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Planning. Design. Economics.

**Luton Employment Land Review
2015 Employment Site Assessments**

Luton Borough Council

October 2015

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1.0 Introduction

- 1.1 This report has been prepared by Nathaniel Lichfield & Partners (NLP) on behalf of Luton Borough Council (LBC) to provide updated assessments of employment sites in the Borough. This updates and supplements work undertaken as part of the 2013 Employment Land Review prepared by NLP which provided an assessment of future employment space requirements in Luton to update LBC's evidence base for the Local Plan and to inform the provision of land for employment uses.¹

Background

- 1.2 The main outcomes from the 2013 ELR were to provide:
- a review of evidence and economic growth forecasts to advise on a sustainable, net additional level of jobs growth to 2031 based on the strength of the local economy and planned housing provision;
 - strategic market analysis of the suitability of the existing and planned portfolio of employment land, taking account of interventions and viability factors, to achieve the scale and type of jobs required; and
 - recommendations for policy interventions to support delivery of and feasibility of employment site allocations, to overcome barriers, to identify target sectors and interventions on amber sites to enable delivery.
- 1.3 The 2013 ELR included an assessment of 30 sites to examine their suitability as employment sites, their capacity for mixed use redevelopment and the viability of such development.
- 1.4 Since the 2013 ELR was produced, a number of factors need to be taken into consideration, including the national economic recovery, changes introduced by the Planning Practice Guidance (PPG) and local changes in Luton's employment market. In bringing the draft Local Plan forward, LBC wishes to ensure that a full and thorough assessment is made, by identifying land to meet the economic and/or housing objectives of the emerging Local Plan, and by aligning each trajectory derived from the SHLAA and the ELR 2015.

Scope of Assessment

- 1.5 In light of the above, LBC has commissioned a refresh of the 2013 ELR, to undertake a re-evaluation of the status of employment land within Luton. This report provides analysis of:
- all sites that were assessed in the earlier 2008 ELR and re-assessed in the 2013 ELR;
 - sites not assessed previously through ELR studies, including some key employment sites in the existing and emerging Local Plans; and

¹ Luton Employment Land Review, Nathaniel Lichfield & Partners, March 2013

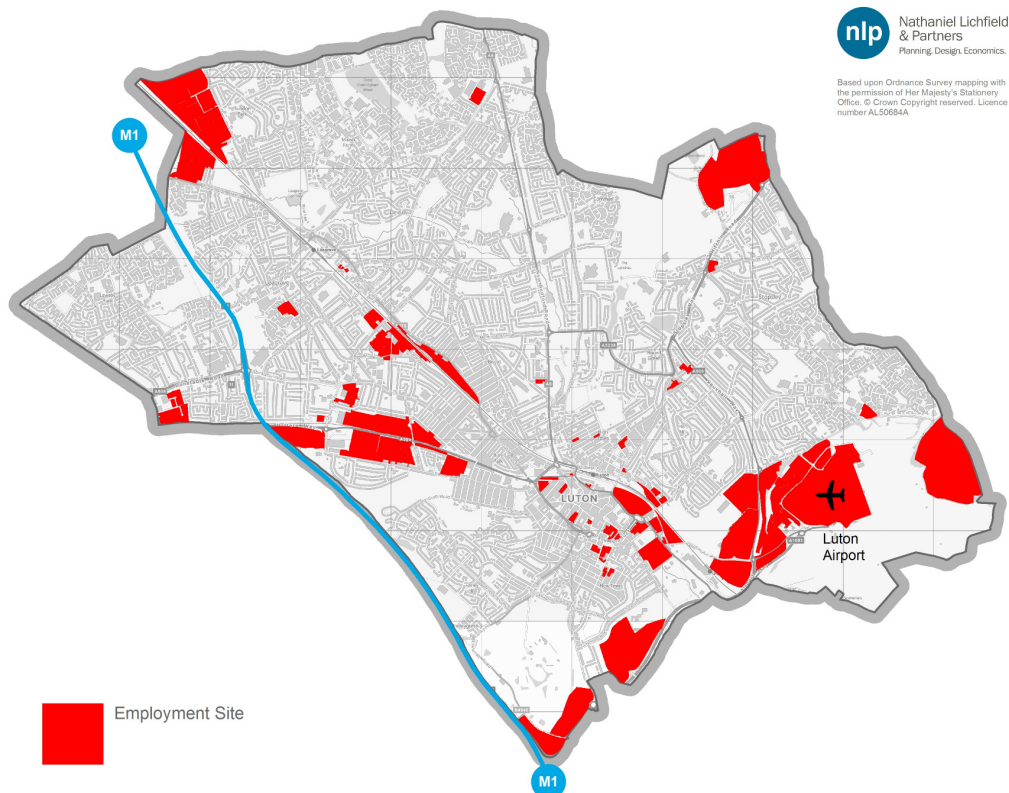
- proposed employment allocations set out in the Draft Luton Local Plan.

1.6 Within the categories noted above, 86 sites have been identified for assessment by LBC and reviewed by NLP.

1.7 The purpose of this report is to ensure that the data for all of the sites is up to date and collected in the same base year. The assessment also identifies whether any changes are proposed to the land use of the sites.

1.8 Figure 1.1 below shows the broad location and distribution of the employment sites within the Borough, with more detailed plans provided at Appendix 2.

Figure 1.1: Location of Employment Sites



- 1.9 The main existing centres of economic activity and employment space within the Borough include:
- a the large Vauxhall manufacturing plant;
 - b Luton Airport, and its adjoining industrial and office areas such as Airport Executive Park and Barratt Industrial Park;
 - c Luton town centre with a concentration of office, retail and leisure uses;
 - d a range of general industrial estates spread across the urban area, such as Sundon Business Park and Luton Enterprise Park; and
 - e two large, high quality office parks – Capability Green near the airport, and Butterfield Park on the north east edge of the Borough.

1.10 There are also a number of smaller industrial estates scattered across the Borough, such as the Park Avenue, North Luton, Flowers and Kingsway estates and the Windmill Trading Estate. Several major sites are also the subject of proposals for employment development – Century Park to the north east of the Airport and Napier Park, a planned business park on a former part of the Vauxhall vehicle plant, however the Napier Park scheme is not included within this assessment. Land to the north of Junction 10a is allocated for employment development in the draft Local Plan.

Definitions

1.11 Employment land and floorspace is considered in the study, and references to “employment space” are intended to mean both these elements. Industrial space in this report includes both manufacturing and distribution uses.

Table 1.1: B-class Employment Land Definitions

B1	
B2	<p>General Industrial</p> <ul style="list-style-type: none"> • General industry (unless in B1)
B8	<p>Storage or Distribution</p> <ul style="list-style-type: none"> • Storage or distribution centres - wholesale warehouses, distribution centres and repositories

2.0 Site Assessments

Methodology

2.1 A RAG (Red-Amber-Green) Assessment has been undertaken of each of the sites identified, and each site given a score. Within the RAG Assessment, sites are categorised as:

Green – sites of very good quality and suitability/potential for employment uses;

Amber – sites of good or average quality, with some constraints and/or opportunities for improvement, many with a continued role for meeting employment needs;

Red – poor quality sites which are constrained and/or unlikely to be suitable for future employment needs.

2.2 The assessment reviewed the characteristics and quality of allocated employment sites in Luton and their suitability to meet future employment development needs. Consideration is also given to the viability of achieving modern employment space, as well as residential units, through mixed use or other types of redevelopment of some of the existing employment sites.

2.3 Each site was inspected and its suitability for employment use assessed against the criteria listed below:

- strategic road access and local road access;
- accessibility to public transport and services;
- adjoining uses that might constrain employment uses;
- site size, characteristics and potential development constraints; and
- attractiveness to the market, including vacancy and market activity.

2.4 Other factors were also noted including the site's suitability for specific uses, any barriers to the delivery of undeveloped sites for employment uses, as well as sustainability and sequential preference factors where relevant. Detailed assessment criteria are listed in Appendix 1.

2.5 This assessment process in itself does not necessarily provide a complete picture of a site's role within the local economy. Not all businesses require a site which performs well on all these criteria. A broader commentary is therefore provided on each site to supplement the formal scoring exercise.

Site Assessments

2.6 Table 2.1 overleaf provides an overview of the assessment of all 86 sites, ranked according to their overall score against the different assessment criteria, set out in the previous section. In terms of their suitability for continuing Class B employment purposes, sites that score 20 or more out of a

possible 30 are classed as “green” or very good sites, sites that score between 15 and 19 are classified as “amber” or good or average quality sites, and those that score less than 14 are identified as “red” or lower quality sites.

2.7

The RAG classification is indicative of a site’s overall quality at the current time, and the scoring does not necessarily take into account the future policy status of sites. In this respect, some poorer performing sites may still be able to meet future employment needs where improvements or infrastructure investment are planned. It should be noted that the RAG assessment of sites provide an indicative assessment of the relative quality of employment sites within the Borough, but are not intended to be prescriptive in terms of the Council’s potential policy position on individual sites.

Table 3.1: Summary of Qualitative Assessment of Employment Sites in Luton

Map Ref.	Site	Strategic Access	Local Access	Access to Labour / Services	Adjoining Uses	Development Constraints	Market Attractiveness	Total Score (out of 30)
63	Capability Green	5	4	3	3	5	5	25
70	London Luton Airport	4	4	3	5	4	4	24
24	Bilton Way	4	4	3	4	4	4	23
51	Premier Business Park	2	4	3	5	5	4	23
1	Sundon Industrial Estate	2	4	3	4	5	4	22
21	Airport Executive Park	3	4	3	4	4	4	22
23	Barratt Industrial Park	4	4	3	4	3	4	22
27	Butterfield Green	2	4	2	5	5	4	22
31	Cosgrove Way	4	4	3	4	4	3	22
32	Craddock Road	5	3	3	3	4	4	22
44	Jansel House	2	4	4	4	4	4	22
52	Scott Road	2	4	3	4	5	4	22
53	Sundon Business Park	2	4	3	4	5	4	22
60	Willowgate Trading Estate	2	3	3	5	5	4	22
71	Luton Enterprise Park	2	4	3	5	4	4	22
73	Percival Way	3	4	3	4	4	4	22
75	Proctor Way	3	4	3	4	4	4	22
76	Prospect Way	3	4	3	4	4	4	22
94	Electrolux Oakley Road	3	4	4	3	4	4	22
121	Junction 10A South of Stockwood Park	5	4	2	4	4	3	22
2	Park Avenue Trading Estate	2	4	3	4	4	4	21
25	Bramingham Business Park	3	4	3	3	4	4	21
35	Dencora Way	2	4	3	4	4	4	21
43	Inkerman Street	3	4	5	4	3	2	21
50	Osbourne Road	3	4	3	4	4	3	21
57	Urban Hive, Luton Enterprise Park	2	4	3	4	4	4	21

Map Ref.	Site	Strategic Access	Local Access	Access to Labour / Services	Adjoining Uses	Development Constraints	Market Attractiveness	Total Score (out of 30)
83	SKF	2	4	3	4	4	4	21
90	Plaza 668	2	4	4	4	4	3	21
97	Liverpool Road	3	3	4	4	3	4	21
108	Kimpton Road B	4	4	3	4	3	3	21
109	Kimpton Road C	4	4	3	4	3	3	21
110	Kimpton Road A	3	3	3	5	3	4	21
34	Dalroad Employment Area	3	3	3	4	4	3	20
36	Finway	3	3	3	3	4	4	20
41	Guildford Street (Alexon Building & Hat Factory)	3	3	5	4	3	2	20
58	Wigmore Place	2	3	4	4	3	4	20
59	Wigmore/Century Park	2	3	3	4	4	4	20
62	Camford Way	2	3	3	5	4	3	20
74	Power Court	3	3	4	4	4	2	20
96	Vauxhall North of Napier Park	4	3	3	4	3	3	20
100	Chapel Street	3	3	4	4	3	3	20
103	Laporte Way Estate	3	3	3	3	4	4	20
122	Junction 10A South of Stockwood Park	4	3	2	4	4	3	20
33	Cumberland Street	3	3	4	3	3	3	19
38	Flowers Industrial Estate	3	3	4	4	2	3	19
45	King Street	3	3	5	3	3	2	19
78	Sedgwick Road/Progress Way	2	3	3	4	4	3	19
79	Progress Park	2	3	3	4	3	4	19
80	Bay Close/Progress Way	2	3	3	4	3	4	19
81	Eagle Centre Way/Sedgwick Road	2	3	3	4	3	4	19
85	Waller Avenue	3	3	3	3	4	3	19
89	Crescent Road	3	4	3	3	3	3	19
91	Chaul End Lane South	4	3	3	2	4	3	19

Map Ref.	Site	Strategic Access	Local Access	Access to Labour / Services	Adjoining Uses	Development Constraints	Market Attractiveness	Total Score (out of 30)
98	Collingdon Street	3	3	4	4	3	2	19
112	Vauxhall Way and Trailer Park	4	3	3	4	2	3	19
26	Brittania Estate	2	3	3	4	3	3	18
42	Holly Street	3	3	3	3	3	3	18
65	Covent Garden Close	3	3	3	3	3	3	18
86	Windmill Trading Estate	3	3	3	3	3	3	18
92	Chaul End Lane North	4	3	3	3	3	2	18
95	Bus Depot off Dunstable Road	4	3	3	3	3	2	18
116	Mill Street	3	3	4	3	3	2	18
118	Castle Quarter	3	3	4	3	2	3	18
122	Junction 10A South of Stockwood Park	4	2	2	4	4	2	18
8	Leagrave Road	2	3	3	3	3	3	17
37	Firbank	3	3	3	3	2	3	17
39	Manor Road	3	3	3	3	3	2	17
46	Kingsway	3	3	3	3	2	3	17
68	High Town Road	2	3	3	3	3	3	17
87	Wingate Road	3	2	3	3	3	3	17
102	York Street	2	3	3	3	3	3	17
15	Arundel Road	3	2	3	3	3	2	16
20	Sunrise Estate	2	2	4	3	3	2	16
47	Langley Terrace	3	2	3	3	2	3	16
61	Abbeygate Business Centre	2	3	3	3	3	2	16
82	Selbourne Road	3	2	3	2	3	3	16
104	Depot Portland Road	3	3	3	3	2	2	16
40	Greenwood Court	2	2	4	2	3	2	15
77	Sarum Road	2	3	3	2	3	2	15
6	Moreton Park	2	2	4	2	2	2	14
72	New Town Trading	2	1	3	3	3	2	14

Map Ref.	Site	Strategic Access	Local Access	Access to Labour / Services	Adjoining Uses	Development Constraints	Market Attractiveness	Total Score (out of 30)
84	Telmer Industrial Estate	2	2	3	2	3	2	14
120	Frederick Street	1	2	3	2	3	3	14
67	Empress Road	2	2	3	2	2	2	13
119	North Street	1	2	3	2	3	1	12
93	Off 127 New Bedford Road	2	1	3	1	2	2	11

Green Sites

- 2.8 A total of 43 of the 86 sites assessed were categorised as green sites, and are considered to be good employment locations and 'fit for purpose' to meet future needs.
- 2.9 The majority of the sites are medium or large in size, with reasonably modern units in good condition, or at least a good proportion of modern units among a more mixed stock. Most sites are also within established employment areas, rather than embedded within residential areas.
- 2.10 In the north of the Borough, a cluster of 11 industrial estates lie to the west of Sundon Park Road. This cluster comprises **Sundon Industrial Estate** (Ref 1), **Park Avenue Trading Estate** (Ref 2), **Dencora Way** (Ref 35), **Premier Business Park** (Ref 51), **Scott Road** (Ref 52), **Sundon Business Park** (Ref 53), **Urban Hive**, **Luton Enterprise Park** (Ref 57), **Willowgate Trading Estate** (Ref 60), **Camford Way** (Ref 62), **Luton Enterprise Park** (Ref 71) and **SKF** (Ref 83). All sites score 20 or above overall and so categorised green. The sites are generally all good sized, level sites with good local accessibility and few constraints arising from neighbouring uses and the environment. They score low on strategic access however due to the route to the M1 passing through residential areas or via narrow rural roads. These sites will benefit from the planned new junction 11a on the M1, which is scheduled for completion in 2017.
- 2.11 **Craddock Road** (Ref 32) is located in the west of the town, near to junction 11 of the M1. The site functions well as an existing employment site, scoring especially highly for strategic access, being 1.5 km from the M1 via a dual carriageway. The site has no obvious physical or environmental constraints and the industrial units are in reasonable condition on the whole, with a low vacancy rate. The site is surrounded by residential to the north and east, with poor public transport access. There is a limited on-site parking and evidence of on-site congestion with lorries and parked vehicles.
- 2.12 **Bilton Way Industrial Estate** (Ref 24), **Finway** (Ref 36) and **Firbank** (Ref 37) are industrial sites located adjacent to one another on the southern side of the A505 Dunstable Road. **Bilton Way** scores the highest and is a good employment site with good strategic access, local access, no obvious physical and environmental constraints and buildings in good condition. **Finway** also operates well as an employment site but contains some dated units with less car parking capacity. **Firbank** is constrained by residential premises with a very narrow site entrance and some poor quality units, and for these reasons, this site achieves an amber score, but the site still functions as an important employment site.
- 2.13 **Cosgrove Way** (Ref 31) is a large site adjacent to the M1 and A505 Dunstable Road. Strategic and local access is good, being 1.5 km from M1 Junction 11 with wide internal roads and plenty of on-site parking. There are no obvious physical or environmental constraints; however, being on the edge of the urban

area means it is relatively remote from a lot of services and labour. Overall, the site functions well as an employment site.

