusion or reasons for rejecting them, as appropriate.
- 4.19 Table 1 below shows the colour grading system explained above for each aspect of the assessment for each site. This table allows for an easy reference and visual summary of the findings to date. Table 2 provides further detail on how the individual scores have been arrived at.

Towards a distribution strategy

- 4.20 Having appraised the various sites and options available it was necessary to determine which should be taken forward as “strategic allocations” through the Development Strategy. There were more options assessed than are required to meet needs and the site assessment process provides a steer in selecting the most appropriate options. However, it is not always possible to reflect each and every issue through the site assessment process and there will inevitably be an element of judgement to be made on which site is most suitable. While the site assessment process provides a helpful steer, other factors need to be taken into account.
- 4.21 One critical area not covered by the site assessment process is in relation to housing need. The local population and household projections provide an indication of the overall level of housing need across Central Bedfordshire. These projections are split down into the north and south of Central Bedfordshire, based on the old Mid Beds and South Beds administrative areas. The projections indicate that a larger proportion of the growth might be expected in the north of Central Bedfordshire compared to the south. The Housing technical paper sets out the limitations of the projections insofar as they simply project forward past trends. While the overall quantum of household growth for Central Bedfordshire is considered to be realistic, the

Council considers there to be a much more even spread of household growth between the north and south of Central Bedfordshire.

- 4.22 The Housing technical paper also compares the level of household growth that might be expected in each area, based on current population levels, with the scale of new housing currently committed. This suggests where there might be a relative “oversupply” or “undersupply” of homes compared with new households. Based on the currently committed development, this work shows that there are more households than homes predicted in the south of Central Bedfordshire whereas in the north the reverse is true. This comes as no surprise given recent planning activity and the large number of new sites recently allocated in the north. Planning policy work in the south of the area has not advanced to the same stage and hence there is a need for new sites here.
- 4.23 In addition, the influence of migration patterns needs to be considered. The largest single net migration movement is from Luton, with an annual average of around 1,250 people moving from Luton to Central Bedfordshire every year. The causes of this migration are numerous and varied but one of the main causes is likely to be related to housing supply. The Strategic Housing Market Assessment (2010) sets out the supply of dwellings across Bedfordshire and illustrates that there is a relative shortage of family homes in Luton. This, combined with the environmental attractiveness of Central Bedfordshire, is likely to be a main factor in households moving from Luton to Central Bedfordshire.
- 4.24 However, Luton remains an important employment centre with commuting from Central Bedfordshire into Luton a notable feature. The migration of households into Central Bedfordshire places more pressure on an already heavily-used transport system as people commute back to Luton to work.
- 4.25 These factors combine to make a strong case for more development in and around the Luton/Dunstable/Houghton Regis conurbation – a case which the Council considers would represent the “exceptional circumstances” needed to trigger a review of the Green Belt in this location. Providing an attractive mix of housing, particularly family housing, close to the conurbation and with good transport links will not only help meet housing needs within the southern part of Central Bedfordshire but will also help the needs of those currently migrating from Luton to other parts of Central Bedfordshire.
- 4.26 Of the alternatives to this strategy, the site assessment process showed that the Marston Vale has some merit as a potential location for growth. However, given the current distribution of housing need within Central Bedfordshire and the supply of sites coming forward, the Council considers that a package of sites around the conurbation will perform better at this stage than a large-scale northward relocation of residents.

- 4.27 The land south east of Milton Keynes would largely be addressing housing needs arising in Milton Keynes rather than Central Bedfordshire. The Milton Keynes Core Strategy does not propose any development on the Milton Keynes side of the boundary and it is therefore considered inappropriate to provide for development within Central Bedfordshire.
- 4.28 A further factor to consider as part of this process is the relationship between development and infrastructure – not only where development can be accommodated within existing infrastructure but also where development can be used to bring about new or improvements to existing infrastructure. A number of the mixed-use strategic sites are all of a size and in a location that can enable infrastructure improvements that will benefit existing residents as well as the new development. This is particularly the case for the land north of Houghton Regis proposal, which is facilitating the development of the A5/M1 link road and the Woodside connection. These pieces of new strategic infrastructure are critical to the future success of Dunstable and Houghton Regis and the fact that the development site will help their delivery weighs significantly in favour of the proposal.
- 4.29 The proposal for land north of Luton will also enable the delivery of a link road between the M1 and A6. While of a lesser importance than the A5/M1 link road it will provide a useful connection between main roads and ease movement in the northern part of Luton. This development also has the potential to enhance access to the countryside for new and existing residents and provide a more appropriate urban edge.
- 4.30 Land east of Leighton Linlade will also help to deliver benefits to the town, including a link road between Heath Road and Stanbridge Road and new accessible greenspace around Shenley Hill and Clipstone Brook.
- 4.31 Having established the need for development in the south of the area it was then necessary to consider which of the possible sites in this area are most suitable. The site assessment process showed that the sites north of Houghton Regis, north of Luton and east of Leighton Linlade had more strengths and less weaknesses than the alternative sites at North West Dunstable, West Linlade, West Luton and East Luton. The site to the east of Luton is within North Hertfordshire district and would therefore fall to be considered as part of the plan-making activities of North Hertfordshire District Council. While the site assessment process has identified certain constraints to development, these constraints are not considered to be fundamental and Central Bedfordshire Council will play a positive and cooperative role in helping North Hertfordshire District Council, in discussions with Luton Borough Council, to consider potential growth this area.

Table 1 – Summary of findings for assessment of each individual sites

Key:

Dark Green (DG)	No concerns, with positive impacts identified
Light Green (LG)	No significant concerns identified, with some possible positive impacts
Yellow (Y)	No or unknown effect (further information required to make an evaluation)
Amber (A)	Some concerns and/ or constraints identified
Red (R)	Some significant impacts and concerns identified