- 2.14 **Dalroad Employment Area** (Ref 34) is a mixed use site, containing a number of non-B class uses including a prominent retail showroom, building suppliers and a car showroom. Strategic and local access is adequate with wide internal roads and a wide access junction. Given its location there is no access to public transport and junction 11 of the M1 is 3 km. Overall, the site is an adequate employment site with some non-B uses.
- 2.15 **Laporte Way Estate** (incorporating Commerce Park) (Ref 103) is a large industrial/commercial estate in the west of Luton. The site performs well as an employment site and is well established in a prominent location with no obvious physical or environmental constraints. Residential premises border the site to the north and the Busway and A505 run to the south.
- 2.16 There is a cluster of large employment sites around London Luton Airport that provide primarily aviation related uses. These include **London Luton Airport** itself (Ref 70), **Airport Executive Park** (Ref 21), **Barratt Industrial Park** (Ref 23), **Percival Way** (Ref 73), **Proctor Way** (Ref 75) and **Prospect Way** (Ref 76). All of these sites are in high profile locations and categorised as green sites, scoring well in terms of accessibility, compatibility of adjoining uses and a general lack of site constraints. Vacancies are relatively low, indicating a strong demand for aviation related uses in this location, although the buildings vary in quality and some premises are in a poor state of repair, particularly within the **Percival Way** and **Proctor Way** sites. The cluster of sites will continue to play an important role providing sites for aviation related employment uses.
- 2.17 Close to the Airport, the Vauxhall manufacturing plant is a significant employment area. The key sites within this area comprise **Vauxhall North of Napier Park** (Ref 96) and **Kimpton Road C** (Ref 109) which contain the manufacturing works, and **Vauxhall Way and Trailer Park** (Ref 112) which includes a mix of uses related to Vauxhall, including a large car park serving the plant. The large industrial sites are in a prominent and accessible location. The premises serve their purpose for vehicle manufacture, and are unlikely to be suitable for conversion to alternative uses. There is limited scope to increase employment uses on the **Vauxhall Way and Trailer Park** site, given the physical site constraints and significant level changes within the site and the requirement for car parking to serve the Vauxhall works.
- 2.18 Across the A505 from the Vauxhall works, the **Kimpton Road B** site (Ref 108) contains a mix of newspaper print works, offices, car dealership and a car/lorry park, with part of the site cleared and within the mixed use Napier Park strategic allocation (policy LP8 of the draft Local Plan). The site is in a prominent location, with good accessibility in close proximity to the Airport, and functions well as an employment site.
- 2.19 To the north east of London Luton Airport, there is a large strategic allocation at **Wigmore/Century Park** (Ref 59). The site is adjacent to the airport and is

an undeveloped greenfield site. The site is considered to be a strategically important site that has excellent potential as an employment location that benefits from its proximity to the airport, once a new road access is delivered. The proposed new access to this site is via an alternative route which is considered to be viable and deliverable, rather than the earlier proposed tunnel option, as shown on the emerging Pre-Submission Local Plan Policies Map. The site is seen as a key strategic site that is essential to the overall expansion of the airport and related uses.

- 2.20 The **Wigmore Place** site (Ref 58) provides Class B1 office uses within a predominantly residential area, to the north of London Luton Airport and adjacent to Wigmore Park district centre. The office premises are in good condition, although slightly dated in appearance, and some floorspace is currently vacant and to let. Overall the site functions well as an employment site and should be retained in office use.
- 2.21 **Capability Green** (Ref 63) is a large, modern business park with excellent strategic access, located to the south east of Luton town centre. The business park has been fully developed, with high quality buildings set out in an attractive, landscaped environment, although some premises appeared to be vacant/underused at the time of visit. **Capability Green** is referred to in the draft Local Plan as one of the key economic drivers in the Borough, and is clearly one of the main employment locations that provides high quality office accommodation and is fit for purpose.
- 2.22 Two large sites have been identified as suitable for employment use at the very southern end of the Borough, adjacent to junction 10 of the M1. These sites at **Junction 10A South of Stockwood Park** (Refs 121 and 122) are currently undeveloped, greenfield sites. Sites 121 and 122 are identified as a strategic allocation within the draft Local Plan (policy LP5) to accommodate a relocation of Luton Town Football Club along with associated enabling development, including Class B1 business use on 9.5 ha to meet an identified shortfall of office employment space over the plan period. These sites benefit from a high profile location next to the M1 and have the potential to accommodate a significant amount of modern Class B1 floorspace.
- 2.23 The **Butterfield Green** site (Ref 27) is a large, strategic employment allocation at the north eastern edge of the Borough. The site has been partly developed to contain very modern, high quality office buildings, and includes high value, knowledge based businesses, plus a hotel. The site has a prominent road frontage and attractive environment. However, the majority of site is still to be developed and the location is somewhat remote. The site is considered to have good potential as an office location, and should continue to be promoted for such development, seeking to attract more research/development premises.
- 2.24 Two employment sites are located within the boundary of Stopsley district centre, in the north east of the Borough. **Jansel House** (Ref 44) and **Plaza 668** (Ref 90) both provide purpose built office accommodation in prominent, visible locations, accessed from the dual carriageway A505 Hitchin Road. The office premises are in good condition, although slightly dated in appearance,

however **Plaza 668** appears to be entirely vacant and is currently being marketed. Overall the two sites function well and should be retained in office use.

- 2.25 There are a number of employment sites located within the town centre boundary. The **Inkerman Street** site (Ref 43) contains a number of mixed quality office buildings, with some vacant premises. Commercial units at ground floor level closest to the town centre shopping area, including some vacancies. The site is in a good, accessible town centre location and would benefit from refurbishment to attract tenants to the office premises and commercial units.
- 2.26 Two sites are located at the eastern edge of the town centre, immediately adjacent to the A505 town centre ring road. The **Liverpool Road** site (Ref 97) contains office premises that are occupied and in good condition, together with non-employment uses, including residential and a medical centre. The adjacent **Collingdon Street** site (Ref 98) achieves a high amber score, and includes a mix of office, industrial units and student accommodation, and part of this site is allocated for residential use in the draft Local Plan. These sites remain suitable for Class B1 office use or mixed town centre uses.
- 2.27 **Chapel Street** (Ref 100) contains offices occupied by RBS within a good quality 1980s office building, together with some Class A uses. The small site is constrained and has some level changes that could restrict future development, but the site remains suitable for continued Class B1 office use or mixed town centre uses.
- 2.28 The **Guildford Street (Alexon Building & Hat Factory)** site (Ref 41) scores highly, even though it is no longer in Class B employment use and is currently occupied by the University of Bedfordshire School of Art and Design. The site could be converted to Class B1 office use and/or residential if no longer required by the university.
- 2.29 On the north eastern edge of the town centre, the **Power Court** site (Ref 74) is a large former industrial site that is now vacant and awaiting redevelopment. The site is allocated in the draft Local Plan for mixed use, primarily residential and retail development, and there is an extant planning permission for redevelopment. The site has limited potential for future employment uses, but could include some offices within the wider redevelopment of the site.
- 2.30 The **Osbourne Road** site (Ref 50), to the south west of Luton Town Centre, is fully occupied by Vauxhall for office use. The site appears purpose built for one large firm and could be difficult to re-let or easily sub-divide for other occupiers. The offices are in good condition in a prominent location, with good strategic and local access. Overall the site functions well as an employment site and should be retained in office use.
- 2.31 Located between the railway line and the guided busway route to the east of the town centre, the **Kimpton Road A** site (Ref 110) is an existing industrial site occupied by a single firm. The site is an irregular shape, narrowing to a

point at its western end. The site is fully occupied and the buildings appear in good condition, and it appears to function well as an industrial site.

2.32 **Bramingham Business Park** (Ref 25) is located in the far north of Luton, just off the A6 trunk road. The site scores 21, indicating a good employment site. Being located within a suburban residential area it scores slightly lower for compatibility of adjoining uses and being on the edge of the town means that it is not the best place to access labour and services. Overall the site functions well as an employment site, with good market attractiveness.

2.33 The **Electrolux Oakley Road** (Ref 94) site is located approximately 1.2km north east of junction 11 of the M1. The site functions as an office and manufacturing centre for Electrolux. It works well as an employment site with good quality buildings on site and good local accessibility. Strategic access is reasonable, being close to the M1, however access is via residential roads. The site is also bounded by residential premises on all sides.

Amber Sites

2.34 36 of the 86 sites assessed were categorised as amber sites, which are considered to be good or average employment sites. The majority of these sites are considered to be function reasonably well as employment sites and the majority should be retained in employment use. The sites mostly appear capable of meeting future employment needs, however some sites would benefit from upgrading. The amber sites also include undeveloped, employment land allocations that could help to meet future employment requirements, particularly for Class B1 office uses.

2.35 To the south of the Sundon Park Road industrial estates, a cluster of four sites occupy an area between the railway line and the M1 motorway. These are **Sedgwick Road / Progress Way** (Ref 78), **Progress Park** (Ref 79), **Bay Close / Progress Way** (Ref 80) and **Eagle Centre Way / Sedgwick Road** (Ref 81). These sites all score 19 so are high ambers. They lose some points for being at the edge of the Luton urban area with relatively poor public transport connections. Despite being sandwiched between the M1 and the railway, the area also has relatively poor strategic access with the nearest motorway junctions being either through busy residential streets (junction 11) or via narrow rural roads (junction 12).

2.36 **Chaul End Land North** (Ref 92) and **Bus Depot off Dunstable Road** (Ref 95) are located in the west of Luton, near junction 11 of the M1. Site 92 is occupied by trade / retail units and site 95 is a bus depot with vacant car dealership at the northern end. The sites have good strategic access, being 1.1km from junction 11 of the M1 via the A505, however both sites are bounded tightly by residential premises with narrow access points. Both sites are considered to be reasonable employment sites.

2.37 **Chaul End Lane South** (Ref 91) is a vacant industrial unit 1.5 km from the J11 of the M1, beside the Luton/Dunstable Busway. The site performs well as an

employment site, with few obvious physical or environmental constraints. There are residential premises immediately to the north and west of the site.

- 2.38 **Depot Portland Road** (Ref 104) is a triangular shaped site on the A505 in the west of Luton. This site performs rather poorly as an employment site, being rated low amber. There are significant level changes throughout the site and many of the industrial units are small and not of good quality. Residential premises border the site to the north and east and the local public transport is very poor. However, the site is only 2.5 km from junction 11 of the M1 and provides an adequate level of car parking.
- 2.39 **Kingsway** (Ref 46) is located immediately to the south of the A505 Dunstable Road. It is a very narrow site, but is fully developed implying no environmental constraints. As with site 104 it has adequate strategic access and reasonable provision for car parking on site. The narrow nature for the site means larger vehicles can only turn at its far end there are residential premises to the south. On balance, the site is an adequate employment site.
- 2.40 **Leagrave Road** (Ref 8) and **Britannia Estate** (Ref 26) are both long narrow sites to the east of the railway line and accessed from Leagrave Road. Strategic access for both sites is poor, as they are located over 3 km from the M1 via busy residential roads. The narrow and irregular shape of both of the sites limits the number and type of uses suitable, however, both are fully developed with **Britannia Estate** comprising attractive pre-war industrial buildings in relatively good condition. Overall, both sites function adequately in employment use, but could do with some improvements.
- 2.41 **Waller Avenue** (Ref 85) is located south of the A505 approximately 2 km from junction 11 of the M1. The site is used as a BT engineering centre and motor transport workshop and is surrounded by residential premises and the railway line. The existing buildings are of reasonable quality, with potential for intensification due to the site's low density. Overall, the site functions adequately as an employment site.
- 2.42 **Arundel Road** (Ref 15), **Covent Garden Close** (Ref 65), **Selbourne Road** (Ref 82) and **Wingate Road** (Ref 87) form a cluster of industrial sites to the south of Waller Avenue and west of the railway line. Strategic access is adequate with the sites being only 2 km from the M1, however, this is via residential and relatively narrow roads. The sites are densely developed on the whole and therefore limited space for on-site parking and manoeuvring for large vehicles. Part of the **Wingate Road** site to the south has been cleared and is included within a wider housing allocation. The areas surrounding the sites are predominantly residential with limited space for expansion. Overall, the sites function adequately in employment use.
- 2.43 Two of the sites within the town centre boundary to the south east, **Cumberland Street** (Ref 35) and **Castle Quarter** (Ref 118), are located within the "Castle Quarter" allocation in the draft Local Plan, where a comprehensive mixed use development, including residential, retail and leisure uses, will be encouraged. These sites have therefore already been considered suitable for

release for alternative uses. The **Castle Quarter** site has been partly cleared, and contains a number of non-B Class uses. Planning permission has previously been granted for hotel use. Development opportunities are likely to include B1 offices and other main town centre uses and/or residential. The **Cumberland Street** site is fully occupied and in use, however some premises are in a poor condition, and the site could be released if there is no longer demand for employment uses in this location.

- 2.44 The **Mill Street** site (Ref 116) within the town centre boundary is not currently in Class B employment use, it is partly vacant and partly occupied by a church. The site is in a reasonably accessible location within the town centre boundary, and could be converted back to Class B1 office use and/or residential use.
- 2.45 Also within the town centre boundary, the **King Street** site (Ref 45) comprises several separate premises in mixed use, with retail/commercial uses at ground floor level and office uses above. Despite being in a good, accessible town centre location, some premises are in a poor condition and in need of refurbishment, and there are a high number of vacancies, particularly at ground floor level. Part of the site at the southern end is allocated for residential use in the draft Local Plan. Part of site (Midland House) is under alteration and change of use to hostel accommodation for YMCA (sui generis use). This site has potential for improvement, although its location within a conservation area is likely to restrict any comprehensive redevelopment.
- 2.46 Just to the south east of the town centre, the **Manor Road** site (Ref 39) is in a reasonable location, with good access to the A505/ring road and the town centre, but suffers from a high number of vacancies and some units are in a poor condition. The site remains suitable for employment purposes, but would benefit from investment to increase its attractiveness. Alternatively, residential uses could be considered for this site, however its partial location within Flood Zone 2 could restrict residential development within the site.
- 2.47 The **Windmill Trading Estate** (Ref 86), located to the east of the town centre, contains a mix of industrial and commercial premises, including some trade retail units. The site is split into two, separated by residential properties, potentially constraining the site. The units are in a reasonable condition, with only one vacancy noted. The northern, larger section of the site functions as an adequate industrial site, while the small, irregular shaped southern section may be more suitable for alternative use should it become vacant.
- 2.48 To the north east of the town centre, the **Crescent Road** site (Ref 89) is split into three, and contains a mix of industrial and office uses. Some of the office space is not fully occupied and partly in use as a church, and other non-employment uses on the site include an events venue. The two smaller eastern sites are separated by residential properties, potentially constraining the site. The larger site functions reasonably well as an employment site, but the presence of non-B Class uses suggests there is limited demand, and there appears limited potential to increase employment uses within the site.

- 2.49 Two existing employment sites at **High Town Road** (Ref 68) and **York Street** (Ref 102) are located within the High Town Strategic Allocation (draft Local Plan policy LP10) which states the vision for the area is to create a sustainable neighbourhood destination delivered through residential-led mixed use development including small scale offices / workshops, live work units and increased retail provision. These sites provide a mix of light industrial, office and car repair uses, with limited vacancies, however the sites could potentially be intensified or accommodate higher value uses, in line with the aspirations for the High Town area.

Low Amber/Red Sites

- 2.50 Sites that achieve a red score are considered to not be of sufficient quality to meet future demand for employment uses. However, a cautious approach should be taken to the release of any employment sites, even when such sites are assessed as low performers. Such sites may perform poorly due to poorer links to strategic roads, which is not always a requirement for all firms, and does not necessarily mean that such sites are not meeting some local needs. Sites that meet specific economic needs or are well occupied should generally be retained. Only when sites have a combination of lack of developer interest, high vacancy and serious adverse environmental impacts from its operation, or is otherwise unlikely to be able to perform an employment role in the future, should release to non-employment uses be considered.
- 2.51 In this context, only seven sites were categorised as red sites, with a score of 14 or less, however there are some low scoring amber sites that could potentially be considered for release from employment use for other purposes. These sites were assessed as being lower quality areas that do not function well as employment areas, experienced high levels of vacancy, or appeared unlikely to attract new employment development.
- 2.52 To the south of the town centre, there is a cluster of five small scale employment sites within a predominantly residential area, comprising **Flowers Industrial Estate** (Ref 38), **Holly Street** (Ref 42), **Langley Terrace** (Ref 47), **New Town Trading** (Ref 72) and **Telmere Industrial Estate** (Ref 84). **Flowers Industrial Estate**, **Holly Street** and **Langley Terrace** score reasonably well and are categorised as amber sites. While these sites all have value as employment sites at the current time, particularly given their proximity to the town centre and access to labour, they appear unlikely to attract modern employment development and occupy sites that could accommodate higher value uses. These sites have potential for residential use, should they become vacant and there is no demand for employment uses. **The New Town Trading** and **Telmere Industrial Estate** sites are considered to be particularly constrained and contain a number of vacancies, suggesting that the sites are not attractive to employment uses, and could be released for alternative uses. These two sites are categorised as red sites.
- 2.53 To the north of the town centre, the **Abbeygate Business Centre** (Ref 61) is a small scale employment site containing industrial units in poor condition, with

offices above, and a number of vacancies. The site has some value as an employment site given its proximity to the town centre and access to labour, however it may be more appropriate for redevelopment for office or residential use.

- 2.54 The **Empress Road** (Ref 67) and **Sarum Road** (Ref 77) sites both score poorly (13 and 15 respectively) and so should be considered for other uses. Strategic access is poor with very busy and narrow local roads through residential areas making the journey to the M1 difficult. Both sites are primarily surrounded by residential uses with the railway line to the west. The sites are small in size with high levels of vacancies and buildings in poor condition. Part of the Empress Road site has been redeveloped for residential use. Overall, both sites do not function well as employment locations and they could be better used for alternative uses.
- 2.55 Three small employment sites are located close to the Round Green neighbourhood centre along Hitchin Road, to the north east of the town centre – **Sunrise Estate** (Ref 20), **Greenwood Court** (Ref 40) and **Moreton Park** (Ref 6). Hitchin Road links the Stopsley suburban area to the north and the town centre to the south. All three of the sites are constrained by surrounding residential uses and site constraints, including poor access and level changes. These sites have some value as employment sites at the current time, however they appear unlikely to attract modern employment development, and have potential for residential use, should they become vacant.
- 2.56 Two small sites located to the north of the town centre, within a predominantly residential area, are considered suitable for release for alternative use. These sites are situated at **North Street** (Ref 119) and **Frederick Street** (Ref 120). The sites both appear unlikely to attract modern employment development, particularly the **North Street** site, which is currently vacant and in a poor state of repair. Given the surrounding residential area, development of the sites for residential use is the most likely option. These two sites are categorised as red sites.
- 2.57 The site that achieves the lowest overall score is located to the north of Luton town centre, and is considered suitable for release from employment use. The site, **Off 127 New Bedford Road** (Ref 93) has an extremely narrow, restricted access directly from the busy A6. The existing premises on the site are poor quality and in need of refurbishment, however there are no apparent vacancies. The site is small, and constrained by residential properties surrounding the site on all sides. Any alternative uses would also need to overcome the significant site and access constraints.

3.0 **Conclusions**

- 3.1 An assessment was undertaken of the suitability to meet future employment needs of 86 employment sites within Luton Borough, categorising the sites as Green (fit for purpose), Amber (viable but requiring intervention to improve viability) and Red (not of sufficient quality to meet future demand).
- 3.2 This found 43 of the 86 sites were categorised as 'green' sites that are considered to be very good quality employment locations and fit for purpose to meet future employment needs.
- 3.3 A total of 36 sites were categorised as 'amber' sites, which are considered to be good or average employment sites, and include some strategic employment allocations. The majority of these sites are considered to be function reasonably well or have the potential to meet future employment requirements. Most of these sites are considered generally fit for purpose to meet future employment needs in Luton at some level, however some sites would benefit from upgrading or new investment to help them function better as employment areas.
- 3.4 Seven sites were categorised as 'red' sites, however there are some low scoring amber sites that could potentially be considered for release from employment use for other purposes. These sites were assessed as being lower quality areas that do not function well as employment areas, experienced high levels of vacancy, or appeared unlikely to attract new employment development. These sites could be candidates for further investigation for release.
- 3.5 In the light of the NPPF, which aims to avoid long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose, it is important to consider whether Luton contains any such sites that should be released for alternative uses. Luton's key undeveloped employment site allocations are of good quality, and they should all be retained for employment use to meet Luton's forecast needs.