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Overall comment
1. Aspley Guise Triangle area	330 hectares located to the South East of Milton Keynes in CBC: - 6,000 dwellings and 15ha employment? - community facilities - any other uses required as part of MK growth	A	A	A	A	LG	A
2. East of Leighton Linlade	Greenfield development primarily comprising: -2,500 new homes -16ha employment land - mixed uses	LG	A	LG	LG	Y	LG
3. East of Luton	Mixed-use development located in Hertfordshire comprising: - between 3,000 and 5,000 new homes; - associated infrastructure	A	R	Y	LG	LG	A
4. Marston Vale Comprehensive Mixed Use Area	200ha. (approx.) comprising: - up to 5,000 dwellings - community/ leisure facilities - retail - employment land 70ha (approx.) - mixed use - 30% woodland plantation	LG	LG	DG	LG	LG	LG
5. North Houghton Regis	An urban extension comprising: - 7,000 new homes - Associated infrastructure - 40ha employment land	LG	A	LG	LG	LG	LG
6. North of Luton	Urban extension comprising: - community facilities - 4,000 new homes - 20 ha employment - contributions to the North Luton Bypass	Y	R	LG	LG	LG	LG
7. North West Dunstable	- 650 new homes - Employment space - Open space	A	A	LG	A	Y	A
8. Sundon RFI	Proposed capacity approximately 55 ha in area. The RFI will be approximately 5 ha in size and provision for 40 ha (approx.) of employment land. Approximately 7 ha to the north could be developed as a potential minerals distribution depot	LG	R	LG	LG	Y	LG
9. West of Leighton Linlade	Development comprising: - 250-500 new homes - employment land - open space - associated infrastructure	A	DG	Y	Y	Y	Y
10. West of Luton	Mixed use development comprising: - 5,500 new homes - 27.6ha employment land - mixed use	A	R	Y	A	Y	A
11. Land to the South of the Wixams Southern Expansion Land	An extension to current site allocation MA3: 500 dwellings (35% affordable) - Primary School, community facilities - Country Park (to act as southern buffer for Wixams) - 3.5 hectares of Employment land (B1/2/8) - Mixed use local centre - Energy centre	DG	DG	DG	DG	LG	DG
12. North of Leighton Linlade	Mixed use development (325.9 ha) comprising: -residential -employment -hotel and conference centre -schools -open space (both informal and formal) -caravan park	A	R	Y	Y	A	A

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Overall comment
13. North of Wing Road, Leighton Linlade	Development (unknown size of site) comprising: -residential -open space	Y	A	DG	Y	Y	Y
14. North of Higham Road, Barton-le-Clay	Mixed use development (74.54 ha) comprising: -527 dwellings -4.22 ha of employment land -hotel -school -open space -extension of village centre	LG	A	DG	Y	A	Y
15. Crowbush Farm, Toddington	Mixed use development (23.37ha) comprising: -residential -leisure -recreation	Y	A	LG	Y	A	A
16. North West of Caddington	Development (44.62ha) comprising: -800 dwellings	R	A	DG	A	A	A
17 Land West of Midland Mainline, Harlington	Mixed use development (71ha) comprising: -unknown amount of residential	A	A	A	A	Y	A
18. Land West of Salford	Mixed use Development (466ha – includes land both in MK and CB) comprising: -8,150 dwellings (40% of which will be in CBC) -local centre on 18ha -employment on 16ha -education on 30ha -roads and open space on 168ha	A	LG	Y	A	Y	Y
19. Land North and East of Sandy	Mixed use Development (80ha) comprising: -2000 dwellings -open space -employment land -local centre	Y	DG	LG	Y	Y	Y

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
1. Aspley Triangle area	330 (hectares) comprising: -mixed use -community facilities -residential -employment -any other uses required as part of MK growth	90% of the site is in grade 3 (good) and the remainder is in grade 4 (poor) land. The site has some environmental constraints and the majority of these are south of the railway line. Part of site near junction 13 of the M1 is in flood zone 2 & 3. There are important biodiversity habitats in the area including Hula Meadow and Braystone CWS to the area north of the railway line. The Greensand Ridge is a highly sensitive landscape. Any development in this area would have a significant impact on the landscape. The area south of the railway line is in an area of high landscape sensitivity formerly AGLV Adjoins the conservation area to the south of Aspley Guise.	Green Belt to south of railway line. This scored 7 out of 8 in terms of meeting the objectives set out in the NPPF. There is a considerable risk of the development causing coalescence with surrounding villages such as Aspley Guise. Due to the size of the site it will have a significant impact on the area especially the small rural villages within in the Green Belt.	Site under option to a developer. 5-10 years to commence development and then 10 -15 years to complete. Deliverable in the Plan period up to 2031, but occur more in the second half.	-This site would provide a large mixed use extension to the south-east of Milton Keynes -MK has reduced its growth due to the recession. For this reason the Aspley Triangle is considered to be an isolated development, not sufficiently connected to MK. -Any housing or infrastructure delivered will be directed towards, and be of benefit to, MK and not CB. In addition, a large scale development in this location would have a considerable impact in an area which is predominantly rural with attractive villages of distinctive character. -For these reasons, the site may not be suitable for development.	The links between M1 junction 13 and Milton Keynes are shown to be congested at 2009 and to get generally worse by 2031 even without further development on this site (85-95% volume/capacity ratio at 2031). Further development here would worsen this congestion, which could have a wider impact on the operation of J13 and the surrounding areas that rely on this junction. Further assessment work would be needed, jointly with Milton Keynes Council, to understand in more detail the traffic implications for Milton Keynes. Very good access to Aspley Guise and Woburn Sands stations. However these are not on the mainline. Significant development that could support a number of new bus routes Relatively close to Milton Keynes town centre	Score: Amber Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> This site would provide a large mixed use extension to the south-east of Milton Keynes, the Aspley Triangle is considered to be an isolated development, not sufficiently connected to Milton Keynes Risk of coalescence with surrounding villages Housing and infrastructure would benefit Milton Keynes not CBC, this is unnecessary as Milton Keynes can provide sufficient land to meet its own requirements Part of the site is in flood zones 2 &3 Development would fragment and possibly destroy important biodiversity habitats Negative impact on greenbelt and have an adverse impact upon the visual environment

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
2. East of Leighton Linslade	Greenfield development to the east of Leighton Linslade primarily comprising; -2,500 new homes -16ha employment land -mixed uses	The site has some environmental constraints. Site currently located in green belt. The area around Clipstone Brook is in an area at risk of flooding. In terms of landscape sensitivity, most of the site is moderately sensitive although there are areas of high sensitivity owing to the remains of a medieval settlement.	Scored 5 of 8 in items of meeting the objectives set out in the NPPF The Green Belt has helped protect the countryside from the growth of Leighton Linslade. The Green Belt has prevented the growth and encroachment of Leighton Linslade eastwards where There are villages - but these are considered to be a significant distance from the urban edge. Has encouraged the recycling of Brownfield land.	Although the landownership is complex, they are represented by developers. Delivery and phasing will be constrained by the mineral extraction works and the delivery of the Eastern Link Road. The developers are confident that the site can be delivered in the plan period. Commencement expected within 3 years.	-This site is considered to be suitable for development. the proposed development will address the housing and employment needs of Leighton Linslade, and contribute to the overall need for CB -It will provide social, community, open space and leisure facilities which will serve both the existing residents of Leighton Linslade and new residents of the development. -The site is well connected to the existing settlement and the development of the Eastern Distributor Road through the site will contribute to easing congestion in Leighton Linslade. -Development will need to be carefully planned to respect the landscape and areas of high biodiversity and archaeological value.	There are two key areas of congestion of relevance to this site – Leighton Buzzard and Linslade town centres and around the A5 at Hockliffe. Congestion at both of these areas is predicted to worsen by 2031. Further development around Leighton Linslade has the potential to worsen this congestion and mitigation measures will be needed. The proposed eastern distributor road could potentially remove some existing traffic from the town centre and ease access to the A505, potentially providing an alternative route to the A5 other than via Hockliffe. The site is relatively close to the town centre and sustainable modes of transport are viable Very good access to Aspley Guise and Woburn Sands stations. However these are not on the mainline Significant development that could support a number of new bus routes Relatively close to Milton Keynes town centre	Score: Light Green Proposed allocation in the Development Strategy: Yes <ul style="list-style-type: none"> The scale of the proposed development will address the housing and employment needs of Leighton Linslade, the overall need for Central Bedfordshire provides social, community, open space and leisure facilities which will serve both the existing and new residents of Leighton Linslade the site is well connected to the existing settlement and the development of the Eastern Distributor Road through the site will contribute to easing congestion in Leighton Linslade

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
3. East of Luton	Mixed-use development to the east of Luton located in Hertfordshire comprising: - 3,000-5,000 homes - associated infrastructure	The area has a distinctive landscape character forming a rural context to the villages, a wooded setting to the eastern edge of Luton and the setting of Lilley Valley. Constraints to development relate to the rural character of the landscape and development beyond the ridge line and in Lilley Valley is not recommended. Area located in green belt. Area adjoins AONB in the north.	The proposed development is located in the green belt. Development here would contribute towards to coalescence of the villages to the east of Luton with Luton and the development.	Site is managed by a consortium and is available for development. The construction of the link road might impact upon phasing of the development. The site is also located outside Central Bedfordshire and given it is in another authority area delivery of the site can not be guaranteed.	-This site is considered to be suitable for development. -The scale of development provides the opportunity to deliver affordable housing, key infrastructure and will contribute to the regeneration of central Luton. -The site is well connected to the existing urban area of Luton, but is dependant on the provision of the proposed Luton Eastern Bypass from the Airport to the A505, which may affect its deliverability in the short to medium term. -The site would provide strategically placed employment land in close proximity to Luton Airport. -The site is in an area of high landscape and biodiversity value, and the development would need to be carefully designed to respect this.	There are existing congestion issues around the East Luton Corridor. Development on the eastern edge of Luton could worsen this congestion. However, provision of an eastern link road between the A505 and Airport Way could help address these existing issues. The impact on the A505 at Hitchin would need further consideration. The site is relatively close to the town centre and sustainable modes of transport are viable. Relatively close to Luton Parkway station Significant development that could support a number of new bus routes The site is relatively close to Luton town centre	Score: Amber Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> the scale of development proposed would provide the opportunity to deliver affordable housing, key infrastructure and would contribute to the regeneration of central Luton, the site is located outside Central Bedfordshire and delivery can not be guaranteed. there are distinctive landscapes forming a rural context to the villages in the area and development beyond the ridgeline and Lilley Bottom is not recommended development is dependent on the delivery of the A505 link road which will not be delivered in the short term

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
4. Marston Vale Comprehensive Mixed Use Area	Series of small new or expanded settlements, as detailed (a) – (d) below						Score: Light Green Proposed allocation in the Development Strategy: No The Marston Vale has some merit as a potential location for growth. The current distribution of housing need within Central Bedfordshire and the supply of sites coming forward suggests a focus on alternative options around the conurbation would be better at this stage.
(a) Land situated between the A421 (to the west) and the Bedford-Bletchley Railway line (to the east), to the north of Brogborough and to the south of Marston Moretaine	200ha. (approx.) comprising: up to 5,000 dwellings (35% affordable) -community/ leisure facilities -retail -employment land 40ha for B1/2/8 -mixed use -30% woodland plantation	Part of the northern area of the site is within both 2 & 3 zones Part of the site (near Lidlington) contains a SAM and it surrounds one near Brogborough. CWS at Brogborough Lake Landscape consideration - high due to the site being on raised ground in the West. The site will dominate the landscape. Hedgerows and areas of woodland across the site. SSS/Ancient Woodland at Marston Thrift	No Green Belt or AONB This development may have the potential to join up Marston Moretaine, Lidlington, Brogborough and Millbrook into one large urban area but the proposals state that the development would consist of a small number of separate settlements or neighbourhoods and would not detract from the separate identities of existing by using strategic landscape treatments.	Site owned by developer. No known constraints declared on the delivery of phasing of land 5-10 years to commence development and then 10 -15 years to complete. Deliverable in the Plan period up to 2031, but occur more in the second half.	-The proposal is a substantial development, creating up to 3 new settlements with c.2,000 populations -This could provide the necessary extra housing and employment growth required in Central Bedfordshire. -The development is well placed to utilise the recently dualled A421. - Attention would need to be paid to creating sustainable transport patterns, given the relatively small size of the new settlements and the lack of any higher level services. -The development could deliver new facilities for the existing communities of Lidlington, Marston Moretaine and Brogborough. -Masterplanning for the area will need to	The recently completed A421 dual carriageway provides suitable capacity to 2031 to deal with existing commitments and is likely to be able to cope with additional development. There are existing congestion issues on the south western edge of Bedford, around Cranfield, on the A507 and around J13. A development of this size could impact on these areas. Marston Moretaine provides existing low level services. Walking and cycling to larger centres (Bedford and Milton Keynes) would not be a realistic option so public transport links will be important. The sustainability of this development would rely on creating new settlements linked by high quality public transport. While this is	

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
					ensure the existing communities of Marston Moretaine, Lidlington and Brogborough are protected from coalescence within the new settlement.	not impossible, current travel patterns and behaviour indicate the potential difficulty in achieving this. Very good access to Ridgmont, Lidlington and Millbrook stations. However these are not on the mainline	
(b) South of Woburn Road	18.35 (hectares) of which 10.95ha will be used for 350 dwellings at Marston Moretaine the rest of the site will be allocated for woodland and open space.	The whole site is in grade 5 (very poor) land. Part of southern area of the site is in zone 2+3 Adjoins a SAM Hedgerows on site edges and along railway cutting	No Green Belt or AONB The site is of poor agricultural land with little distinctive landscape features. The proposed woodland and open space will enhance the landscape.	1 main landowner. 0-5 years to commence development and then 5-10 years to complete.	This site is located on the edge of Marston Moretaine. There are limited environment constraints and will provide for 7ha of new planned woodland and open space to enhance the local environment and that of the Community Forest.	Significant development that could support a number of new bus routes Relatively poor access to Milton Keynes and Bedford.	
(c) Brogborough Lake (East)	100 dwellings and leisure	Landscape consideration – high due to the site being woodland and this having to be cut down for development Part of the site is a CWS as is the adjoining lake.	No Green Belt or AONB The site is in the open countryside	Site owned by the developer 0-5 years to commence and complete development Deliverable in the plan period	The proposal is intended to enhance the lake as a water sports location.		
(d) Brogborough Lake (North)	Employment and woodland	Eastern part of the site is in Flood Zones 2+3 Borders a CWS (Brogborough Lake) Landscape Consideration – low due to poor landscape and landfill site adjacent. Site will improved the landscape significantly	No Green Belt or AONB The site is in the open countryside but could provide for a useful landscape buffer for the landfill site.	Site owned by the developer 0-5 years to commence development 5-10 years to complete the development	The proposal is dependant on the larger application obtaining planning permission. As the site is in the open countryside. It will provide vital jobs and has excellent transport links		