Appendix 1 Criteria for Assessing Sites

Site Assessment Criteria

The criteria for assessing the quality/condition of protected and other existing employment sites, reflecting the particular circumstances of the area are set out below. These criteria mainly relate to the inherent value of a site rather than current conditions on it, although such characteristics have been noted. Additional criteria apply to undeveloped allocated/development sites although ownership and availability information has not been possible to obtain in many cases and a judgement has been made on these.

Each site is given a score of between 1 and 5 against each criterion (1 = poor, 5 = very good). No individual weightings are attached to different criteria.

Scorings can reflect a combination of different factors applying to the same criteria and a balanced judgment has to be made on an appropriate overall score.

Existing Developed Employment Areas

Strategic Access:

5 = Very good: within 2 km of strategic road junction/ via good unconstrained roads.

1 = Poor: over 5 km from strategic road junction/access, and/or through constrained/local roads, and/or through town centre or residential areas etc.

Local Accessibility:

5 = Very good local access: via free moving good roads avoiding residential areas/difficult junctions; unconstrained vehicle access to the site with good visibility/lack of queuing; close access to range of town centre public transport services; sufficient car parking provided within the site.

1 = Poor: difficult/narrow road access, via residential roads, difficult site access junction, congested local roads; low level/limited range/infrequent public transport services nearby; insufficient car parking.

Proximity to Urban Areas and Access to Labour and Services:

5 = Very good: near centre of urban area with wide range of services nearby; proximity to sizeable residential areas providing local labour supply.

1 = Poor: remote isolated site, no local services or residential areas nearby.

Site characteristics and development constraints:

5 = Very good: generally level site, regular shape, over 3 ha in size; low flood risk (Zone 1); no conservation or landscape constraints on scale of

development; no adverse ground conditions or abnormal development costs; no other significant constraints on new development.

1 = Poor: sloping/uneven site; under 0.5 ha, irregular/narrow shape, other severe constraints; within flood risk Zone 3; conservation or landscape constraints on scale of development; adverse ground conditions or abnormal development costs.

Proximity to incompatible uses:

5 = Within larger employment area/no incompatible surrounding land use.

3-4 = B1 use adjoining residential/other sensitive uses.

1 = B2/B8 adjoining residential/other sensitive uses.

Market Attractiveness:

5 = Very good: high profile/high quality appearance, managed site; good environment and quality of occupiers; under 10% vacant; viewed as attractive by agents/occupiers; recent investment/development activity, strong demand, units rarely available.

1 = Poor: run-down unattractive appearance/location; attracts lower end users and over 25% vacant space/buildings; vacant units not marketed; no recent investment; units remain vacant for lengthy period.

Sequential Status:

Applies to existing/potential office sites only – identifies whether site is in town centre, edge of centre or out-of-centre location in NPPF terms. For office development, edge of centre includes locations within 300m of a town centre boundary, and locations outside the town centre but within 500m of a public transport interchange. The NPPF includes town, district and local centres when referring to “town centres”.

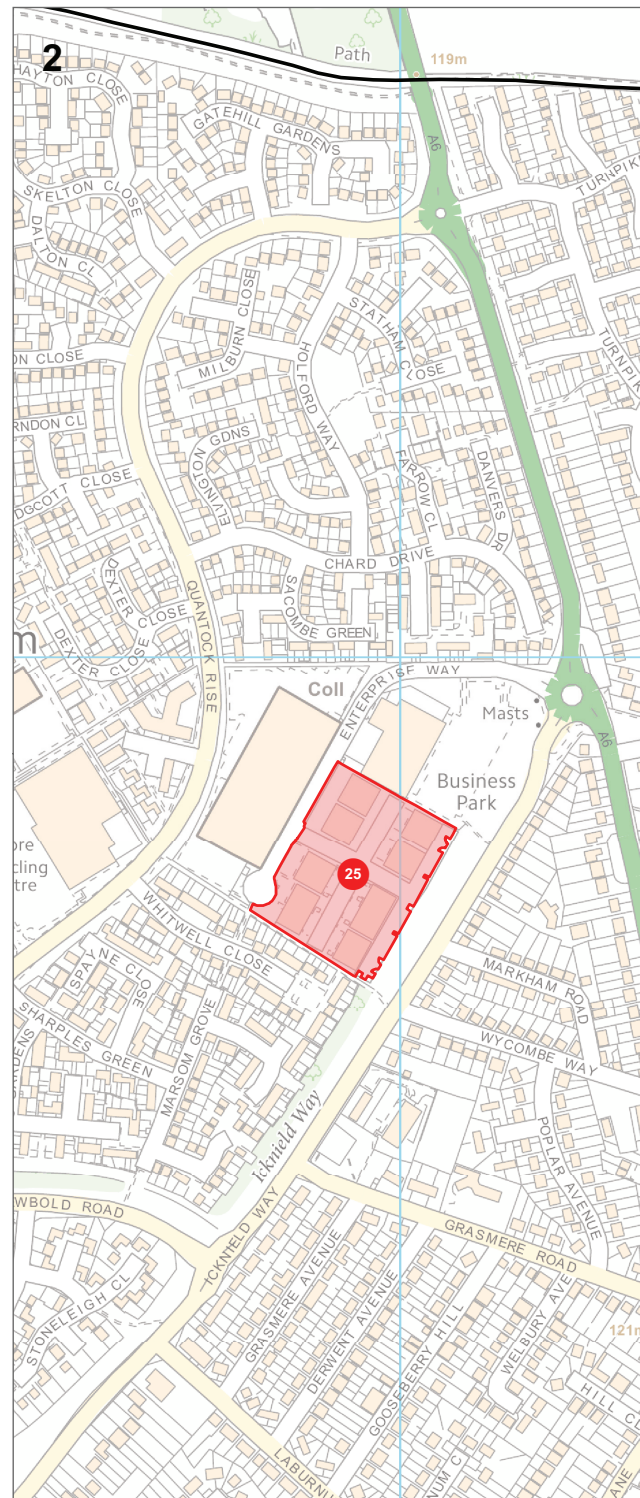
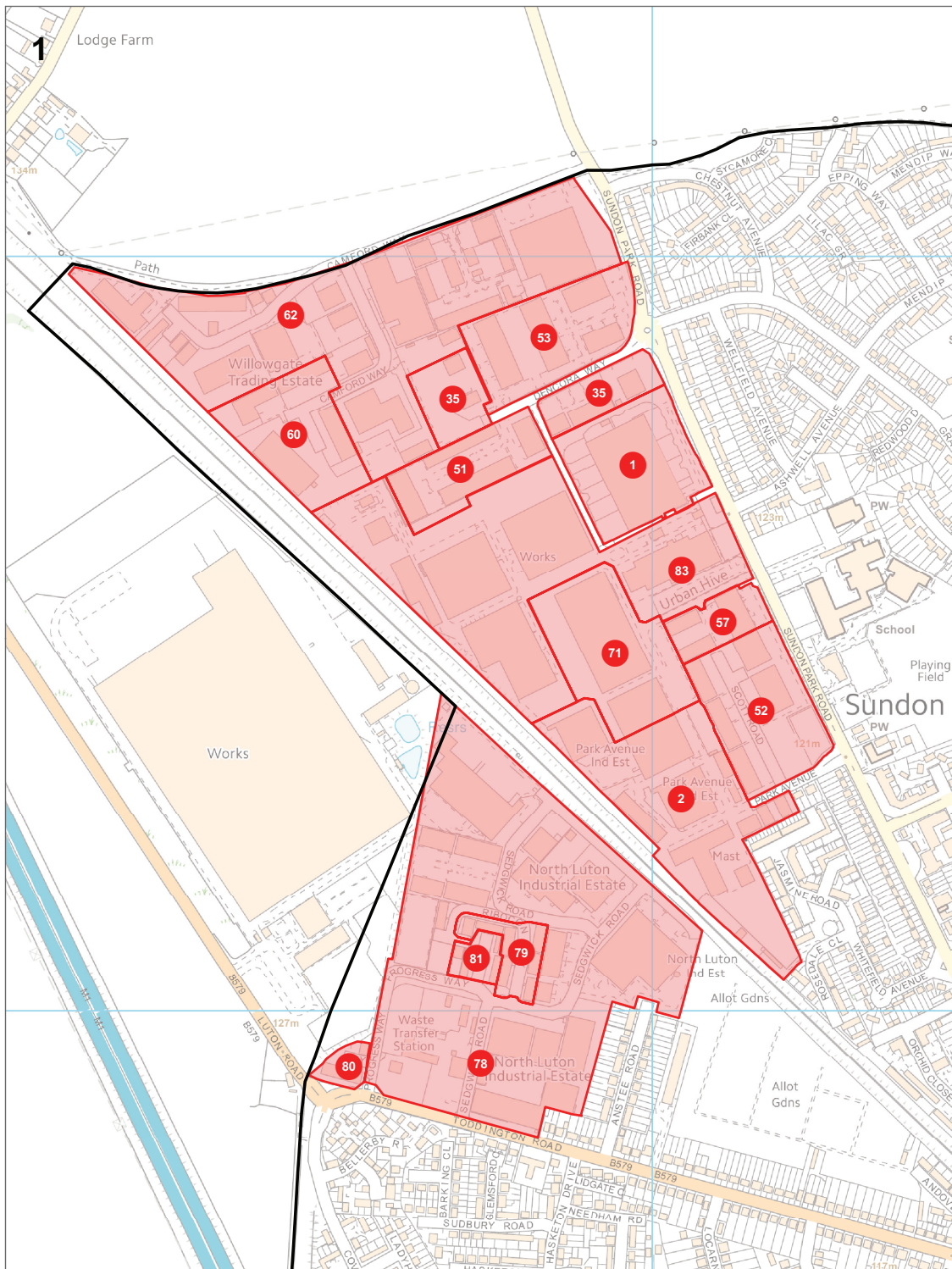
Barriers to Delivery:

Identify any factors that would constrain development of the site for employment uses e.g. site occupied, need for infrastructure.


Planning Factors:

Identify any planning designations or policy constraints that could affect development of the site for employment uses.

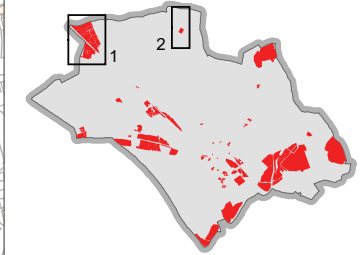
Appendix 2 Location of Assessed Employment Sites



Key

 Employment Site

Luton Context



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Title Employment Sites

Client Luton Borough Council

Date 20.10.2015

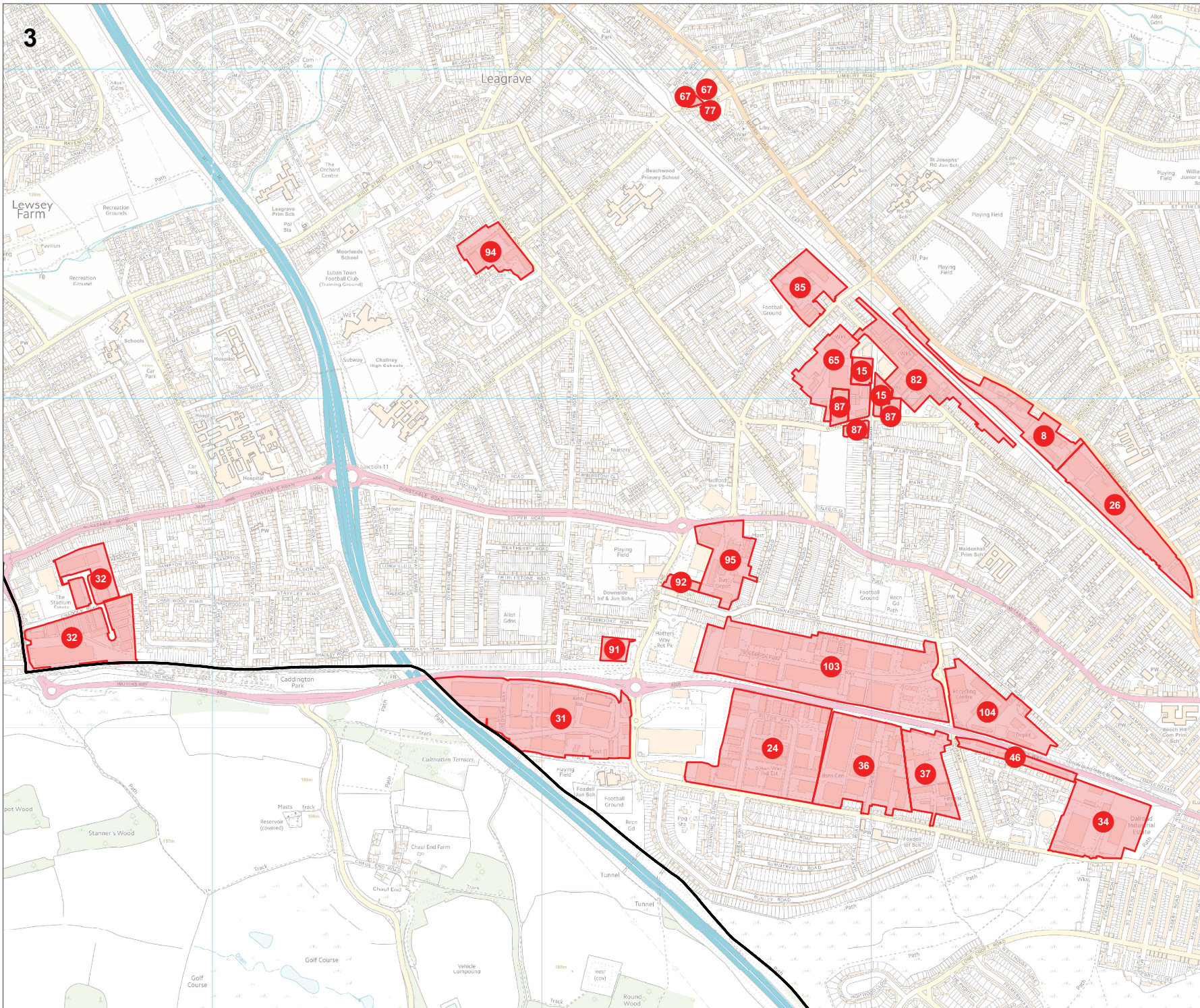
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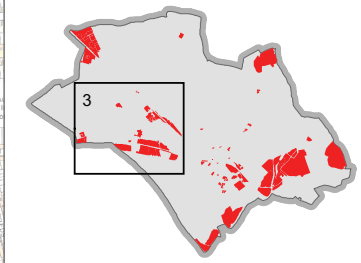


3

Key

Ref Employment Site

Luton Context



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Date 20.10.2015

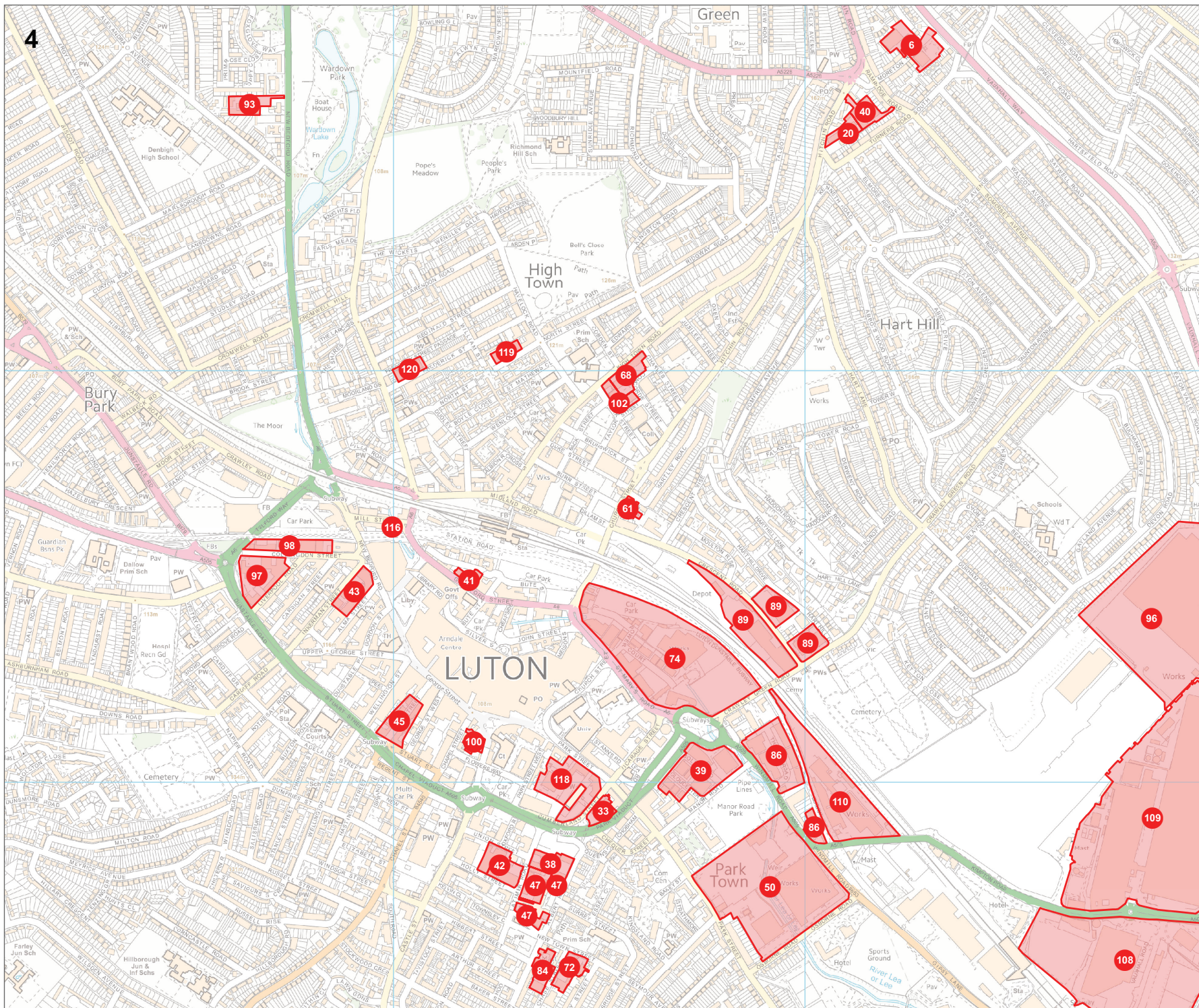
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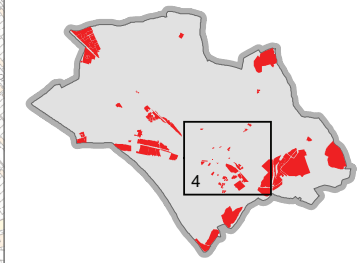