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
5. North Houghton Regis	<p>An urban extension to the north of Houghton Regis, comprising:</p> <ul style="list-style-type: none"> • 7,000 new homes • Associated infrastructure • 40 ha employment land 	<p>Areas of flood risk in parts of the site.</p> <p>Site adjoins SSSI and SAM</p> <p>The land is currently designated as Green Belt.</p> <p>Sewage Treatment works in north west of site.</p>	<p>Scored 5 out of 8 in terms of meeting the objectives set out in the NPPF</p> <p>The development will be an extension of Houghton Regis into the Green Belt. The proposed A5-M1 Link Road will act as a defensible northern boundary. This will prevent coalescence with villages such as Toddington and Charlton.</p> <p>Green belt has helped with the recycling of Brownfield land in Houghton Regis and Dunstable.</p> <p>It has prevented the growth of Dunstable and Houghton Regis northwards thus protecting the countryside from encroachment.</p>	<p>The site is in multiple ownership, but managed by a consortium.</p> <p>The phasing and scale of the development will be dependent on the timing of the delivery of the A5-M1 Link Road. This might have an impact on delivery of housing in the medium term.</p> <p>Some new dwellings can be provided without the link road for the existing road network.</p>	<p>-This site is considered to be suitable for development.</p> <p>-The scale of the development will contribute to local housing needs, promote economic growth, and deliver green infrastructure and transport infrastructure in the area.</p> <p>-The development could also aid the wider regeneration of Dunstable and Houghton Regis, such as through increased support for town centre services.</p> <p>- The site is well connected to the existing urban area</p> <p>-The site is relatively unconstrained in terms of landscape and environmental designations, but mitigation measures will be required in areas of sensitivity.</p> <p>-The site is reliant on the delivery of the A5-M1 Link Road which could impact on the delivery of the site in the short to medium term.</p>	<p>This development is intrinsically linked to the A5/M1 link and new M1 junction 11a, which will drastically change the current travel patterns in the area to the north of the conurbation. The new junction and link road could significantly reduce traffic congestion on the A5 through Dunstable, as well as opening up accessibility to Houghton Regis. The area is also well linked to the Luton Dunstable Busway.</p> <p>Harlington and Leagrave stations are relatively difficult to access</p> <p>Significant development that could support a number of new bus routes</p> <p>The site is close to Dunstable and Houghton Regis town centres</p>	<p>Score: Light Green</p> <p>Proposed allocation in the Development Strategy: Yes</p> <p>Whilst the development will extend into the green belt, the proposed A5-M1 Link Road will act as a new defensible boundary. This site has been selected for allocation in the Development Strategy because:</p> <ul style="list-style-type: none"> • the scale of development will contribute significantly to local housing needs, promote economic growth, and deliver green infrastructure and transport infrastructure in the area. • The development could also aid local regeneration • The site is well connected to the existing urban area and will provide a natural extension to Houghton Regis. • The site is relatively unconstrained in terms of landscape and environmental designations • Constraints arising can be mitigated

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
6. North of Luton	Urban extension extending northwards from Luton, comprising: -mixed use -community facilities -4,000 new homes -20 ha employment -contributions to the North Luton Bypass	The site has some environmental constraints. Landscape sensitivity varies across the site. Site is located in Green Belt. The site adjoins AONB with Chiltern views and features. Drays Ditches SAM	Scored 7 out of 8 in terms of meeting the objectives set out in the NPPF The development will be an extension of Luton into the Green Belt. The proposed North Luton Bypass will act as a defensible northern boundary. This will prevent coalescence with villages such as Sundon and Streatley. Green belt has prevented the growth of Luton northwards thus protecting the countryside from encroachment and facilitated the recycling of Brownfield land. It has also prevented Luton merging with the villages to the north of the town.	Site is managed by a consortium. This development is dependent on the construction of the Luton Northern Bypass and Junction 11A on the M1. This will affect housing delivery in the medium and long term Considered that the site can be delivered in the plan period.	-The site is considered to be suitable for development. -The development will contribute to local housing needs, promote economic growth and provide the opportunity for the provision of key infrastructure. -The site would provide strategically placed employment land around the new Junction 11a. -The development also provides opportunities for the regeneration of Marsh farm. -The site is well connected to the existing urban area of Luton, but is however dependant on Junction 11a and the Luton Northern Bypass, both of which could impact on the delivery of this site in the short and medium term.	As with the area north of Houghton Regis travel patterns in this area would be changed by a proposed link road between the M1 and A6. There is existing congestion on the A6 and further development here could worsen this congestion. This impact would need further investigation and mitigation. The M1/A6 link road could help ease existing congestion and provide better access to the M1. Relatively close proximity to Leagrave station Large development that could support some new bus routes Relatively close to Luton town centre	Score: Light Green Proposed allocation in the Development Strategy: Yes Whilst the development would extend into the green belt the proposed North Luton Bypass would act as a defensible boundary to prevent further growth. This site has been selected for allocation in the Development Strategy because the site: <ul style="list-style-type: none"> will contribute to local housing needs, promote economic growth, and provides the opportunity for the provision of key infrastructure. would provide strategically placed employment land around the new Junction 11a. provides opportunities for local regeneration. is well connected to the existing urban area of Luton

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
7. North West Dunstable	<ul style="list-style-type: none"> - 650 new homes - Employment space - Open space 	<p>Maiden Bower SAM</p> <p>Green Belt</p> <p>Sensitive landscape resulting from SAM.</p>	<p>Although located in the Green Belt, it will not result in coalescence with neighbouring villages.</p>	<p>The site is being promoted by a developer on behalf of the landowner.</p> <p>The site would be deliverable in the plan period.</p>	<ul style="list-style-type: none"> -The site will provide housing to contribute towards meeting local housing need and providing limited on-site infrastructure. - It will provide little contribution to infrastructure in the wider area and will also impact on the local road network, particularly increasing congestion on the A5, and does not offer significant opportunities to improve this except for financial contributions to improve local traffic management measures. -The Maiden Bower Heritage Asset located in the development site is highly sensitive to development and any development will have an impact on its setting. -Overall this proposed development is considered unsuitable for development. 	<p>This scheme is much smaller than many of the sites assessed and the transport impact will therefore be more localised. Conditions would be made easier through the provision of the A5/M1 link reducing traffic on the A5. This development would not be of a sufficient size to provide any meaningful new infrastructure.</p> <p>Poor access to Luton and Leagrave stations</p> <p>The development would not be of sufficient size</p> <p>Close to Dunstable town centre</p>	<p>Score: Amber</p> <p>Proposed allocation in the Development Strategy: No</p> <ul style="list-style-type: none"> • the site would provide housing to contribute towards meeting local housing need • It will provide little contribution to infrastructure in the wider area • Increase congestion • Negative impact on landscape and archaeological features and the Maiden Bower Heritage Asset

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
8. Sundon Rail Freight interchange	40ha employment land associated with the rail freight interchange (5ha), potential for an additional 7ha for employment land (minerals distribution depot) to the north of the site.	Provides an opportunity to enhance and maintain the SSSI and CWS to the east of RFI.	<p>Score 8 out of 8 in terms of meeting the objectives set out in the NPPF</p> <p>The Green Belt has prevented growth north of Luton thus protecting the countryside from development.</p> <p>The green belt has also prevented the villages from merging with each other and preserved the setting of Sundon Manor.</p>	Sundon RFI is reliant on the construction of the Luton Northern Bypass and Junction 11A for access to the M1, both of which are dependent on the North Luton Mixed-Use development coming forward as this development is expected to contribute to the funding of this infrastructure, as well as Sundon RFI.	<p>-The site overall is suitable for this type of development.</p> <p>-The railway line and it's proximity to the M1 provide the opportunity for the location of a Rail Freight Interchange, and complementary B8 floorspace.</p> <p>-The site will contribute to the economic growth of the area by providing much needed employment opportunities to complement the growth North of Luton and Houghton Regis.</p> <p>-The development of the site will also offer the opportunity for enhancement of the CWS and SSSI, and provide contributions to the Luton Northern Bypass.</p> <p>-The site is not directly connected to the urban area but would be connected to the North Luton development, should it proceed.</p> <p>-The site is however dependant on Junction 11a and the Luton Northern Bypass, both of which could impact on the delivery of this site in the short and medium term.</p>	<p>As with North Luton and North Houghton Regis above, this scheme is reliant on the new M1 junction. Once this is in place, it would be well located to the strategic road and rail networks.</p> <p>Relatively good access to Harlington Station</p> <p>The development is not residential. However there is potential for a sustainable transport link to the site.</p> <p>Relatively close to Luton town centre</p>	<p>Score: Light Green</p> <p>Proposed allocation in the Development Strategy: Yes</p> <ul style="list-style-type: none"> This site will contribute to the economic growth of the area by providing much needed employment opportunities to complement the growth North of Luton and Houghton Regis. offer the opportunity for enhancement of the CWS and SSSI, and provide contributions to the Luton Northern Bypass.

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
9. West of Leighton Linslade	Mixed use development comprising: - 250-500 new homes - employment land - open space - associated infrastructure	The site is located on landscape characterised by high landscape value, particularly on the upper ridges in the west of the site. The views into the site are rural. There is limited access into the site.	The site is not located on Green Belt and there are no villages in close proximity to the west of Leighton Linslade. The fact that the site is not Green Belt is largely for administrative, rather than strategic planning, reasons	The site is being promoted by a developer on behalf of the landowner. The site would be deliverable in the plan period.	- The scale of the proposed development has been reduced and the developed area is to be on lower ground to minimise the landscape impact although this will still have a negative effect on the landscape. -The provision of the Country Park in areas of high landscape sensitivity would be a benefit to the local community providing accessible open space. -The site is not within CB so delivery depends on Aylesbury Vale DC.	Congestion is predicted to increase on the A4146 and A418 that provide access to this area. Development of this site would worsen this congestion. The proposal would not be of sufficient size to bring forward any meaningful new infrastructure. The site is relatively close to the town centre and sustainable modes of transport are viable. Good access to Leighton Buzzard station The development would not be of sufficient size Relatively close to Leighton Buzzard town centre	Score: Yellow Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> • The site is constrained in terms of landscape sensitivity • is located within a neighbouring Local Authority • is not of a strategic size and nature to support the aims and objectives of the Development Strategy

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
10. West of Luton	Mixed use development comprising: -5,500 new homes -27.6ha employment land -mixed use	Site located on green belt. 2 CWS in site and site adjoins AONB. Landscape character - The northern area is part of a wider AONB escarpment and Blows Down area and is largely inaccessible agricultural land with a mix of arable and woodland providing an important rural setting to the Luton and Dunstable conurbation. Due to the open and exposed landscape any development would have the potential to be highly visible particularly the ridge top connection with the scarp has a higher visual sensitivity as development would be visible across much of Dunstable and create the impression of a greatly extended urban area. The area around Caddington has significant archaeology features.	Scored 7 out of 8 in terms of meeting the objectives set out in the NPPF The site is located within the green belt and it is considered that development here would contribute to the coalescence between Luton and the villages located near the proposed development.	The land is promoted by a Consortium, who has undertaken various studies to support the development on their site. Delivery is expected within the plan period and no major infrastructure is proposed. Concern over the suitability of the location as a major employment area given transport connectivity issues.	-The scale of the development means the site will contribute to the affordable housing needs of the area and deliver a significant number of facilities and services. -The site could also aid the regeneration of Luton and increase the level of support for Luton Town Centre, to which it is in relatively close proximity. - The M1 and lack of access across it means the development is not connected to the existing settlement of Luton or Dunstable and will become an isolated development. -There are concerns at the commercial attractiveness of employment land proposed given the strategic road links and particularly lack of direct access to the M1 Junction 10/10A. -The villages of Caddington and Slip End would be at significant risk of coalescence. -There are also concerns relating to noise issues from the M1 motorway and Luton Airport. For these reasons the site may not be suitable for development.	There are existing congestion issues in the vicinity of this sites, such as along the M1 (J10-11), around Hatters Way and between Luton and Caddington. Development on this scale could considerably worsen these congestion issues. There are also likely to be issues around M1 junction 10a, both in terms of getting to the junction and the capacity of the junction itself. The site is relatively close to Luton town centre and sustainable modes of transport are viable but are likely to need to be of exceptional quality to mitigate the possible increase in congestion. Relatively poor access to Luton station Significant development that could support a number of new bus routes Relatively close Luton town centre	Score: Amber Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> the site could contribute to the affordable housing needs of the area and deliver a significant number of facilities and services the M1 and lack of access across it means the development is not connected to the existing settlement of Luton or Dunstable and will become an isolated development. Concerns about commercial attractiveness of proposed employment land. the site is located within the green belt and would put the villages of Caddington and Slip End at significant risk of coalescence. There are concerns relating to noise issues from the M1 motorway and Luton Airport. There is concern over the viability of the development and particularly whether the large scale recreational facilities proposed can be delivered.