4

Key

 Employment Site

Luton Context



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Title Employment Sites

Client Luton Borough Council

Date 20.10.2015

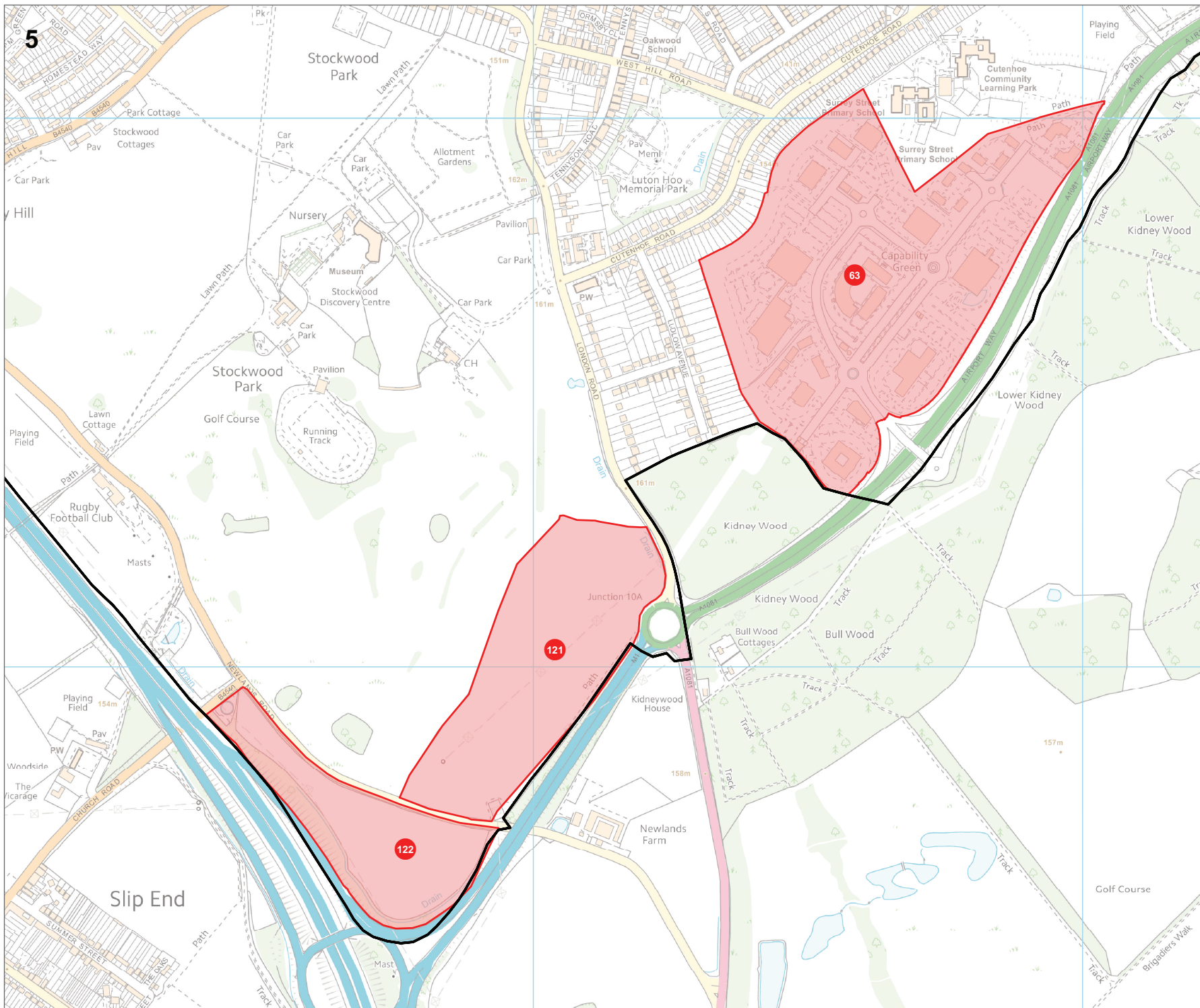
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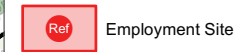
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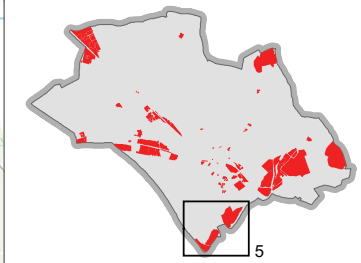




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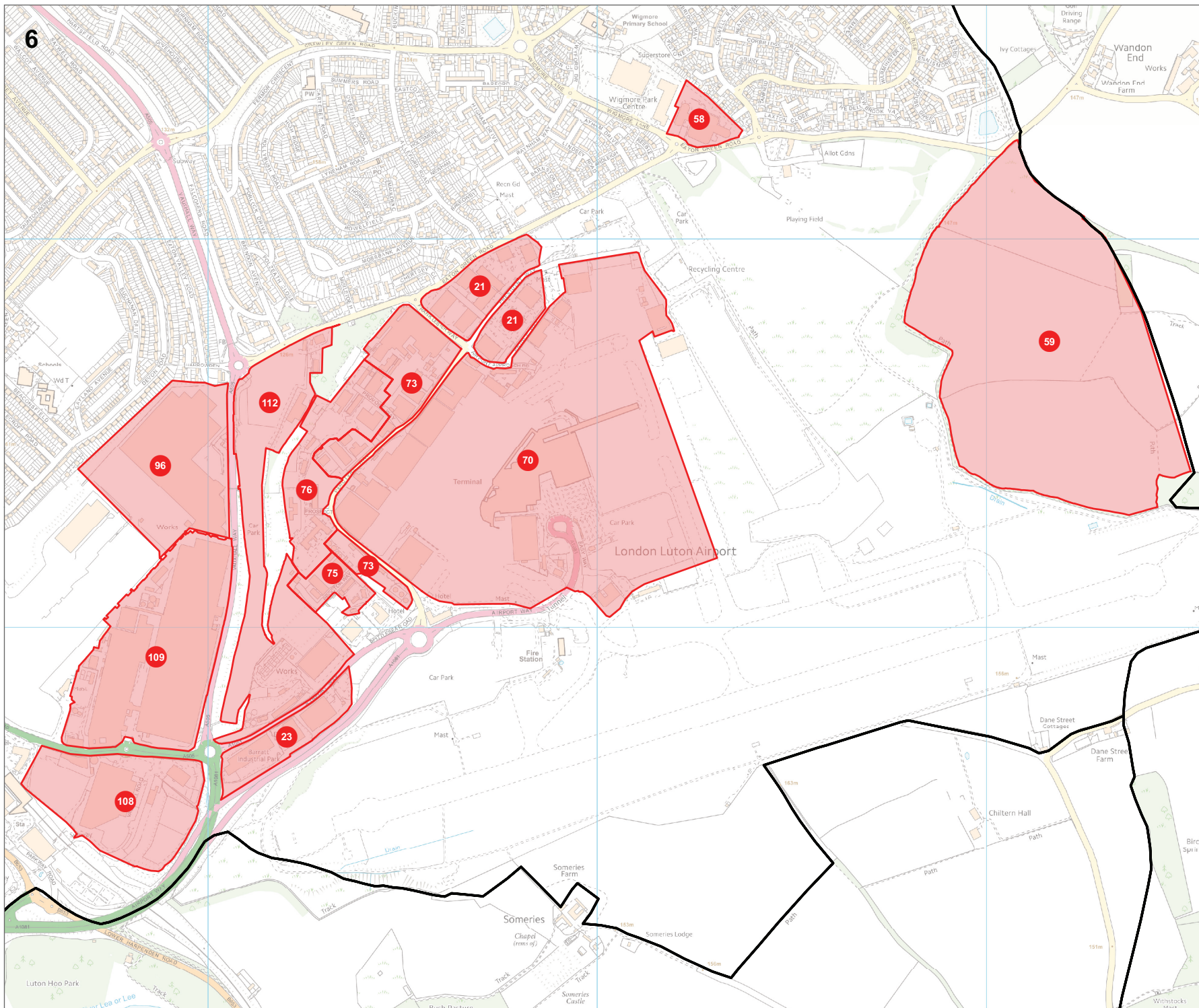


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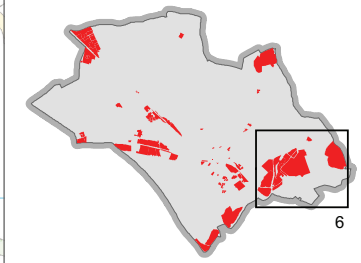


6

Key

Ref Employment Site

Luton Context



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Client Luton Borough Council

Date 20.10.2015

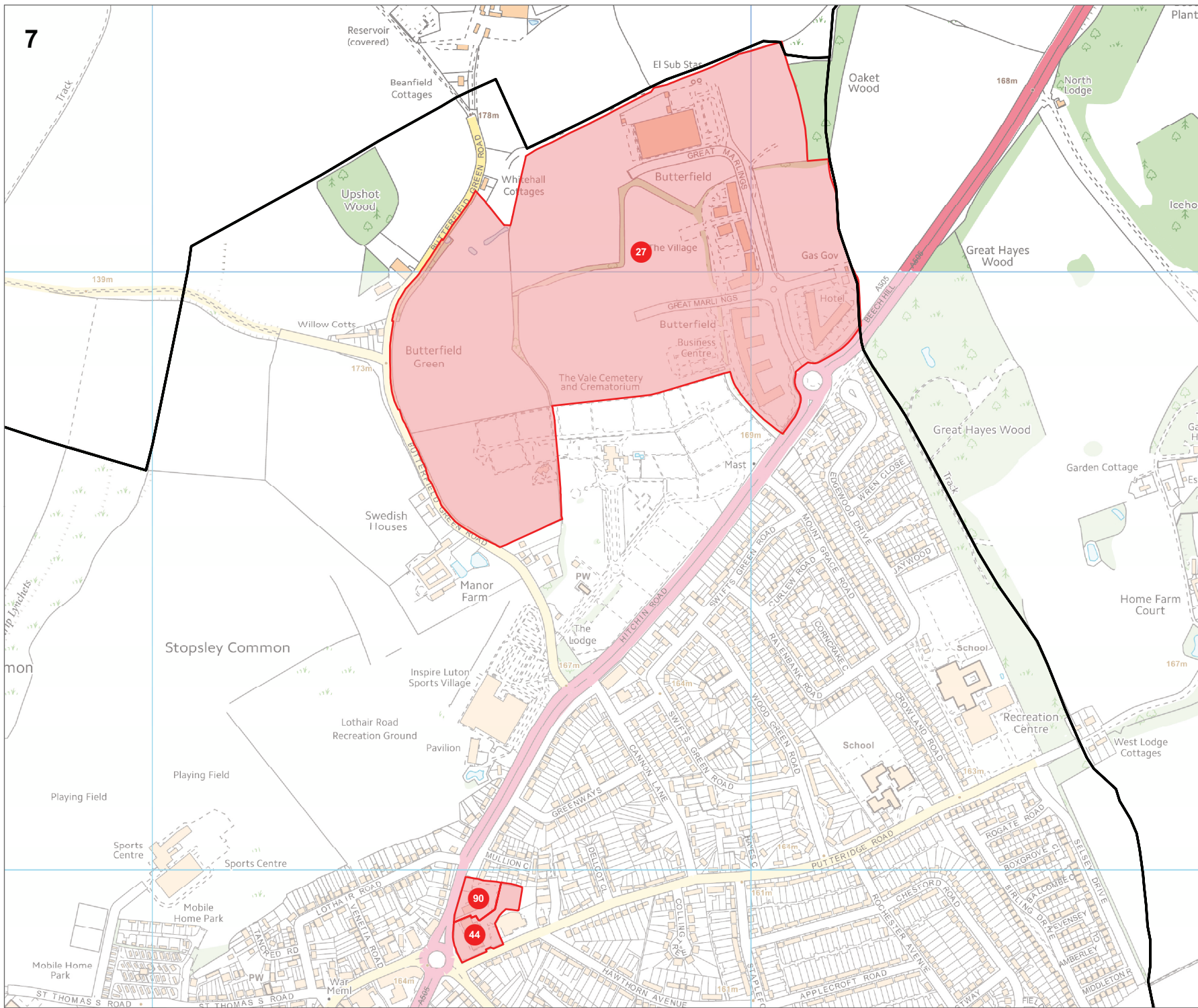
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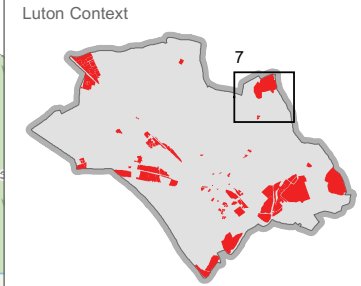
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Appendix 3 Site Proformas

Site Name: Sundon Industrial Estate

Reference: 1



Total site area (ha)	2.53	Current uses	B1/B2/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.3 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.5 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	A good junction into the site from Sundon Park Road, with clear visibility. Adequate parking/ loading areas within site. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Lies on the northern edge of Luton, distant from any main centre, but with some residential areas to the north east. Small parade of shops at some distance on Ashwell Avenue, and Sundon Park neighbourhood centre is located approximately 0.4 km to the south east.	3
Compatibility of adjoining uses	Other industrial uses on three sides and residential across Sundon Park Road.	4
Physical and environmental constraints	Large regular shaped site; no obvious physical constraints to development and appears fully developed.	5
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Older 1970s industrial buildings but in reasonable condition in a well established industrial location with very few vacant units.	4
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium/long term	

Total Score: 22

Site Name: Park Avenue Trading Estate

Reference: 2



Total site area (ha)	5.03	Current uses	B1/B2/B8
Undeveloped land (ha)	Small area of undeveloped land	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.8 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Good access via Park Avenue, and ample parking provided within site. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Lies on the northern edge of Luton, distant from any main centre. Residential areas to the east and south east. Sundon Park neighbourhood centre is located approximately 140m to the east.	3
Compatibility of adjoining uses	Other industrial uses to the north of the site. Railway forms the western boundary of the site, and residential uses located to the east and south east.	4
Physical and environmental constraints	Large but irregular shaped site. No obvious physical constraints to development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	A small area of the site is undeveloped land, and some vacant units. Well established industrial estate, with a mix of units including some newer/modern units and older premises. Buildings in good or reasonable condition.	4
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area, not within an area of high flood risk.	
Barriers to delivery	No obvious barriers to delivery.	
Potential uses	B1/B2/B8 uses	
Timescale/availability	Medium term development opportunity	

Total Score: 21

Site Name: Moreton Park**Reference: 6**

Total site area (ha)	0.88	Current uses	Office / industrial units
Undeveloped land (ha)	Part of site vacant	Sequential status	N/A
Site status	Existing employment area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 5.5 km to junction 10 of the M1 via A5228 and Hitchin Road but through busy town centre routes, or longer via A505 also through residential areas. Around 1.7 km from junction with A6 via residential areas.	2
Local accessibility (parking, local road access and public transport)	Site access off constrained local residential road with parking on both sides. Limited parking on site and limited service area available. A number of bus routes run near the site but distant from railway station.	2
Proximity to urban areas and access to labour & services	Within residential area with Round Green neighbourhood centre shopping facilities within walking distance.	4
Compatibility of adjoining uses	Within residential area and residential uses on four sides although separated by road on one side and by high hedges on others.	2
Physical and environmental constraints	Significant slope from Moreton Road South down to Vauxhall Way – approximately 5-6m. Largely developed but with some vacant land.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Low profile site within residential area. Ten small 1970s industrial units on site, some with offices above, and in reasonable condition but with fairly high vacancy and no obvious marketing. Reasonable quality buildings.	2
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area. Not within area of high flood risk.	
Barriers to delivery	Steep slope within site, occupied units in good condition.	
Potential uses	B1 / residential	
Timescale/availability	Medium to long term development opportunity	

Total Score: 14

Site Name: Leagrave Road**Reference: 8**

Total site area (ha)	3.34	Current uses	Mixed – cement works adjacent to railway, car repair / MOT centres facing Leagrave Road, petrol filling station
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Site located alongside B579. 2.5 km from M1 junction 11, passing through busy residential roads.	2
Local accessibility (parking, local road access and public transport)	Multiple direct accesses to industrial frontages off B579, a busy road through a mainly residential area. Limited parking within site forecourts and some on road parking. Site is served by four bus routes along B579.	3
Proximity to urban areas and access to labour & services	Within mainly residential area, but distant from any centre. Some local shops located along Leagrave Road.	3
Compatibility of adjoining uses	Residential to east across Leagrave Road, railway to west. Britannia Estate lies to south.	3
Physical and environmental constraints	Narrow and irregular shaped site, constrained by site configuration. Site fully developed with no scope for expansion.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Fully occupied 1940-70s industrial units, some in poor condition, predominantly vehicle workshops but appear to function adequately. No apparent vacancies. Buildings of variable quality, some in poor state of repair. Limited scope for conversion or extension of existing buildings.	3
Planning factors/status	Important local cluster of vehicle repair services. Identified in draft Local Plan as a Category B Employment Area, not within an area of high flood risk.	
Barriers to delivery	Occupied premises, site configuration.	
Potential uses	Existing uses, replacement with alternative industrial uses.	
Timescale/availability	Medium term development opportunity.	

Total Score: 17

Site Name: Arundel Road

Reference: 15



Total site area (ha)	0.95	Current uses	East of Arundel Road – car welding and repairs, Arundel House. West of Arundel Road – mixed industrial and church uses.
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 2 km from M1 junction 11, via busy, mostly residential roads.	3
Local accessibility (parking, local road access and public transport)	Two parts of the site, separated by Arundel Road, a local access road. Limited parking within site boundaries, some on-street parking. Closest bus stops around 500m to the west on Beechwood Road.	2
Proximity to urban areas and access to labour & services	Residential area to the south gives access to local labour. Distant from any main shopping centre, some local shops at Beechwood Road/Waller Avenue.	3
Compatibility of adjoining uses	Site within wider industrial area. Residential properties to the south, across Wingate Road.	3
Physical and environmental constraints	Level sites, fully developed and separated by Arundel Road. Irregular shaped site to the east. No significant constraints on development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Site fully occupied, but predominantly in use for church purposes, rather than employment uses. No vacancies within the site. 1950s and 1970s brick buildings, in reasonable condition and potential to convert back to B1 uses. Appearance of car welding yard poor. Buildings suitable for conversion back to B1 uses, but use for churches suggests lack of demand in this location. Densely developed site with limited scope for extension.	2
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area, not within an area of high flood risk.	

Barriers to delivery	Occupied buildings in reasonable condition.
Potential uses	Revert back to B1 use, alternative industrial uses.
Timescale/availability	Medium term development opportunity.

Total Score:

16

Site Name: Sunrise Estate**Reference: 20**

Total site area (ha)	0.29	Current uses	Small scale employment uses
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 5.5 km to junction 10 of the M1 via A5228 and Hitchin Road but through busy town centre routes, or longer via A505 also through residential areas. Around 1.7 km from junction with A6 via residential areas.	2
Local accessibility (parking, local road access and public transport)	Some site access directly on to Hitchin Road. Adequate parking to rear of site but through narrow lane. Limited bus routes pass site.	2
Proximity to urban areas and access to labour & services	Within a primarily residential area of Luton. Close to some Round Green neighbourhood centre shopping facilities on Hitchin Road.	4
Compatibility of adjoining uses	Mix of employment and residential uses adjoin to north and west although separated by car park. Community hall and residential terraced housing to south of site.	3
Physical and environmental constraints	Site is level and fully developed but narrow at access point to Hitchin Road.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Within a residential area close to Luton town centre. Range of 1940-50s buildings occupied by a variety of users. Units in fair condition and largely occupied. Visible location on Hitchin Road. Could be suitable for residential redevelopment. Expansion of current site not possible due to constrained site.	2
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area. Not within an area of high flood risk.	
Barriers to delivery	Existing occupied premises although some old and not in great condition.	
Potential uses	B1/B8 or residential	
Timescale/availability	Medium term	

Total Score: 16



Total site area (ha)	5.89	Current uses	B1, B2, B8, D1, airport related uses
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 5 km from Junction 10 of the M1, via airport perimeter road and dual carriageway Airport Way.	3
Local accessibility (parking, local road access and public transport)	Good quality access junction to estate at roundabout which links to the A505. Free moving, wide internal roads within the site with plentiful parking and high loading bays. Three bus services run close to the site, as well as various other routes to the airport buildings.	4
Proximity to urban areas and access to labour & services	Close to Luton Airport but distant from any town centre services or residential areas. Access to retail/catering services in nearby airport terminal buildings.	3
Compatibility of adjoining uses	Surrounded by other airport-related industrial and commercial uses. Residential areas to the north, across Eaton Green Road.	4
Physical and environmental constraints	Large, regular shaped site although with slight slope. Site appears fully developed. No obvious physical constraints on development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	High profile location beside airport. Large 1970-80s industrial units which are slightly dated and office buildings, including Easyjet training centre. Reasonable quality buildings but some units vacant. Generally attractive environment with some landscaping.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, immediately adjacent to boundary of London Luton Airport. Not within an area of high flood risk.	
Barriers to delivery	None obvious.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	Medium to long term development opportunity	

Total Score: 22

Site Name: Barratt Industrial Park

Reference: 23



Total site area (ha)	3.49	Current uses	B1, B2, B8, car park
Undeveloped land (ha)	Part of site cleared and in use as car park	Sequential status	N/A
Site status	Existing industrial use	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 3.5 km from junction 10 of M1, mostly via dual carriageway.	4
Local accessibility (parking, local road access and public transport)	Good wide access junction to site, off road leading to the airport. Adequate on-site loading area/parking and wide internal roads throughout. Approximately 0.9 km from Luton Airport Parkway station. Close to bus routes serving airport and station.	4
Proximity to urban areas and access to labour & services	Close to Luton Airport but distant from any town centre services or main residential areas. Some distance to retail/catering services in nearby airport terminal buildings.	3
Compatibility of adjoining uses	Located close to the Vauxhall Plant and car park with the airport operational land and runway to the south.	4
Physical and environmental constraints	No obvious physical constraints on development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Relatively high profile location on route to the airport. 1970/80s buildings in reasonable condition, one unit currently vacant. Part of the site that was previously occupied by buildings has been cleared and is in use as a car park. Reasonable quality environment with some landscaping.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	No obvious barriers to delivery.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	Medium term development opportunity.	

Total Score: 22



Total site area (ha)	9.64	Current uses	Predominantly B1 employment uses, some quasi-retail trade, Vauxhall Motors servicing
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 2 km from Junction 11 of M1 via A505.	4
Local accessibility (parking, local road access and public transport)	Access to the site from Dallow Road, close to junction with A505. Access junctions are good into the site with wide internal roads. Parking provided but additional cars parked on internal roads. Bus stops located on Dallow Road in close proximity to the site, with one local bus route to Luton town centre/Dunstable.	4
Proximity to urban areas and access to labour & services	Residential area located immediately to the south. Distant from the town centre, local parade of shops on Dallow Road.	3
Compatibility of adjoining uses	Site bounded by A505 Hatters Way to the north, residential areas across Dallow Road to the south, B&Q to the west and other employment areas to the east.	4
Physical and environmental constraints	Large, level and regular shaped site with no obvious physical constraints to development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Well established industrial estate in prominent location, visible from A505. Mix of units, including some newer/modern units and older premises. Buildings in good or reasonable condition. Six premises currently vacant/to let. Fully developed site with no opportunities for extension.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area not within an area of high flood risk.	
Barriers to delivery	No obvious barriers, site fully developed with buildings of good quality.	
Potential uses	B1/B2/B8 uses	
Timescale/availability	No scope for redevelopment in the medium term.	

Total Score: 23

Site Name: Bramingham Business Park**Reference: 25**

Total site area (ha)	2.06	Current uses	B1/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Occupied industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Access directly off the A6, approximately 6 km from junction 11 of the M1.	3
Local accessibility (parking, local road access and public transport)	Good access from main roads, wide entrance to site with wide access road. Adequate parking on site. Bus stop just off A6 roundabout with nine routes.	4
Proximity to urban areas and access to labour & services	Within Luton urban area - primarily residential suburb in the north of Luton.	3
Compatibility of adjoining uses	Commercial uses to the immediate north and west – college and retail warehousing. Residential to the immediate south and east (across main road).	3
Physical and environmental constraints	Site is level and fully developed and constrained on all sides by neighbouring uses.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Close to transport links. Adequate car parking and some landscaping. Modern (1980s/1990s) buildings occupied by a variety of uses. Buildings in good condition with no vacant units and a pleasant environment.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Occupied units on site in good condition.	
Potential uses	B1-B8	
Timescale/availability	Long term development opportunity	

Total Score: 21



Total site area (ha)	4.48	Current uses	Predominantly B1 uses, leisure/venue uses in southern part of site
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Site located alongside B579. 3 km from M1 junction 11, passing through busy residential roads.	2
Local accessibility (parking, local road access and public transport)	Accessed from B579, a busy road through a mainly residential area. Narrow internal road serving units at the rear of the site, not suitable for HGVs. Site is served by three bus routes along B579. Some parking provided within the site.	3
Proximity to urban areas and access to labour & services	Within mainly residential area, but distant from any centre. Some local shops located along Legrave Road.	3
Compatibility of adjoining uses	Residential to east across Legrave Road, railway to west. Legrave Road industrial area to the north.	4
Physical and environmental constraints	Narrow and irregular shaped site, constrained by site configuration. Site fully developed with no scope for expansion.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Well established, attractive employment site. High quality and attractive 1940s building Brittonia House fronting Legrave Road. Small employment units located to the rear. Good quality buildings in good condition. Mostly occupied but some vacant units to let. Fully developed site with no opportunities for extension.	3
Planning factors/status	Important provision of small units. Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Occupied premises, site configuration.	
Potential uses	B1 uses or mixed employment/residential uses.	
Timescale/availability	No scope for redevelopment in the medium term.	

Total Score: 18



Total site area (ha)	37.28	Current uses	B1a/B1b/B1c, C1 hotel
Undeveloped land (ha)	Majority of site (23 ha) remains undeveloped	Sequential status	Out of centre
Site status	Office development	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 8 km from Junction 11 of M1 but via residential areas. Site accessed off roundabout on A505 which is dual carriageway for part of its length, leading to Hitchin and Luton town centre.	2
Local accessibility (parking, local road access and public transport)	Good access junction off roundabout with wide, quiet internal roads throughout. Remote location but adequate car parking and two bus routes run to the site.	4
Proximity to urban areas and access to labour & services	Entrance to site across road from a residential area, but the A505 forms barrier. Close to residential areas on edge of Luton. Remote from retail and catering services in town centre or local centres.	2
Compatibility of adjoining uses	Crematorium to the south east and residential across the A505. Open land surrounds the rest of the perimeter. Other commercial uses on site, including hotel.	5
Physical and environmental constraints	Large, level, regularly shaped greenfield site with much undeveloped land remaining. No obvious physical constraints on development. Adjoins the Chilterns Area of Outstanding Natural Beauty, Green Belt land and a County Wildlife Site.	5
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Very modern office buildings and hotel with prominent frontage and attractive environment and landscaping; no vacancies noted but majority of site still to be developed. Close to the A505 but remote location.	4
Planning factors/status	Developed part of site identified in draft Local Plan as a Category A Employment Area. Remainder of site allocated for future employment use (Policy LP7). Not within an area of high flood risk.	
Barriers to delivery	None obvious.	
Potential uses	B1 uses. The undeveloped land is allocated in draft Local Plan for the development of offices (B1 (a - c) which could provide approximately 55,000 sq.m	

	of employment floorspace (or 4,800 jobs) in the research and development sector complementing the existing Innovation Centre and Enterprise hub and contributing to the expansion of the sub regionally important Technology Park.
Timescale/availability	Immediate for undeveloped plots.

Total Score:

22



Total site area (ha)	10.11	Current uses	B1, B2, B8, A1
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located near M1 but approximately 1.5 km from Junction 11 via A505 which is dual carriageway for part of its length.	4
Local accessibility (parking, local road access and public transport)	Accessed via its own roundabout junction; wide internal roads and adequate parking and high loading bays. Bus stops located on Dallow Road in close proximity to the site.	4
Proximity to urban areas and access to labour & services	Remote from services in town centre, but B&Q and Aldi supermarket across Dallow Road from the site. Small parade of shops nearby but no other retail or catering services in the vicinity; relatively close to residential estate.	3
Compatibility of adjoining uses	On edge of residential development to the south east with industrial uses to the east, open space and the M1 to the south and the A505 to the north. Industrial and commercial uses on site. Linear District Wildlife Sites immediately to the north and south of the site.	4
Physical and environmental constraints	Large, regular shaped site. Some level changes within site. No obvious physical constraints to development, but site fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Close to M1; mainly larger units, including some older buildings but there appears to have been some refurbishment. Mixed quality of buildings and low vacancy rate throughout. Some retail trade non-B class uses within site.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 22

Site Name: Craddock Road**Reference: 32**

Total site area (ha)	7.21	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Located off the A505 which is a dual carriageway for part of its length and approximately 1.5 km from Junction 11 of M1.	5
Local accessibility (parking, local road access and public transport)	Good access junction and quiet, wide internal roads leading to individual junctions. Limited on-site parking; small forecourts for units and cars as well as some lorry parking on verges. No public transport access to site, the nearest bus stops are on Dunstable Road.	3
Proximity to urban areas and access to labour & services	Located within a residential area to give access to local labour. Tesco Extra store to the west of the site across Skimpot Road.	3
Compatibility of adjoining uses	Residential units to east and north of the site but with buffer zone to gardens; A505 access to the west and south. Mecca Bingo and associated car park adjoin the site to the north west.	3
Physical and environmental constraints	Large, slightly sloping, regular shaped site with no obvious physical constraints to development, but appears to be fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Prominent industrial location. Mix of units, including large Luton Cold Store in the south eastern part of the site, and large industrial units in reasonable condition. Northern part of site smaller and older units and offices that are more varied in quality. Some vacancies among larger industrial units but fairly low.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 22

Site Name: Cumberland Street**Reference: 33**

Total site area (ha)	0.29	Current uses	B1/B2/B8
Undeveloped land (ha)	N/A	Sequential status	Town centre
Site status	Existing employment site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located within the town centre, just off the A505 town centre ring road. Approximately 4km to junction 10 of the M1.	3
Local accessibility (parking, local road access and public transport)	Site has road access and reasonable parking provision within the site. Close to town centre public transport services.	3
Proximity to urban areas and access to labour & services	Within Luton town centre.	4
Compatibility of adjoining uses	Raised A505 forms boundary to south and east of site. Office, industrial and town centre uses adjoin site on other sides.	3
Physical and environmental constraints	Irregular shaped site with raised ring road physically constraining site. Developed site implies no environmental constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Within town centre. Some buildings on the site in a run-down, poor condition. Office buildings reasonable quality. No apparent vacancies within site.	3
Planning factors/status	Within Luton town centre. Included within "Castle Quarter" in draft Local Plan where a comprehensive scheme for a mixed use development (residential, retail and leisure) will be encouraged (policy LP3).	
Barriers to delivery	Occupied site.	
Potential uses	B1/B2/B8/town centre uses/residential	
Timescale/availability	Medium to long term development opportunity.	

Total Score: 19

Site Name: Dalroad Employment Area**Reference: 34**

Total site area (ha)	4.92	Current uses	A1, B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 3 km from Junction 11 of the M1, via the A505; this is a dual carriageway for only part of its length and runs through broadly residential area.	3
Local accessibility (parking, local road access and public transport)	Adequate parking/loading areas within site with wide internal roads and good access junction with clear visibility. No public transport to the site, two bus services operate some distance away on Dallow Road.	3
Proximity to urban areas and access to labour & services	Distant from the town centre services but close to small group of shops and public house on Dallow Road. Lies near large residential estate giving access to local labour supply.	3
Compatibility of adjoining uses	Adjoined to west by gas holder with residential uses on other sides, albeit Dallow Road and the A505 create buffers between these dwellings.	4
Physical and environmental constraints	Slight slope down from Dallow Road, but large, regular shaped site with no obvious physical constraints to development. Site fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Mix of modern and older units. Contains some non-B class uses including prominent retail showroom units and building suppliers as well as car showroom. No obvious vacancies.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 20

Site Name: Dencora Way**Reference: 35**

Total site area (ha)	1.79	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.5 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.2 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Good access junctions and visibility with wide internal roads. Adequate on-site parking. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Located to the north of Luton and distant from town centre, with some residential areas to the north east. Small parade of shops some distance away on Ashwell Avenue.	3
Compatibility of adjoining uses	Surrounded by industrial uses on three sides with Sundon Park Road creating a buffer to the dwellings to the east of the site.	4
Physical and environmental constraints	Site is split into two sections, both level and of a regular shape. No obvious physical or environmental constraints to development, but appears fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Slightly older industrial units and showroom; buildings well maintained and reasonable quality environment. In well established industrial location. One unit vacant/under offer at time of visit.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 21



Total site area (ha)	6.79	Current uses	Cash & Carry, B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 2.5 km from Junction 11 of M1 via A505 and residential areas of Dallow Road.	3
Local accessibility (parking, local road access and public transport)	Access junctions are good into the site with wide internal roads. Separate access from Dallow Road to Bestway/Best Pets Cash & Carry. Limited parking provided for employment premises and additional cars parked on internal roads. Bus stops located on Dallow Road, with one local bus route to Luton town centre/Dunstable.	3
Proximity to urban areas and access to labour & services	Residential area located immediately to the south. Distant from the town centre, some local shops on Dallow Road.	3
Compatibility of adjoining uses	Site bounded by A505 Hatters Way to the north, residential areas across Dallow Road to the south and other employment areas to the east and west. Some residential premises immediately adjacent to the site on the north side of Dallow Road.	3
Physical and environmental constraints	A large, level, regular shaped site with no obvious physical constraints to development. Appears to be fully developed. Proximity of residential units on north side of Dallow Road may restrict uses allowed in the southern part of the site.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Well established industrial estate. Non-B Class uses present on site. Mix of units, some appear dated, but in reasonable quality. Some vacant units. Fully developed site with no opportunities for extension.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	No obvious barriers but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in the medium term.	

Total Score: 20

Site Name: Firbank**Reference: 37**

Total site area (ha)	3.24	Current uses	B1/B2/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 2.5 km from Junction 11 of M1 via A505 and residential areas of Dallow Road.	3
Local accessibility (parking, local road access and public transport)	Narrow access from Dallow Road between residential premises. Appears to be adequate parking within the site. Bus stops located on Dallow Road, with one local bus route to Luton town centre/Dunstable.	3
Proximity to urban areas and access to labour & services	Residential area located immediately to the south. Distant from the town centre, some local shops on Dallow Road.	3
Compatibility of adjoining uses	Site bounded by A505 Hatters Way to the north, other employment areas to the west and residential areas immediately adjoining the site to the south and east.	3
Physical and environmental constraints	A large, level site with no obvious physical constraints to development. Appears to be fully developed. Proximity of residential units to the south and east and narrow access may restrict uses allowed and/or redevelopment opportunities.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Well established industrial estate. Quality of buildings mixed, with some poor quality units, but appear to function adequately. Lack of visibility from the road. No obvious vacancies. Fully developed site with no opportunities for extension.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	No obvious barriers but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in the medium term.	

Total Score: 17



Total site area (ha)	0.48	Current uses	B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Occupied Industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located just off the A505 town centre ring-road, approximately 3km from junction 10 of the M1	3
Local accessibility (parking, local road access and public transport)	Good accessibility just off the A505 roundabout, adequate local road access. Car parking on-site but very cramped in front of units and minimal space for large vehicles to turn. Just outside town centre so in close proximity to transport interchange. Closest bus stop approximately 250m on Castle Street.	3
Proximity to urban areas and access to labour & services	Just outside Luton town centre, to the south of the A505 town centre ring-round. Within predominantly residential area.	4
Compatibility of adjoining uses	Surrounded by other industrial estates / employment sites and derelict land to the north. Planning permission for residential development on land to the north.	4
Physical and environmental constraints	Small, cramped site of regular shape. Site is fully developed.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Site is currently fully developed and occupied. Modern units, circa 1980s purpose built industrial units in reasonable condition. Site extended to include six new industrial units. Potential to expand site to the north on currently derelict land if residential scheme not progressed.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Occupied premises in reasonable condition.	
Potential uses	B1/B8 or residential	
Timescale/availability	Medium to long term development potential.	

Total Score: 19

Site Name: Manor Road**Reference: 39**

Total site area (ha)	1.60	Current uses	Mixed industrial uses
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Partially occupied industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Good access to A505 Luton Ring Road. Around 4km from junction 10 of the M1 via the A505 Windmill Road and Airport Way a good dualled road. Alternatively approximately 6km from junction 11 of the M1.	3
Local accessibility (parking, local road access and public transport)	Good access from the A505, adequate local roads. Parking is limited on-site, mainly on-road. Just outside town centre and in close proximity to bus routes and train station.	3
Proximity to urban areas and access to labour & services	Just to the south east of the town centre, primarily residential area to the south west of the site.	3
Compatibility of adjoining uses	Mixed employment and residential uses to the south-west of the site. Park land to the south, town centre uses to the west and further employment uses to the east (across A505).	3
Physical and environmental constraints	Site fully developed with the River Lea abutting the north-east corner of the site.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Just outside of town centre, with good strategic access. Aging buildings fairly run-down and many in need of repair/redevelopment. High number of vacant units.	2
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Partly located within Flood Zone 2.	
Barriers to delivery	Partially occupied	
Potential uses	B1/B8	
Timescale/availability	Short-medium term.	