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
<p>11. Land to the South of the Wixams Southern Expansion Land</p>	<p>An extension to current site allocation MA3: 500 dwellings (35% affordable) -Primary School, community facilities -Country Park (to act as southern buffer for Wixams) -3.5 hectares of Employment land (B1/2/8) -Mixed use local centre Energy centre</p>	<p>The lowest 'C' good grade of agricultural land. Flood zone 2 is adjacent to the West boundary with the B530.</p>	<p>No Green Belt or AONB Landscape buffer would be required along the southern boundary and this is proposed to be provided as a Country Park</p>	<p>No known constraints declared on the delivery of phasing of land 3 landowners and the site is under option to a developer 5-10 years to commence development and then complete in 10-15 years Deliverable in the Plan period up to 2031, but occur more in the second half. Comprehensive strategic infrastructure (transport, education, green infrastructure) has/will be delivered as part of the main Wixams development and MA3. 'Village' approach' to phasing in line with the rest of Wixams.</p>	<p>-This site is considered to be suitable for development. -The site is a natural extension to the Wixams and will deliver a Country Park to the south, creating a permanent green buffer between the Wixams and Houghton Conquest. -This Country Park will also extend and support the Marston Vale Community Forest. -Additional housing, community facilities and services will be provided in a location which benefits from considerable investment in strategic highway infrastructure, public transport provision and a new railway station, scheduled to open in 2015. - The site is not in an area of landscape of biodiversity sensitivity.</p>	<p>There are existing congestion issues in and around Ampt Hill that might be indirectly affected by this proposal. The sustainability of this proposal will depend on the linkages with the Wixams town centre. Excellent access to the new Wixams mainline station. The development in itself would not be of sufficient size although when combined with the rest of the wider development there is potential to support new bus routes. Relatively close to Bedford town centre</p>	<p>Score: Dark Green Proposed allocation in the Development Strategy: Yes</p> <ul style="list-style-type: none"> • The site is a natural extension to the Wixams and will deliver a Country Park to the south • Additional housing, community facilities and services will be provided in a location which benefits from considerable investment in strategic highway infrastructure, public transport provision and a new railway station, scheduled to open in 2015. • The site is free from environmental constraints and could add to the landscape value of the area

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
12. North of Leighton Linslade	Mixed use development (325.9 ha) comprising: -residential -employment -hotel and conference centre -schools -open space (both informal and formal) -caravan park	<p>The water bodies in the north of the site are within both flood zone 2+3</p> <p>There are two SSSIs/CWS one in the north and the other in the south of the site. Another SSSI adjoins the site. An AGLV adjoins the Northern and Eastern borders.</p> <p>The vast majority of the site is in grade 4 (poor) while a small portion is in grade 3 (good) agricultural land</p> <p>The size of the site will mean the landscape will be affected from development, although the majority of the site is or has been used for mineral extraction.</p>	<p>The site is located within the Green Belt. This area has previously prevented urban sprawl to the North which could connect Leighton Linslade with Heath and Reach.</p> <p>The proposal for a country park/open space on the development could encourage improved access and mobility through the provision of cycle and walking routes through the site.</p>	<p>The site is being promoted by a planning consultant on behalf of one land owner.</p> <p>The site is deliverable in the plan period. The consultant estimates it will take 5-10years for development to commence with another 10-15years for the site to be completed. This would be competition at the end of the plan period.</p>	<p>-The site suffers from considerable environmental constraints that need to be mitigated.</p> <p>-It lies in an area where mineral extraction takes place and it is unclear from the proposals exactly how development would impact upon this.</p> <p>-The delivery of the site is dependent on delivery of East Leighton Linslade, as without this additional development to the south, it would effectively be an unsustainable extension to Heath and Reach with poor connectivity to Leighton Linslade.</p> <p>-Should this proposal take place in addition to East Leighton Linslade, it is considered that this would represent an over concentration of new development in this area.</p>	<p>There is existing congestion around the A5 at Hockliffe and further development north of Leighton Linslade has the potential to worsen this congestion. Congestion could also increase in Leighton Buzzard and Linslade town centres. It is not clear what type of development is proposed at this stage and therefore what mitigation measures might be possible. A development of this scale is unlikely to be well self-contained in transport terms and existing public transport links are not well developed.</p> <p>Leighton Buzzard station is relatively difficult to access</p> <p>Development could support a new bus route</p> <p>Relatively poor access to Leighton Linslade town centre</p>	<p>Score: Amber</p> <p>Proposed allocation in the Development Strategy: No</p> <p>This site has not been selected for allocation in the Development Strategy because:</p> <ul style="list-style-type: none"> • The site suffers from considerable environmental constraints • Largely detached from Leighton Linslade but not large enough to be a self contained settlement • Poor existing public transport links

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
13. North of Wing Road, Leighton Linslade	Development (unknown size of site) comprising: -residential -open space	There is a Conservation Area in the East of the site around the stud farm buildings. The whole site is in an AGLV. The majority of the site is in grade 3 (good) with a small portion of grade 5 (very poor) agricultural land. A CWS adjoins the northern boarder. The site is contained by the urban area and the recently built bypass. The site is however relatively flat open countryside.	The site is located within the Green Belt. The site boundary is contained by the new bypass in the West and the existing urban area in the East. The proposal for an open space on the site could encourage improved access and mobility through the provision of cycle and walking routes through the site.	The site is being promoted by a developer on behalf of the owner. The site is deliverable in the plan period. The developer estimates it will take 0-5years for development to commence with another 5-10years for the site to be completed. This would be competition at the anywhere from the middle to the end of the plan period.	-The site is closely related to the West Linslade proposal and suffers from the same constraints in what is a highly sensitive landscape. -The site would not contribute to employment needs. -It is well located in terms of its proximity to Leighton Linslade town centre. -Development in this area would contribute to the housing needs of Central Bedfordshire and Aylesbury Vale.	Congestion is predicted to increase on the A4146 and A418 that provide access to this area. Development of this site would worsen this congestion. The proposal is unlikely to be of sufficient size to bring forward any meaningful new infrastructure. The site is relatively close to the town centre and sustainable modes of transport are viable. Good access to Leighton Buzzard train station Development could support a new bus route Close to Leighton Linslade town centre	Score: Yellow Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> The site is in an area of high landscape quality The site would not contribute to local employment needs Well located in terms of its proximity to Leighton Linslade town centre. Part of the site falls outside the boundary of Central Bedfordshire
14. North of Higham Road, Barton-le-Clay	Mixed use development (74.54 ha) comprising: -527 dwellings -4.22 ha of employment land -hotel -school -open space -extension of village centre	The northern part of the site is in flood zone 2+3. The majority of the site is in grade 3 (good) and a small portion is in grade 2 (very good) agricultural land. The site is in the open countryside although there are no physical environmental constraints which cannot be incorporated into the plan of the site e.g. the flood zone. On the proposed master	The site is located within the Green Belt. The site is located in the open countryside north of the existing settlement. The proposal for an open space on the site could encourage improved access and mobility through the provision of cycle and walking routes through the site.	The site is being promoted by a planning consultant on behalf of the two owners. The site is deliverable in the plan period. The developer estimates it will take 0-10years for development to commence with another 5-10years for the site to be completed. This would be competition at the anywhere from the middle to the end of the plan period.	-This site would provide a large mixed use extension to the village of Barton. -The scale of the proposed development will contribute to the housing needs of Central Bedfordshire. -Barton is categorised as a minor service centre, and the proposed development does not reflect the current scale and character of the village and is not considered appropriate. - Development here	The existing congestion on the A6 to the north and south of this site would be worsened by this development. Sustainable transport access to larger centres (mainly Luton) is unlikely to represent a realistic option so residents would be reliant on the existing low level services provided in Barton-le-Clay. Harlington station is relatively close	Score: Yellow Proposed allocation in the Development Strategy: No Whilst, this site has not been selected for allocation within the Development Strategy because: <ul style="list-style-type: none"> This site could contribute to the housing needs of Central Bedfordshire, and could deliver some facilities and services the proposed development does not reflect the current scale