Total Score: 17

Site Name: Greenwood Court**Reference: 40**

Total site area (ha)	0.42	Current uses	B1, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 5.5 km to junction 10 of the M1 via A5228 and Hitchin Road but through busy town centre routes, or longer via A505 also through residential areas. Around 1.7 km from junction with A6 via residential areas.	2
Local accessibility (parking, local road access and public transport)	The access junction off Ramridge Road is very tight, closely adjoined by residential dwellings and largely concealed apart from small sign. The site itself is quite compact with limited parking and loading areas. Bus stops with six routes located close to the site.	2
Proximity to urban areas and access to labour & services	Located in a residential area and adjacent to Round Green neighbourhood centre providing local shops and services.	4
Compatibility of adjoining uses	Completely surrounded by residential with little or in some cases no buffer. Inside the site are various industrial uses.	2
Physical and environmental constraints	A level site but quite small and has an irregular shape as a result of its proximity to surrounding dwellings. Fully developed.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Low profile location in residential area; small units but reasonably modern and appear to be in good condition. Some vacant units evident.	2
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	Narrow, irregular shaped site with poor access. Appears fully developed.	
Potential uses	B1/B8 uses or residential.	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 15

Site Name: Guildford Street (Alexon Building & Hat Factory)**Reference: 41**

Total site area (ha)	0.15	Current uses	D1
Undeveloped land (ha)	N/A	Sequential status	Town centre
Site status	Occupied by University of Bedfordshire School of Art and Design	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Located within 5 minutes walk of Luton Train Station, within the town centre and is approximately 4.5 km from junction 11 of the M1 via the A505, alternatively around 5km from junction 10 of the M1.	3
Local accessibility (parking, local road access and public transport)	Guildford Street has recently been pedestrianised. There is no onsite parking but numerous car parks located within the town centre. Adjacent to Luton train station and busway.	3
Proximity to urban areas and access to labour & services	Located within the town centre, adjacent to other town centre uses	5
Compatibility of adjoining uses	Surrounded by a mix of town centre uses, including retail, hotel and office uses.	4
Physical and environmental constraints	A level developed site with a regular shape, suggesting no physical or environmental constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Existing non-B class uses on site. Mix of pre-war and post war buildings, recently refurbished and fully occupied.	2
Planning factors/status	Within defined Creative Quarter in the draft Local Plan, and partly within conservation area. Not within an area of high flood risk.	
Barriers to delivery	Fully occupied, developed site	
Potential uses	D1 / B1 / Residential / Retail	
Timescale/availability	Unlikely to become available in the medium to long term.	

Total Score: 20

Site Name: Holly Street**Reference: 42**

Total site area (ha)	0.67	Current uses	B1/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Partially occupied Industrial estate	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Access just off the A505 town centre ring road, approximately 3 km from junction 10 of the M1.	3
Local accessibility (parking, local road access and public transport)	Limited parking on-site with narrow internal roads and tight access junction from Holly Street. Just outside town centre so in close proximity to transport interchange. Bus stop on Castle Street at the end of Holly Street serving four routes.	3
Proximity to urban areas and access to labour & services	In urban area, just south of town centre. Within predominantly residential area.	3
Compatibility of adjoining uses	Industrial/employment uses to the north, east and west. Residential to the south.	3
Physical and environmental constraints	Small, regular shaped site with high density of development and local roads bordering three sides. Site is fully developed.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Mix of modern and pre-war purpose built brick industrial buildings . Some in good condition, others in poor condition requiring refurbishment. Many vacant units on site. Located just south of town centre, very close to A505.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Some occupied, good quality units.	
Potential uses	B1/B8 and residential	
Timescale/availability	Medium term development potential.	

Total Score: 18

Site Name: Inkerman Street**Reference: 43**

Total site area (ha)	0.55	Current uses	B1/B8, A1-A5
Undeveloped land (ha)	N/A	Sequential status	Town centre
Site status	Occupied employment use	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	In town centre, just north of the A505 town centre ring road. Approximately 4.5 km to junction 10 of the M1 via the A505, alternatively around 4km from junction 11 of the M1.	3
Local accessibility (parking, local road access and public transport)	Access is from one-way streets, that are fairly narrow. There is some on-site parking, but other car parks nearby. Within town centre so multiple bus routes and near to train station.	4
Proximity to urban areas and access to labour & services	Within town centre.	5
Compatibility of adjoining uses	Residential use to the south and west, town centre uses to the north and employment uses to the south and east.	4
Physical and environmental constraints	Small, regular shaped site, sloping from south to north. Site is fully developed suggesting no significant development constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Mix of modern (1980s onwards) and post-war (1950s) office buildings with some pre-war buildings to the north. Modern buildings in good condition, older buildings in need of refurbishment and an adequate post-war office block. Some vacant commercial units to let. Site constrained by roads and development on all sides.	2
Planning factors/status	Within Town Centre Shopping Area and Secondary Shopping Frontage (policy LP22 of draft Local Plan). Most northern part of site adjoins an area within Flood Zone 2.	
Barriers to delivery	Occupied premises in reasonable / good condition.	
Potential uses	Town centre uses, B1, residential.	
Timescale/availability	Medium term development opportunity.	

Total Score: 21



Total site area (ha)	0.64	Current uses	Office building, shop units at ground floor
Undeveloped land (ha)	N/A	Sequential status	Within district centre
Site status	Existing employment use	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 7 km from M1 but located off A505, a good partly dualled road. Around 3.4 km from A6, via residential areas.	2
Local accessibility (parking, local road access and public transport)	Good road access from Putteridge Road, close to roundabout junction with A505 Hitchin Road/Stopsley Way. Ample parking provided. Bus stop adjacent to the site on Putteridge Road with three local bus routes.	4
Proximity to urban areas and access to labour & services	Site located within a predominantly residential area, and within defined Stopsley district centre boundary, providing good access to local labour.	4
Compatibility of adjoining uses	Adjacent uses include Plaza 668 office block to the north and working men's club to the east. Further shops located to the south west across the A505 roundabout.	4
Physical and environmental constraints	Level site with no obvious physical constraints to development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Prominent, visible location adjacent to main route into Luton from the north east. Sub-divided into smaller units and functions as a business centre. Tall office block, in good condition but dated appearance. Offices occupied. Purpose built office building with limited scope for conversion. Potential development opportunity in car park.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area and within defined district centre boundary. Not within area of high flood risk.	
Barriers to delivery	Occupied building in good condition.	
Potential uses	B1 office use	
Timescale/availability	Medium to long term development opportunity.	

Total Score: 22

Site Name: King Street**Reference: 45**

Total site area (ha)	0.66	Current uses	A1-A5 and B1
Undeveloped land (ha)	N/A	Sequential status	In town centre
Site status	Mixed use site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Within town centre, adjoining the A505 town centre ring road at the southern end of the site. Approximately 3.5 km from junction 10 of the M1, alternatively 5.2 km from junction 11 of the M1 via the A505.	3
Local accessibility (parking, local road access and public transport)	Located partly on the A505 with a local road running through the site. Within town centre so multiple bus routes and close to train station and guided busway. Limited parking provision.	3
Proximity to urban areas and access to labour & services	In urban area – town centre location.	5
Compatibility of adjoining uses	Town centre uses to the north with some residential to the east, west and south across the ring road.	3
Physical and environmental constraints	Small regular shaped site, with a local road running through the middle. Gently sloping from south to north. Fully developed site suggests no environmental constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Town centre location. Active street frontages with some attractive buildings. Site is fully developed and constrained on all sides by other development. Mix of pre and post war buildings. Mainly in adequate to poor condition with many older, potentially attractive buildings in need of refurbishment. Lots of vacant units, especially on ground floor.	2
Planning factors/status	Within Town Centre Shopping Area (policy LP22 of draft Local Plan) and Conservation Area (LP30). Part identified as housing allocation in draft Local Plan. Part of site (Midland House) under alteration for change of use to hostel accommodation for YMCA (sui generis use). Not within an area of high flood risk.	
Barriers to delivery	Many occupied premises and within conservation area.	
Potential uses	B1, A1-A5, residential	
Timescale/availability	Medium term development opportunity	

Total Score: 19

Site Name: Kingsway

Reference: 46



Total site area (ha)	1.11	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 2.5 km from Junction 11 of M1 via A505 (Dunstable Road) and some residential roads.	3
Local accessibility (parking, local road access and public transport)	Narrow access to site from Kingsway. Internal road within site, turning for larger vehicles only possible at far end of site. Reasonable parking provision for the units. Closest bus stops on Dallow Road, around 400m to the south.	3
Proximity to urban areas and access to labour & services	Site in close proximity to residential areas. Distant from town centre and limited local shops in surrounding area.	3
Compatibility of adjoining uses	Residential uses immediately to the south of the site. Elevated A505 Hatters Way and guided bus way borders site to the north. Employment uses to the east and across Kingsway to the west.	3
Physical and environmental constraints	Very narrow site could restrict future development potential for alternative uses. Fully developed, level site implies no environmental constraints.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Site suffers from lack of prominence and limited visibility from the road. Existing buildings on site in reasonable condition. Some vacant units present.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Site fully developed, configuration could restrict future delivery.	
Potential uses	B1, B2, B8	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 17

Site Name: Langley Terrace**Reference: 47**

Total site area (ha)	0.72	Current uses	B1/B8/car repairs
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Occupied industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Access just south of the A505 town centre ring road, approximately 3 km from junction 10 of the M1.	3
Local accessibility (parking, local road access and public transport)	Site split into three sections. The southern section is accessed off a very narrow road, with very tight entrances to units. The north-western section has a wider entrance from local road but limited space for turning within site. North-east section accessed from local road with wider entrance.	2
Proximity to urban areas and access to labour & services	In urban area – located just south of the town centre. Within predominantly residential area.	3
Compatibility of adjoining uses	Industrial uses to the north and west. Primarily residential to the south and east.	3
Physical and environmental constraints	Site split into three sites. Southern site is irregular in shape with difficult access off narrow lane. East and west sites are regular shape. Eastern site is very small.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Some pre-war and mainly post-war industrial units in varying degrees of quality. Some poor quality buildings in need of refurbishment, especially to the south. Other units are adequate to good quality. A low number of vacant units. Some sections difficult to access for larger vehicles. Constrained on all sides by other development.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Many occupied units on site	
Potential uses	B1/B8 or residential	
Timescale/availability	Medium term development opportunity	

Total Score: 16

Site Name: Osbourne Road**Reference: 50**

Total site area (ha)	7.02	Current uses	B1
Undeveloped land (ha)	N/A	Sequential status	Edge of town centre
Site status	Existing employment site	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Access to Osbourne Road directly off roundabout on A505 Windmill Road. Approximately 3.5 km from Junction 10 on the M1 via A505 and Airport Way, a good dualled road..	3
Local accessibility (parking, local road access and public transport)	Adequate parking on site with wide internal roads and access junctions with good visibility. Bus stop located directly outside the site with four routes.	4
Proximity to urban areas and access to labour & services	A505 lies to north east of site with residential areas to the south east and south west. Edge of centre location within easy walking distance of Luton town centre.	3
Compatibility of adjoining uses	A self-contained site occupied by Vauxhall with office-type appearance. Closely abuts some residential dwellings; Osbourne Road separates some from the site and those on the same side of the road are well screened. Large parking areas act as buffer to dwellings. Open land lies to the north west.	4
Physical and environmental constraints	Large, level site of regular shape. River Lea cuts through the site and a County Wildlife Site abuts the watercourse. Marginal chance of flooding from the river on a small area of the site. However, site is fully developed suggesting no significant development constraints.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Fully occupied by Vauxhall; appears purpose built for one large firm and may be difficult to re-let or easily sub-divide for other occupiers. Modern, 1990s building with good environment and in prominent location. Buildings in very good condition.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk, but open space immediately to the north of the site identified as within Flood Zone 3.	
Barriers to delivery	Fully occupied site	
Potential uses	B1, B8	
Timescale/availability	Long-term	

Total Score: 21

Site Name: Premier Business Park**Reference: 51**

Total site area (ha)	1.63	Current uses	B1, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.5 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.2 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Wide site access junctions and internal roads; good parking provision and high loading bays. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Located to north of Luton and distant from town or other centres, with some residential areas to the north east. Small parade of shops some distance away on Ashwell Avenue.	3
Compatibility of adjoining uses	Industrial and commercial uses on all sides.	5
Physical and environmental constraints	Site is large, level and of a regular shape. No obvious physical constraints to development; appears fully developed.	5
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Modern industrial units, well maintained and landscaped parking area. In well established industrial location. No obvious vacant units.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk..	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B8 uses.	
Timescale/availability	No scope for redevelopment in medium/long term	

Total Score: 23



Total site area (ha)	2.62	Current uses	B1/B2/B8
Undeveloped land (ha)	Approx. 0.6 ha	Sequential status	N/A
Site status	Existing industrial area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.8 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Good wide internal access roads. Wide junctions from main roads. Good provision of on-site car parking. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Lies on northern edge off Luton distant from any centre, but with some residential areas to the north east. Small parade of shops at some distance on Ashwell Avenue.	3
Compatibility of adjoining uses	Industrial and commercial uses on three sides, with a small amount of residential to the south and east	4
Physical and environmental constraints	Site is large, level and of regular shape. No obvious physical constraints to development, and appears fully developed.	5
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	A managed estate with good quality 1980s units. Prominent, well established industrial location with two vacant units	4
Planning factors/status	Majority of site identified in draft Local Plan as Category A Employment Area, undeveloped part of site designated as within neighbourhood centre boundary. Not within an area of high flood risk.	
Barriers to delivery	None	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium / long term	

Total Score: **22**

Site Name: Sundon Business Park**Reference: 53**

Total site area (ha)	2.55	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.5 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.2 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Wide internal roads and good site junctions; adequate parking within site and high loading bays. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Lies on northern edge off Luton distant from any centre, but with some residential areas to the north east. Small parade of shops at some distance on Ashwell Avenue.	3
Compatibility of adjoining uses	Surrounded by industrial uses on three sides with Sundon Park Road creating a buffer to the dwellings to the east of the site.	4
Physical and environmental constraints	Site is large, level and of regular shape. No obvious physical constraints to development, and appears fully developed.	5
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	A managed estate with good quality modern units, some offices and distribution uses. Prominent, well established industrial location with some large vacant units.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium/long term	

Total Score: 22

Site Name: Urban Hive, Luton Enterprise Park

Reference: 57



Total site area (ha)	0.81	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.3 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.5 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Good access to site off internal road from Sundon Park Road. Adequate parking within site outside the units. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Lies on northern edge off Luton distant from any centre, but with some residential areas to the north east. Small parade of shops at some distance on Ashwell Avenue.	3
Compatibility of adjoining uses	Surrounded by industrial uses on three sides with Sundon Park Road creating a buffer to the dwellings to the east of the site.	4
Physical and environmental constraints	Site is level and of regular shape. No obvious physical constraints to development, and appears fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Good quality modern units within well established industrial location. Reasonable provision of landscaping around site. No obvious vacant units.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious, but site fully developed.	
Potential uses	B1/B2/B8 uses	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 21



Total site area (ha)	1.84	Current uses	B1 office use
Undeveloped land (ha)	N/A	Sequential status	Edge of district centre
Site status	Existing employment site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 6km from junction 10 of the M1, partly via dual carriageway, route passes around the airport through some residential areas.	2
Local accessibility (parking, local road access and public transport)	Access from roundabout at junction of Eaton Green Road and Wigmore Lane. Bus stops located close to the site on Wigmore Lane and Eaton Green Road served by a number of local bus routes. Some parking provided within the site.	3
Proximity to urban areas and access to labour & services	Adjacent to Wigmore Park district centre shops/service uses and Asda superstore. Residential areas to the north and west.	4
Compatibility of adjoining uses	Residential uses adjacent to the site to the north east. District centre adjoins the north western boundary. Wigmore Park to the south of site across Eaton Green Road. Perimeter of Luton Airport to the south west of the site.	4
Physical and environmental constraints	Level site with no obvious physical constraints to development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Office space comprises Wigmore House, Marlborough House and Eaton House, sub-divided into smaller units. In prominent location close to the airport. Large 1980s office building in good condition. Some floorspace to let and being marketed. Fully developed site with no scope for expansion.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	Site fully developed, building in good condition.	
Potential uses	B1 office use.	
Timescale/availability	No scope for redevelopment in the medium term.	

Total Score: 20

Site Name: Wigmore/Century Park**Reference: 59**

Total site area (ha)	42.63	Current uses	Undeveloped land
Undeveloped land (ha)	42.63	Sequential status	Out of centre
Site status	Greenfield site	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 6.4km from junction 10 of the M1, partly via dual carriageway, route passes around the airport through residential area.	2
Local accessibility (parking, local road access and public transport)	No existing access junction into the site, which is approached at the north end via a winding road (Eaton Green Road) with residential properties. Although there is no obvious public transport to this part of the site, three buses run every 20-30 minutes from the housing estate to the north west of the site.	3
Proximity to urban areas and access to labour & services	Northern part of site close to residential areas, separated by Eaton Green Road, and around 1km from Wigmore Park district centre shops/services. The south of the site is close to the airport runway, but not the airport terminal buildings.	3
Compatibility of adjoining uses	Largely adjoins open land, with the edge of a housing estate to the north and the airport runway to the south. Adjoins a County Wildlife Site and Area of Local Landscape Value.	4
Physical and environmental constraints	A large greenfield site. No obvious physical or environmental constraints to development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Benefits from proximity to airport. Development of site associated with airport expansion. The proposed new access to this site is considered to be viable and deliverable, as shown on the emerging Pre-Submission Local Plan Policies Map, and will significantly improve the profile of site.	4
Planning factors/status	Identified as part of the Strategic Allocation for London Luton Airport in the draft Luton Local Plan (policy LP6) for a range of aviation related Use Class B employment development to be delivered adjacent to the airport. Also within strategic employment allocation (policy LP13). Not in an area of high flood risk.	
Barriers to delivery	Site is currently poorly accessed by road and needs costly new road. Undulating site levels.	
Potential uses	Airport related B1/B2/B8 uses, small scale retail/service/leisure uses (A1-A3 and D2) to serve the needs of employees in the area, hotel (C1).	
Timescale/availability	Development possible in short/medium term once new access road delivered.	

Total Score: 20

Site Name: Willowgate Trading Estate**Reference: 60**

Total site area (ha)	2.28	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.6 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Good site access junction and wide internal roads, although some lorry congestion on internal roads. Some parking provided within site but evidence of on-street parking. Two bus routes operating along Sundon Park Road. One daily bus service to/from Camford Way. Approximately 3km from the nearest train station.	3
Proximity to urban areas and access to labour & services	Lies on northern edge of Luton distant from any centre but with small parade of shops at some distance on Ashwell Avenue; residential areas at a distance to the north east.	3
Compatibility of adjoining uses	Industrial and commercial uses on three sides, railway line forms site boundary to the west.	5
Physical and environmental constraints	Site is large, level and of a regular shape. No obvious physical constraints to development, and appears fully developed.	5
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	A mixture of modern industrial units and much older smaller buildings, generally well maintained. In a well established industrial location. No obvious vacant units.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 22

Site Name: Abbeygate Business Centre**Reference: 61**

Total site area (ha)	0.16	Current uses	Office/light industrial
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.5 km from junction 10 of the M1, via town centre roads and the A505.	2
Local accessibility (parking, local road access and public transport)	Near town centre location with local road access from residential radial routes. Good access off Hartley Road, a residential street. Shared courtyard parking and servicing. Near town centre public transport.	3
Proximity to urban areas and access to labour & services	Less than 400m from town centre services and public transport giving good access to residential areas of Luton. Close to local shops, within walking distance to Luton train station.	3
Compatibility of adjoining uses	In mixed use area on edge of employment cluster adjacent to residential area. Near Burr Street industrial estate. Residential development to east and across road to west	3
Physical and environmental constraints	Small regular shaped site with light slope overcome by development platforms. Fully developed. No obvious development constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Contains six industrial units in poor condition with offices above; many vacant units. 1970s buildings in a run-down state. In need of refurbishment. Some broken windows and generally tatty exterior. Good location but separated from town centre by railway lines. Potential for regeneration.	2
Planning factors/status	Not allocated within draft Local Plan. High Town strategic allocation across Church Street from the site. Not within an area of high flood risk.	
Barriers to delivery	Occupied units on site.	
Potential uses	B1/residential	
Timescale/availability	Short-medium term development opportunity.	

Total Score: 16

Site Name: Camford Way**Reference: 62**

Total site area (ha)	10.33	Current uses	B1, B2, B8, sui generis
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.6 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Wide internal roads and good site junctions; inadequate parking within site with many roads congested with parked cars. Two bus routes operating along Sundon Park Road in close proximity to the industrial area, one bus every 30-60 minutes and the other operates less than hourly. Approximately 2.5 km from nearest rail station.	3
Proximity to urban areas and access to labour & services	Lies on northern edge of Luton distant from any centre but with small parade of shops at some distance on Ashwell Avenue; Residential areas to the north east.	3
Compatibility of adjoining uses	Industrial and commercial uses on three sides. Residential to the east across Sundon Park Road.	5
Physical and environmental constraints	Site is very large, level and of a regular shape. No obvious physical constraints to development, and appears fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Generally buildings in good condition. Some old brick buildings tatty and in need of refurbishment. No landscaping on site, some parts messy / run down. Very few vacant units. Site includes non-B Class uses – large Cash & Carry (sui generis).	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious - no undeveloped plots.	
Potential uses	B1/B2/B8 uses	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 20

Site Name: Capability Green**Reference: 63**

Total site area (ha)	27.23	Current uses	B1
Undeveloped land (ha)	N/A	Sequential status	Out of centre
Site status	Business Park	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Direct access from A1081 which is 1 km from Junction 10 of the M1	5
Local accessibility (parking, local road access and public transport)	Wide internal roads with excellent on site car parking provision. One bus route (number 30) runs to Luton town centre twice in the morning and twice in the afternoon.	4
Proximity to urban areas and access to labour & services	At the southern edge of Luton, distant from any shops and services. Residential areas to the north and west, but limited accessibility.	3
Compatibility of adjoining uses	Residential, a primary school and open land	3
Physical and environmental constraints	Site is very large, level and of a regular shape. No obvious physical constraints to development, and appears fully developed.	5
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Very modern, good quality buildings. Pleasant landscaping with tree lined roads and water features. High quality office environment. Some vacant / underused buildings	5
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	None	
Potential uses	B1 / B8	
Timescale/availability	Modern development so no scope for redevelopment in long term	

Total Score: 25

Site Name: Covent Garden Close**Reference: 65**

Total site area (ha)	3.44	Current uses	Mixed industrial uses, majority of site occupied by Cawleys recycling and waste management
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 2 km from M1 junction 11, via busy, mostly residential roads.	3
Local accessibility (parking, local road access and public transport)	Site accessed from Arundel Road, Wingate Road and Selbourne Road. Adequate internal car parking provided. Closest bus stops around 500m to the west on Beechwood Road.	3
Proximity to urban areas and access to labour & services	Residential area to the south and east gives access to local labour. Distant from any main shopping centre, some local shops at Beechwood Road/Waller Avenue.	3
Compatibility of adjoining uses	Site within wider industrial area. Residential properties to the south and east.	3
Physical and environmental constraints	Irregular shaped, level site, fully developed. No significant constraints on development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Site fully occupied, with no obvious vacancies within the site. Buildings appear in reasonable condition. No undeveloped parts of site.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Occupied buildings in reasonable condition.	
Potential uses	Alternative industrial uses.	
Timescale/availability	Medium term development opportunity.	

Total Score: 18

Site Name: Empress Road**Reference: 67**

Total site area (ha)	0.20	Current uses	Residential, car repairs/services
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Mixed residential and commercial	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 2km from junction 11 of the M1, but via busy and narrow local roads and through residential areas.	2
Local accessibility (parking, local road access and public transport)	Access via narrow residential road. Very limited parking provided for the car repairs/service uses, but adjacent to Mostyn Road car park. Leagrave railway station approximately 500m by road to the north west.	2
Proximity to urban areas and access to labour & services	Site located within a primarily residential area. Close to shops and services within Marsh Road district centre.	3
Compatibility of adjoining uses	Site primarily surrounded by residential uses, with the car park and railway line beyond forming the western boundary of the site.	2
Physical and environmental constraints	Small constrained site. Site fully developed with no scope for expansion.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Low profile location. Site constrained by adjoining residential uses. Poor quality and condition of units, vacant building adjoining car park in disrepair. Existing non-B class uses on site.	2
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Site partly developed for residential use.	
Potential uses	Continued residential use, small scale employment uses	
Timescale/availability	Unlikely to become available in the medium term.	

Total Score: 13

Site Name: High Town Road**Reference: 68**

Total site area (ha)	0.46	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	Edge of centre
Site status	Employment area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.8 km from junction 10 of the M1 via busy town centre roads and the A505.	2
Local accessibility (parking, local road access and public transport)	Main access to site from narrow, curved Concorde Street to the rear. Ample parking and servicing space provided. Close to town centre public transport.	3
Proximity to urban areas and access to labour & services	Within predominantly residential area and in close proximity to High Town district centre. Walking distance from Luton town centre and railway station, providing link to surrounding residential areas.	3
Compatibility of adjoining uses	Residential areas to the north. Mix of employment, education and community uses to the south, east and west.	3
Physical and environmental constraints	Small, irregularly shaped site; fully developed.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Reasonable site profile on High Town Road and near town centre. Small modern office units (1980s) along High Town Road frontage in good condition. Some units appear to be vacant.	3
Planning factors/status	Located within the High Town Strategic Allocation (draft Local Plan policy LP10) which states the vision for the area is to create a sustainable neighbourhood destination delivered through residential-led mixed use development including small scale offices / workshops, live work units and increased retail provision. Not within area of high flood risk.	
Barriers to delivery	Occupied buildings on site	
Potential uses	B1	
Timescale/availability	Long term development opportunity	

Total Score: 17



Total site area (ha)	53.84	Current uses	International Airport
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Developed airport	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 10 of the M1, via dual carriageway Airport Way.	4
Local accessibility (parking, local road access and public transport)	Excellent car parking and transport links to nearby Luton Airport Parkway railways station and numerous bus and coach routes serving the region.	4
Proximity to urban areas and access to labour & services	At the southern edge of Luton, distant from any centre. Residential areas to the north, but limited accessibility.	3
Compatibility of adjoining uses	Industrial / commercial / airport related uses on all sides	5
Physical and environmental constraints	Developed site with no obvious constraints	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Large level site, with fairly modern buildings in good condition. All buildings on site serve the airport / aviation industry	4
Planning factors/status	Site entirely within the London Luton Airport boundary, as shown on the draft Local Plan Policies Map (Policy LP6). The draft Plan states the allocation serves the strategic role of London Luton Airport and associated growth of business and industry, including aviation engineering, distribution and service sectors which are important for Luton, the sub regional economy, and for regenerating the wider conurbation. Not within an area of high flood risk.	
Barriers to delivery	Operational international airport	
Potential uses	Airport and ancillary B8 / B1	
Timescale/availability	No potential for redevelopment in medium / long term	

Total Score: 24

Site Name: Luton Enterprise Park**Reference:** 71

Total site area (ha)	2.85	Current uses	B1 / B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Developed industrial park	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.3 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.5 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Wide internal roads and good site junctions; adequate parking within site. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Lies on northern edge of Luton distant from any centre but with small parade of shops at some distance on Ashwell Avenue.	3
Compatibility of adjoining uses	Industrial and commercial on all sides	5
Physical and environmental constraints	Site is large, level and of a regular shape. No obvious physical constraints to development, and appears fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Generally buildings in good condition. No vacant units	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious - no undeveloped plots.	
Potential uses	B1/B2/B8 uses	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 22

Site Name: New Town Trading**Reference:** 72

Total site area (ha)	0.43	Current uses	B8/B1
Undeveloped land (ha)	0.1	Sequential status	N/A
Site status	Industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 400m south of the town centre. A505 town centre ring road is 400m to the north. Approximately 3 km from junction 10 of M1, via residential roads.	2
Local accessibility (parking, local road access and public transport)	Access is via relatively narrow local roads. Limited on-site parking and limited on-road parking. Poor public transport connections. Adjacent to primary school – possible congestion issues.	1
Proximity to urban areas and access to labour & services	In urban area, approximately 400m south of the town centre boundary. Within primarily residential area.	3
Compatibility of adjoining uses	Industrial to the west, and residential to the south and east. A primary school playing field to the north.	3
Physical and environmental constraints	Site is small and fairly regular in shape. Flat site, with no obvious environmental constraints. Some undeveloped sections in the north of the site.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Poor public transport, parking and access. Mostly older, poor condition buildings, some in need of complete refurbishment/redevelopment. Some 1980s industrial units in adequate condition. Some vacant units and small undeveloped area in the north. Notice displayed for application for change of use from light industrial to an HMO for building at the north end of the site.	2
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Occupied units, adjacent residential uses and primary school may constrain potential uses.	
Potential uses	B1, residential	
Timescale/availability	Short-medium development opportunity.	

Total Score: 14



Total site area (ha)	6.83	Current uses	Airport related uses, B1, B2, B8, fuel tanks
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing mixed airport related employment uses	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4km from junction 10 of M1, mostly via dual carriageway and local airport access roads.	3
Local accessibility (parking, local road access and public transport)	Adequate site junction; good quality free moving roads but limited parking, with cars spilling onto verges. Bus stops located on Percival Way with service to Stevenage, and airport shuttle buses.	4
Proximity to urban areas and access to labour & services	Close to Luton Airport but distant from any town centre services or residential areas. Access to retail/catering services in nearby airport terminal buildings.	3
Compatibility of adjoining uses	Surrounded by other airport-related industrial and commercial uses.	4
Physical and environmental constraints	Site split into two parts. Both sites fully developed. No obvious physical constraints on development.	4

Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	A variety of buildings including some older buildings and hangers, some in poor condition. Mainly occupied by airport related uses, some buildings very specialist; low vacancy; moderate environment but attractive for airport-related activities	4
Planning factors/status	Part of site located within the London Luton Airport boundary, with the remainder Category A Employment Area, as shown on the draft Local Plan Policies Map. Not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	Airport related B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 22

Site Name: Power Court**Reference: 74**

Total site area (ha)	7.21	Current uses	Vacant
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Good access to A505 Luton Ring Road. Around 4km from junction 10 of the M1 via the A505 and Airport Way a good dualled road. Alternatively approximately 6km from junction 11 of the M1.	3
Local accessibility (parking, local road access and public transport)	Reasonable local access off Guildford Road, but via town centre and congested roads. Reasonable internal roads and parking areas within site. Very near to railway station, town centre buses, and route of rapid transit busway.	3
Proximity to urban areas and access to labour & services	On edge of Luton town centre with good public transport access to surrounding residential areas and railway station.	4
Compatibility of adjoining uses	Limited sensitive uses near the site, with busway and railway lines to north and short terrace of residential to east but other nearby uses separated by road.	4
Physical and environmental constraints	Large, level site with regular shape. Fully developed. River Lea culvert within site would require access for maintenance. Proximity to rail line affects local environment and may require noise/vibration attenuation.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Good location visible from ring road and train station and close to town centre. However older 1970-80s units and all vacant awaiting redevelopment for non B Class uses. Current planning permission for mixed use, mainly residential and retail development.	2
Planning factors/status	Within town centre boundary. Identified in draft Local Plan as a strategically important development site (policy LP9), allocated for mixed use redevelopment of around 600 dwellings and 3,700 sq.m net convenience goods retail floorspace. Uses including sport, leisure and cultural facilities will also be encouraged on this site. Not within an area of high flood risk.	
Barriers to delivery	Site clearance and decontamination costs.	
Potential uses	Mixed use but could include some offices.	
Timescale/availability	Short term redevelopment opportunity.	

Total Score: 20

Site Name: Proctor Way

Reference: 75



Total site area (ha)	1.79	Current uses	Airport related uses, office uses, social club, middle part of site cleared/vacant
Undeveloped land (ha)	Cleared section of site	Sequential status	N/A
Site status	Existing employment site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4km from junction 10 of M1, mostly via dual carriageway, and local airport access roads.	3
Local accessibility (parking, local road access and public transport)	Access via Proctor Way from Percival Way, the perimeter road around the airport. Adequate parking provided within the site. Bus stop located 100m from site on Percival Way with service to Stevenage, additional bus services from Airport Way 350m from site. Airport shuttle buses	4
Proximity to urban areas and access to labour & services	Close to London Luton Airport but distant from any town centre services or residential areas. Access to retail/catering services in nearby terminal buildings.	3
Compatibility of adjoining uses	Surrounded by other airport related industrial and commercial uses. Open space and drop in levels to the west. Hotel uses to the south.	4
Physical and environmental constraints	No obvious physical constraints on development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Mix of building types, including functional airport related industrial premises, Prudence Place high quality pre-war buildings containing offices. Non-employment uses present on site. Cleared part of site available for redevelopment.	4
Planning factors/status	Majority of site located within the London Luton Airport boundary, with the remainder Category A Employment Area, as shown on the draft Local Plan Policies Map. Not within an area of high flood risk.	
Barriers to delivery	No obvious barriers to delivery.	
Potential uses	Airport related employment uses.	
Timescale/availability	Cleared part of site short term opportunity.	

Total Score: 22



Total site area (ha)	6.20	Current uses	B1, B2, B8
Undeveloped land (ha)	Small area adjacent to car park	Sequential status	N/A
Site status	Mixed airport related employment area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4km from junction 10 of M1, mostly via dual carriageway and local airport access roads.	3
Local accessibility (parking, local road access and public transport)	Adequate site junctions; good quality free moving roads but limited parking, with cars spilling onto verges. Bus stops located on Percival Way with service to Stevenage, and airport shuttle buses.	4
Proximity to urban areas and access to labour & services	Close to Luton Airport but distant from any town centre services or residential areas. Access to retail/catering services in nearby airport terminal buildings.	3
Compatibility of adjoining uses	Surrounded by other airport-related industrial and commercial uses.	4
Physical and environmental constraints	Some change in levels across the site. No obvious physical constraints on development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	A high profile location by the airport, with good quality modern office buildings in the southern part of the site. Mix of building types in the northern half of the site, some poor quality. No obvious vacancies. Attractive for airport related uses.	4
Planning factors/status	Located within the London Luton Airport boundary in the draft Local Plan. Not within an area of high flood risk.	
Barriers to delivery	None obvious, small undeveloped plot within site.	
Potential uses	Airport related B1/B2/B8 uses.	
Timescale/availability	Limited scope for redevelopment in medium/long term.	