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
		plan this area will be used for open space and woodland.			would appear somewhat detached from the main part of Barton-le-Clay.	The development would not be of sufficient size to support additional bus services Relatively poor access to a variety of locations	and character of the village and is not considered appropriate.
15. Crowbush Farm, Toddington	Mixed use development (23.37ha) comprising: -residential -leisure -recreation	The whole of the site is in grade 3 (good) agricultural land. The site is in the open countryside that borders the southern boundary of Toddington. Concern about prominence of the development.	The site is located within the Green Belt. The site is located in the open countryside south of the existing settlement. The site proposes leisure and recreational uses although it doesn't go into detail what this will be, e.g. country park.	The site is being promoted by a developer on behalf of two owners. These two owners have a development agreement in place. The site is deliverable in the plan period. The developer estimates it will take 5-10years for development to commence with another 5-10years for the site to be completed. This would be competition at the end of the plan period.	-This site would provide a mixed use extension to the village of Toddington. -The scale of the proposed development will contribute to the housing needs of Central Bedfordshire, and is likely to deliver facilities and services. -Toddington is categorised as a minor service centre, and the proposed development does not reflect the current scale and character of the village and is not considered appropriate.	There are existing congestion issues on the A5120 going into Houghton Regis and this is likely to be worsened by this development. Sustainable transport access to larger centres (mainly Houghton Regis and Dunstable) is unlikely to represent a realistic option so residents would be reliant on the existing low level services provided in Toddington. Toddington is relatively close to Harlington Train Station The development would not be of sufficient size to support additional bus services Relatively poor access to Houghton Regis/Dunstable/Luton. Some services within Toddington itself.	Score: Amber Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> the site would contribute to the housing needs of Central Bedfordshire The proposed development does not reflect the current scale and character of the village and is not considered appropriate.

Table 2 – Site Assessment summaries

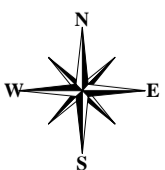
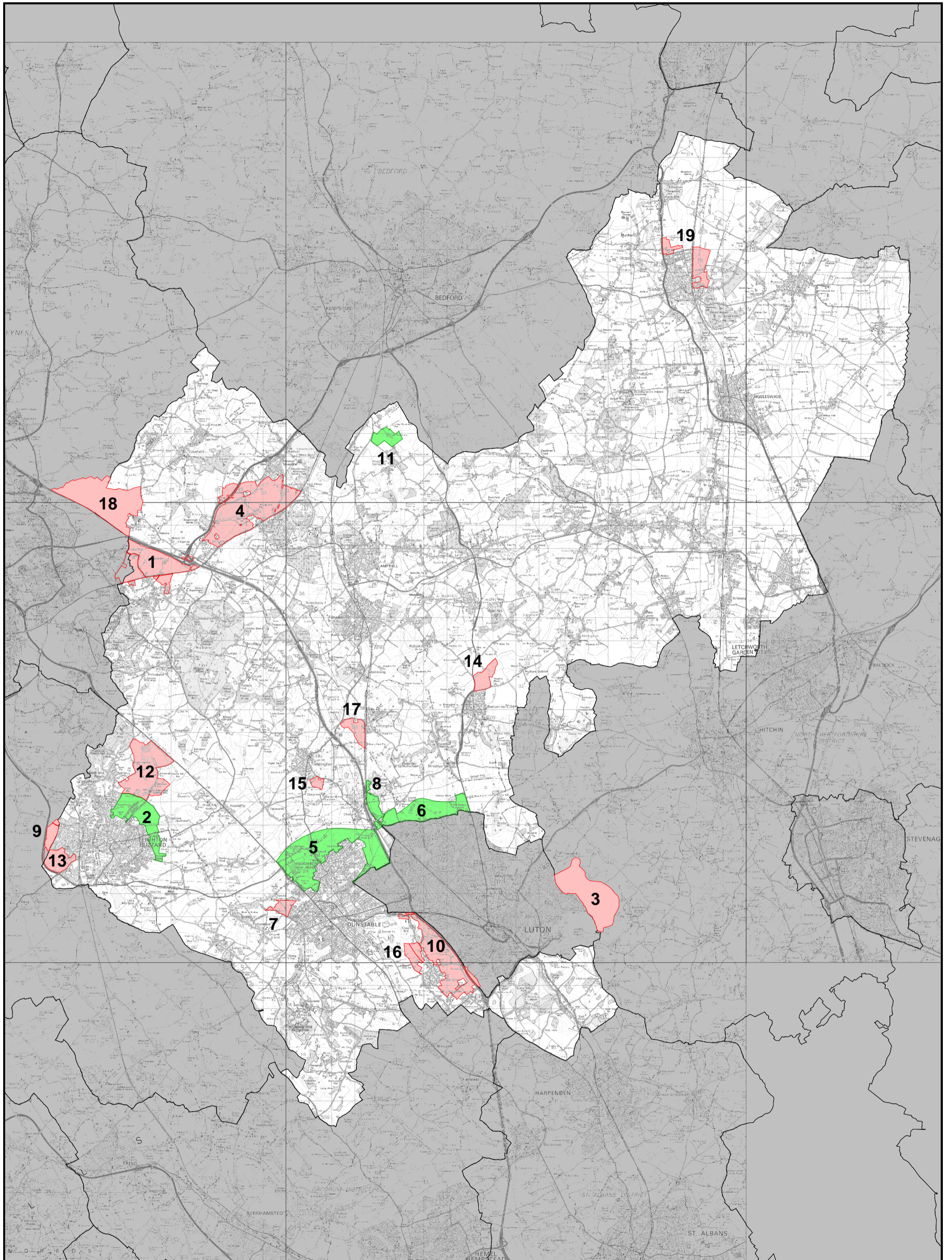
Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
16. North West of Caddington	Development (44.62ha) comprising: -800 dwellings	Two thirds of the site is in both an AONB and AGLV. Folly Wood in the east of the site is a CWS. The whole site is in grade 3 (good) agricultural land. The site is in the open countryside separated from the existing settlement. The site has a high visibility across the landscape which is locally an important part of the open countryside. Folly Wood is a well known CWS. Development will adversely affect all of these features. The area around Caddington has significant archaeology features.	The site is located within the Green Belt. The site is located in the open countryside north west of the existing settlement. The plan makes no allocation for any other uses other than housing	The site is being promoted by a developer on behalf of the landowner. The site is deliverable in the plan period. The developer estimates it will take 0-5years for development to commence with another 0-5years for the site to be completed. This would be competition at the beginning to middle of the plan period.	-This site would provide a housing only extension to the village of Caddington. -The scale of the proposed development will contribute to the housing needs of Central Bedfordshire, - no facilities or services are proposed. - Caddington is categorised as a minor service centre, and the proposed development does not reflect the current scale and character of the village and is not considered appropriate. -There are concerns regarding impact on the landscape in this area and particularly the impact on the AONB.	There are existing congestion issues between Luton and Caddington, which development of this scale could worsen. Caddington is relatively close to Luton and sustainable transport options are available, although these are likely to be of limited attractiveness. There are existing low level services provided in Caddington. Relatively poor access to Luton station The development would not be of sufficient size Relatively close to Luton town centre	Score: Amber Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> the proposed development does not reflect the current scale and character of the village and is not considered appropriate. there are concerns regarding impact on the landscape in this area. Existing infrastructure and services would not be able to support development at the scale proposed and no new facilities are proposed.
17 Land West of Midland Mainline, Harlington	Mixed use development (71ha) comprising: -unknown amount of residential	The western part of the site is in both flood zone 2+3 and a CWS. 90% of the site is in grade 3 (good) and the remainder is in grade 2 (good) agricultural land. The site is the other side of the railway to the settlement of Harlington. It is surrounded on three sides by open countryside, the site is not flat with different gradients which will have a drastic effect on	The site is located within the Green Belt. The site is located in the open countryside west of the existing settlement. The plan indicates it will be a mixed use development although it doesn't go into detail on the matter.	The site is being promoted by a planning consultant on behalf of the landowner. The site is not deliverable in the plan period. The developer estimates it will take 10-15years for development to commence with another 10-15years for the site to be completed. This would be competition after the plan period.	-This site would provide a large mixed use extension to the village of Harlington. -The scale of the proposed development will contribute to the housing needs of Central Bedfordshire, and is likely to deliver significant facilities and services. -The site is separated from the main village by the Midland Mainline, and is therefore not well connected. -Harlington is categorised as a large	Excellent access to Harlington mainline station. Development could support a new bus route	Score: Amber Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> The site has a number of landscape constraints The site is not well connected The development does not reflect the current scale and character of the village and is not considered appropriate. The site is not deliverable within the plan period

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
		the local countryside and views.			village, and the proposed development does not reflect the current scale and character of the village and is not considered appropriate.		
18. Land West of Salford	Mixed use Development (466ha – includes land both in MK and CB) comprising: -8,150 dwellings (40% of which will be in CBC) -local centre on 18ha -employment on 16ha -education on 30ha -roads and open space on 168ha	Part of the site is in flood zone 2+3. There is a CWS in the north of the site. 60% of the site is in grade 3 (good) and the remainder is in grade 2 (good) agriculture land. The site is of considerable size of a rural part of Central Bedfordshire. The site lies in the flat valley and will have a significant effect on the surrounding countryside as it will allow the development of Milton Keynes across the M1.	The site is not in the Green Belt The plan makes allocation for employment, education, open space and a local centre.	The site is being promoted by a planning consultant on behalf of a group of landowners. The site is deliverable in the plan period. The developer estimates it will take 5-10years for development to commence with another 10-15years for the site to be completed. This would be competition at the end of the plan period.	-This site would provide a large mixed use extension to the east of Milton Keynes. -The proposal states that the development will contribute to the housing and employment needs of both Central Bedfordshire and Milton Keynes. -Neither this site nor the land to the West of the M1 has been identified as a location for growth in the Milton Keynes Core Strategy. -The proposed site would therefore be an isolated development, not sufficiently connected to Milton Keynes. -In addition, a large scale development in this location would have a considerable impact in a predominantly rural area, and may result in coalescence with the adjacent village of Salford. -The site will not be suitable for development.	Relatively poor access to a number of stations Development could support a new bus route Relatively close to Milton Keynes town centre	Score: Yellow Proposed allocation in the Development Strategy: No <ul style="list-style-type: none"> the site may contribute to the housing and employment needs of both Central Bedfordshire and Milton Keynes neither this site nor the land to the West of the M1 has been identified as a location for growth in the Milton Keynes Core Strategy. The site would be an isolated development, not sufficiently connected to Milton Keynes. development in this location would have a considerable impact in a predominantly rural area, and may result in coalescence with the adjacent village of Salford concerns about whether existing transport infrastructure can support further development

Table 2 – Site Assessment summaries

Site	Proposal	Constraints	Green Belt/ coalescence issues	Deliverability	Suitability	Accessibility	Conclusion
19. Land North and East of Sandy	Mixed use Development (80ha) comprising: -2000 dwellings -open space -employment land -local centre	On the eastern site a CWS borders south of the site, while there are 2 CWS one to the North and the other to the East. There is also a AGLV to the south of the site. 40% of the site is in grade 2 (very good) with the rest split between 1 (excellent) 3 (good), 4 (poor) and 5 (very poor) agricultural land. The Northern is in the open countryside but attached to northern part of Sandy and constrained by the A1 in the West. The site is flat with little physical constraints. The Eastern site is more sensitive. The site borders a steep slope over looking Sandy and the rest of the valley. There are issues regarding the CWS on site and adjacent which need to be mitigated against. The Greensand ridge footpath crosses the site.	These sites are not located in the Green Belt. The plan makes allocation for employment land, open space and a local centre.	These sites are being promoted by a developer on behalf of the landowner. The site is deliverable in the plan period. The developer estimates it will take 0-5years for development to commence with another 0-5years for the site to be completed. This would be competition at the beginning to middle of the plan period.	-The sites in combination would provide a large extension to the north and east of Sandy. -The scale of the proposed development would make a significant contribution to meeting the housing needs of Central Bedfordshire, and deliver a significant number of facilities and services. -Both sites would be a considerable distance from the main facilities and services in Sandy. -Land to the east of Sandy is separated from the town by the railway line, and is therefore not well connected.	Sandy train station is relatively close Development could support a new bus route Close to Sandy town centre	Score: Yellow Proposed allocation in the Development Strategy: No Whilst this site has not been selected for allocation within the Development Strategy because: <ul style="list-style-type: none">• the scale of the proposed development could make a significant contribution to meeting the housing needs of Central Bedfordshire, and deliver a significant number of facilities and services• the sites are a considerable distance from the main facilities and services in Sandy.• Land to the east of Sandy is separated from the town by the railway line, and is therefore not well connected.• Existing infrastructure would be unable to support such large scale development



Date: 31 May 2012

Scale 1:150000

Development Strategy Sites for Assessment

© Crown Copyright and database right. 2012
Ordnance Survey 100049029.
Central Bedfordshire Council.

Cities Revealed aerial photography copyright
The GeoInformation Group, 2010