Total Score: 22

Site Name: Sarum Road**Reference: 77**

Total site area (ha)	0.15	Current uses	Royal Mail sorting office
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial/office premises	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 2km from junction 11 of the M1, but via busy and narrow local roads and through residential areas.	2
Local accessibility (parking, local road access and public transport)	Site road access from narrow residential roads. Parking within Royal Mail site. Reasonable public transport with three bus routes on main road nearby (B579) and Leagrave rail station nearby.	3
Proximity to urban areas and access to labour & services	Site within close proximity to local parade of shops, and within mainly residential area providing local labour supply	3
Compatibility of adjoining uses	Site principally within residential area with residential uses on several sides. Several adjoining sites have recently been developed as residential court style developments.	2
Physical and environmental constraints	Small but level site. Existing brick buildings likely to require demolition to facilitate development. Little to no existing vegetation on site.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Site poorly located, set back from the main road within a residential area. Older buildings in moderate condition. Royal Mail office vacant. Not obvious office location. Site located significant distance from existing commercial employment areas.	2
Planning factors/status	Site not allocated as an employment area, not within an area of high flood risk.	
Barriers to delivery	Potential impact on neighbouring residential uses.	
Potential uses	Residential, subject to existing uses vacating or moving to alternative premises.	
Timescale/availability	Short term development opportunity	

Total Score: 15



Total site area (ha)	13.56	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 11 of the M1 via the A5228, passing through busy residential areas. Alternatively, approximately 6.3 km from junction 12 of the M1 via narrow, rural roads.	2
Local accessibility (parking, local road access and public transport)	Good site access junctions and wide internal roads; adequate parking and high loading bays, although some on-road parking evident, hindering HGV access. Three bus routes operating nearby with stops on Toddington Road.	3
Proximity to urban areas and access to labour & services	Lies in northern edge of Luton distant from any centre and services, but with some residential areas nearby to the south and south east. No shops or services in the immediate vicinity.	3
Compatibility of adjoining uses	Residential areas to the east and to the south, across Toddington Road. Industrial and commercial uses and large Vauxhall works adjoining to the west. To the north of the site is the railway line.	4
Physical and environmental constraints	Site is large, level and of a regular shape. No obvious physical constraints to development, and appears to be fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	A mix of modern industrial units and older buildings, some refurbished and most in good condition. In well established industrial location; several vacant units noted throughout the site but vacancy low overall.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium/long term	

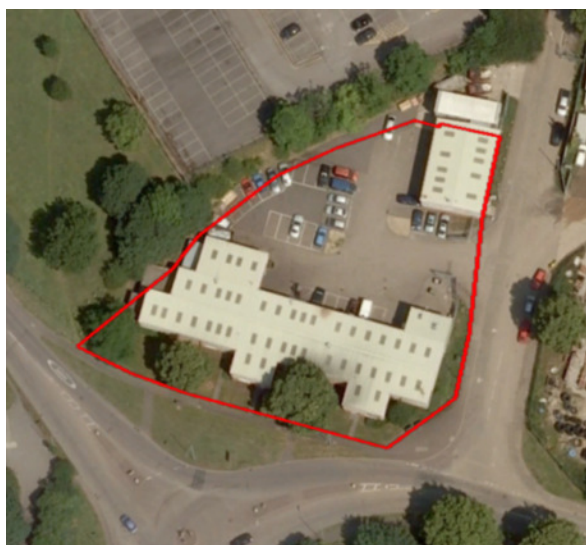
Total Score: 19



Total site area (ha)	0.70	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 11 of the M1 via the A5228, passing through busy residential areas. Alternatively, approximately 6.3 km from junction 12 of the M1 via narrow, rural roads.	2
Local accessibility (parking, local road access and public transport)	Good site access junctions and wide internal roads; adequate parking and high loading bays, although some on-road parking evident, hindering HGV access. Three bus routes operating nearby with stops on Toddington Road.	3
Proximity to urban areas and access to labour & services	Lies in northern edge of Luton distant from any centre and services, but with some residential areas nearby to the south and south east. No shops or services in the immediate vicinity.	3
Compatibility of adjoining uses	Industrial and commercial uses adjoining.	4
Physical and environmental constraints	Site is medium sized, level and irregular shape. No obvious physical constraints to development, and appears to be fully developed.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Modern industrial units, some refurbished. In well-established industrial location; vacancy low.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium/long term	

Total Score: **19**

Site Name: Bay Close/Progress Way**Reference: 80**

Total site area (ha)	0.31	Current uses	B1/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Small industrial park	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 11 of the M1 via the A5228, passing through busy residential areas. Alternatively, approximately 6.3 km from junction 12 of the M1 via narrow, rural roads.	2
Local accessibility (parking, local road access and public transport)	Good site access junctions and wide internal roads; adequate parking. Three bus routes operating nearby with stops on Toddington Road.	3
Proximity to urban areas and access to labour & services	Lies in northern edge of Luton distant from any centre and services, but with some residential areas nearby to the south. No shops or services in the immediate vicinity.	3
Compatibility of adjoining uses	Industrial and commercial uses adjoining, with residential uses to the south	4
Physical and environmental constraints	Site is small, level and of a regular shape. No obvious physical constraints to development, and appears to be fully developed.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Modern industrial units in good condition. In well-established industrial location; vacancy low.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium/long term	

Total Score: 19

Site Name: Eagle Centre Way/Sedgwick Road**Reference: 81**

Total site area (ha)	0.37	Current uses	B1/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Industrial Park	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 11 of the M1 via the A5228, passing through busy residential areas. Alternatively, approximately 6.3 km from junction 12 of the M1 via narrow, rural roads.	2
Local accessibility (parking, local road access and public transport)	Good site access junctions and wide internal roads; adequate parking. Three bus routes operating nearby with stops on Toddington Road.	3
Proximity to urban areas and access to labour & services	Lies in northern edge of Luton distant from any centre and services, but with some residential areas nearby to the south and south east. No shops or services in the immediate vicinity.	3
Compatibility of adjoining uses	Industrial and commercial uses adjoining.	4
Physical and environmental constraints	Site is small, level and of a regular shape. No obvious physical constraints to development, and appears to be fully developed.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Modern industrial units, in good condition. Well-established industrial location; vacancy low.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	No scope for redevelopment in medium/long term	

Total Score: 19

Site Name: Selbourne Road**Reference: 82**

Total site area (ha)	4.17	Current uses	B1, B8, D1 (nursery), builders merchants
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 2 km from Junction 11 of the M1 but via busy, largely residential roads.	3
Local accessibility (parking, local road access and public transport)	All units appear to have separate access junctions but the sites themselves are very cramped and parking overflows onto the verge. No common road network throughout site which is intertwined with residential. No obvious bus routes in close proximity.	2
Proximity to urban areas and access to labour & services	Located in residential area with local centre and a small parade of shops at some distance at junction between Wingate Road and Waller Avenue.	3
Compatibility of adjoining uses	Immediately adjoining other industrial uses, with housing, nursery and church all in the same site. Backs onto a railway to the north east.	2
Physical and environmental constraints	Site fully developed by industrial uses, housing and other services. Narrow site, fully developed. No obvious development constraints other than nearby housing.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Very mixed stock of units and lower quality environment but with few obvious vacancies.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Site fully developed, and in close proximity to housing.	
Potential uses	B1/B8 uses.	
Timescale/availability	Potential for redevelopment in medium term	

Total Score: 16

Site Name: SKF**Reference: 83**

Total site area (ha)	8.14	Current uses	B1 / B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	SKP (UK) plant	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.3 km from junction 11 of M1 via the A5228, passing through residential areas, alternatively approximately 7.5 km from junction 12 of M1 via narrow rural roads.	2
Local accessibility (parking, local road access and public transport)	Wide access from Sundon Park Road. Entire site is secured and internal access to available. Two bus routes operating along Sundon Park Road in close proximity to the industrial area. Approximately 2 km from nearest rail station.	4
Proximity to urban areas and access to labour & services	Lies on northern edge of Luton distant from any centre but with small parade of shops at some distance on Ashwell Avenue.	3
Compatibility of adjoining uses	Industrial and commercial on three sides, with residential to the east.	4
Physical and environmental constraints	Site is large and level. No obvious physical constraints to development, and appears fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Generally buildings in good condition. Largely older buildings (1950s era). Entire site used by SKF (UK) Ltd. No obvious vacant units	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious - no undeveloped plots.	
Potential uses	B1/B2/B8 uses	
Timescale/availability	No scope for redevelopment in medium term	

Total Score: 21



Total site area (ha)	0.40	Current uses	Industrial units
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 400m south of the town centre. A505 town centre ring road is 400m to the north. Approximately 3 km from junction 10 of M1, via residential roads.	2
Local accessibility (parking, local road access and public transport)	Site access off narrow residential street with heavy parking. Reasonable parking area within site. Town centre public transport interchanges within walking distance.	2
Proximity to urban areas and access to labour & services	Within primarily residential area, approximately 400m south of Luton town centre boundary.	3
Compatibility of adjoining uses	Eastern half of site adjacent to existing industrial uses, with residential closely adjoining on other sides.	2
Physical and environmental constraints	Small site with gentle slope dropping approximately 2m from north to south. Site fully developed with no obvious development constraints other than proximity to housing.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Contains reasonably modern small industrial units but some in relatively poor condition and several units vacant. One unit converted to bakery. Site lacks visibility and prominence.	2
Planning factors/status	Site not allocated within draft Luton Local Plan, not within an area of high flood risk.	
Barriers to delivery	No obvious barriers, apart from adjacent residential uses constrain potential uses.	
Potential uses	Site potentially be developed for residential use if no demand for employment use.	
Timescale/availability	Short-medium term development opportunity	

Total Score: 14

Site Name: Waller Avenue**Reference: 85**

Total site area (ha)	2.61	Current uses	BT telephone engineering centre, motor transport workshop
Undeveloped land (ha)	N/A	Sequential status	Out of centre
Site status	Existing employment site	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 2km from junction 11 of M1 via busy, largely residential roads.	3
Local accessibility (parking, local road access and public transport)	Access from busy mostly residential road. Good internal circulation and ample parking provided within the site. Closest bus stops across the railway on Leagrave Road.	3
Proximity to urban areas and access to labour & services	Located in primarily residential area. Local shops and services at junction of Waller Avenue and Wingate Road.	3
Compatibility of adjoining uses	Bounded by railway to the north east, residential to the north west and south east, sports ground to the south west. Area facing Waller Avenue excluded from site contains residential and car sales.	3
Physical and environmental constraints	Large, level, regular shaped site. No obvious development constraints, apart from adjoining residential premises.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Existing buildings reasonable quality. Good quality office building along Waller Avenue frontage. No vacant properties. Relatively low density on site, potential for intensification.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	No apparent barriers to delivery.	
Potential uses	B1/B8	
Timescale/availability	Medium term development opportunity	

Total Score: 19



Total site area (ha)	1.67	Current uses	B1 / B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Occupied industrial park	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 3.3 km from junction 10 of the M1 via dual carriageway and A505.	3
Local accessibility (parking, local road access and public transport)	Site access off main road with heavy traffic. Inadequate parking area within site with some on-road parking. One bus routes passes nearby along Windmill St and 0.8 km from town centre public transport.	3
Proximity to urban areas and access to labour & services	South of the town centre, few residential uses surrounding the site, good transport connections.	3
Compatibility of adjoining uses	Industrial / commercial on all sides, with a small amount of residential in between the two portions of the site and to the north.	3
Physical and environmental constraints	Split site with gentle slope. The northern site is larger and a regular shape. The southern site is very small and of an irregular shape. No obvious development constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Modern industrial units in reasonable condition. No landscaping and limited parking in front of each unit. Only one vacant unit. Some trade retail units within site.	3
Planning factors/status	Larger part of site identified in draft Local Plan as Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	Developed site with modern units.	
Potential uses	B1 / B8 / Residential	
Timescale/availability	Medium – long term	

Total Score: 18

Site Name: Wingate Road

Reference: 87



Total site area (ha)	1.16	Current uses	Workshop, removal and storage, cleared site
Undeveloped land (ha)	Site on south site of Wingate Road cleared	Sequential status	N/A
Site status	Existing employment site	Density	High (sites north of Wingate Road)

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 2 km from M1 junction 11, via busy, mostly residential roads.	3
Local accessibility (parking, local road access and public transport)	Three separate parts of the site, accessed from Wingate Road, a local primarily residential road. Limited parking within site boundaries, some on-street parking. Closest bus stops around 500m to the west on Beechwood Road.	2
Proximity to urban areas and access to labour & services	Residential area to the south gives access to local labour. Distant from any main shopping centre, some local shops at Beechwood Road/Waller Avenue.	3
Compatibility of adjoining uses	Immediately adjoining other employment and commercial uses. Residential areas to the south of Wingate Road. Large allocated site for residential development south of Wingate Road.	3
Physical and environmental constraints	Small, constrained sites. Sites to the north of Wingate Road level and fully developed. No significant constraints on development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Workshop building poor quality, removal and storage building reasonable quality. Sites to north of Wingate Road fully occupied. Constrained sites with no scope for expansion.	3
Planning factors/status	Sites to north of Wingate Road identified in draft Local Plan as a Category A Employment Area. Site to the south included within wider housing allocation. Not within an area of high flood risk	
Barriers to delivery	Sites to north fully developed. No apparent barriers to delivery.	
Potential uses	B1/B2/B8 and residential	
Timescale/availability	Site to south – short term, sites to north - medium term	

Total Score: 17

Site Name: Crescent Road**Reference: 89**

Total site area (ha)	2.83	Current uses	B1 / B8 / D1 / Sui Gen
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Developed industrial	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4 km from junction 10 of the M1, mostly via the A505 and dual carriageway.	3
Local accessibility (parking, local road access and public transport)	Access directly off Crescent Road. Wide entrances. Car parking on site, with large car park on western site. One bus route along Crescent Road and a number of bus services from Crawley Green Road, to the south of the site. Close to town centre railway and guided busway.	4
Proximity to urban areas and access to labour & services	Just outside town centre boundary but separated by railway line, near to residential areas.	3
Compatibility of adjoining uses	Railway line and other industrial to west, residential to north, east and south. Residential properties separate the two smaller sites.	3
Physical and environmental constraints	Site split into three separate areas. The larger, western site tapers to a narrow strip to the north. The two eastern sites are small, regular shaped sites. Eastern sites immediately adjacent to Area of Local Landscape Value.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Post war industrial and pre-fab office buildings, in average condition. Some office space not fully occupied and partly in use as a church. Other non Class B employment uses include an events venue.	3
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area. Not within an area of high flood risk.	
Barriers to delivery	Developed site.	
Potential uses	B1 / B8 / Residential	
Timescale/availability	Medium – long term	

Total Score: 19

Site Name: Plaza 668**Reference: 90**

Total site area (ha)	0.40	Current uses	Offices
Undeveloped land (ha)	N/A	Sequential status	Within district centre
Site status	Existing employment use	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 7 km from M1 but located off A505, a good partly dualled road. Around 3.4 km from A6, via residential areas.	2
Local accessibility (parking, local road access and public transport)	Good access off A505 at roundabout. A505 is a dual carriageway at this point. Adequate parking on site. Three bus routes pass by the site.	4
Proximity to urban areas and access to labour & services	Site located within a predominantly residential area, and within defined Stopsley district centre boundary, providing good access to local labour.	4
Compatibility of adjoining uses	Adjacent to residential properties and Jansel House office building to south east. No sensitive adjoining uses for offices.	4
Physical and environmental constraints	Small, level but irregularly shaped site. Site fully developed with 3 – 4 storey office building. No obvious development constraints.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Contains 1970 refurbished building in good condition. Appears to be entirely vacant and currently being marketed. High profile location and well landscaped site.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area and within defined district centre boundary. Not within an area of high flood risk.	
Barriers to delivery	Building in good condition	
Potential uses	Offices	
Timescale/availability	Any development opportunities only in longer term	

Total Score: 21

Site Name: Chaul End Lane South**Reference: 91**

Total site area (ha)	0.57	Current uses	Vacant B8 unit
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial unit	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Within 1.5 km of strategic road junction at J11 of M1 partly via fairly unconstrained A505 (Dunstable Road) but also partly through residential area.	4
Local accessibility (parking, local road access and public transport)	Good site access off Chaul End Road. Adequate parking/loading area within site. Lies opposite retail park and beside new guided busway. Bus stops located close to site on Chaul End Road.	3
Proximity to urban areas and access to labour & services	Close to residential area and retail park, although distant from any centre; adjacent to guided busway route.	3
Compatibility of adjoining uses	Retail park across main road to east and open land to south; residential uses immediately to north and west likely to be sensitive to employment uses, partly screened by trees.	2
Physical and environmental constraints	Medium sized, generally level site, regular shape, fully developed with large warehouse unit; no significant constraints on development.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Medium profile location beside new busway; 1970s B8 unit in reasonable condition. Currently vacant. Large unit, could potentially be subdivided.	3
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area, not within an area of high flood risk. Within an area of search for a Neighbourhood Centre.	
Barriers to delivery	No obvious barriers to delivery.	
Potential uses	B2, B8	
Timescale/availability	Medium term development opportunity.	

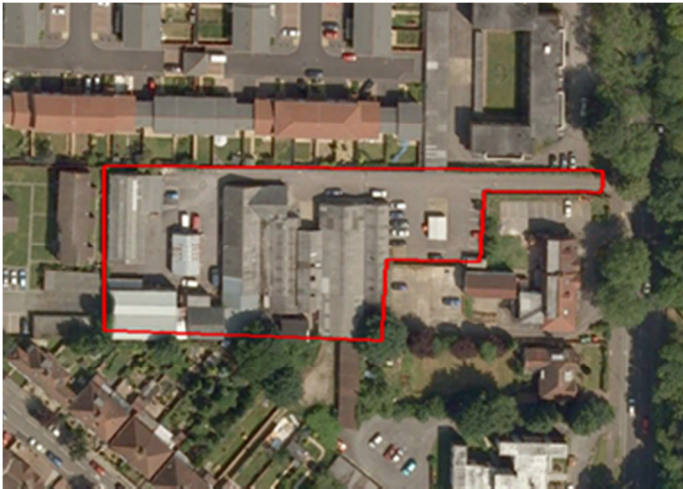
Total Score: 19

Site Name: Chaul End Lane North**Reference: 92**

Total site area (ha)	0.35	Current uses	Trade/quasi-retail
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 1.2 km from junction 11 of M1 via busy A505.	4
Local accessibility (parking, local road access and public transport)	Reasonable access from busy main road. Appears to be ample parking provided within site. Bus stops within 50m of site.	3
Proximity to urban areas and access to labour & services	Close proximity to residential areas. Distant from the town centre. Retail park and retail warehouse units along Chaul End Lane.	3
Compatibility of adjoining uses	Within predominantly employment/commercial area. Retail warehousing to the north and south along Chaul End Lane. Residential uses to east of site. School on opposite site of Chaul End Lane.	3
Physical and environmental constraints	Small, confined site but no obvious constraints to development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Non-employment uses on site. Buildings dated but in reasonable condition. No apparent vacancies. Constrained site, no scope for expansion.	2
Planning factors/status	Identified in draft Local Plan as a Category B Employment Area, not within an area of high flood risk.	
Barriers to delivery	Fully developed and occupied site.	
Potential uses	B1/B2/B8	
Timescale/availability	Medium	

Total Score: 18

Site Name: Off 127 New Bedford Road**Reference: 93**

Total site area (ha)	0.43	Current uses	B1/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Industrial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Access directly onto the A6. Approximately 2km north of the town centre and 4.8km from junction 11 of M1 mostly via town centre roads and A505.	2
Local accessibility (parking, local road access and public transport)	Access via a very narrow entrance drive from the A6. Limited parking on site. Good public transport access - bus stops on A6 with eight bus routes.	1
Proximity to urban areas and access to labour & services	In urban area, 2km north of the town centre. Within predominantly residential area, not close to shops or services.	3
Compatibility of adjoining uses	Residential on all sides of the site. Very close to site boundary.	1
Physical and environmental constraints	Small, regular shaped site. Very narrow access drive. Site constrained on all sides by residential development. No environmental constraints.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Very poor vehicular access and parking. Site very small and constrained by residential development on all sides. Poor quality and aging buildings. Need refurbishment. No apparent vacant units. Lack of landscaping.	2
Planning factors/status	Site not allocated in draft Local Plan. Not within an area of high flood risk.	
Barriers to delivery	Occupied site, potentially constrained by surrounding residential uses.	
Potential uses	Residential	
Timescale/availability	Short-medium term development opportunity.	

Total Score: 11

Site Name: Electrolux Oakley Road**Reference: 94**

Total site area (ha)	2.20	Current uses	Electrolux office and manufacture
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 1.2 km from junction 11 of M1, via residential roads.	3
Local accessibility (parking, local road access and public transport)	Main site access via Paisley Close local residential road with signal controlled junction from Oakley Road. Access to staff parking directly from Oakley Road. Ample car parking provided within site. Bus stops on Oakley Road in close proximity to site.	4
Proximity to urban areas and access to labour & services	Within predominantly residential area. Distant from town centre but some local shops in vicinity of site.	4
Compatibility of adjoining uses	Site surrounded by residential uses.	3
Physical and environmental constraints	Large, level and regular shaped site. No obvious development constraints other than surrounding residential uses.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Existing buildings on site good quality, fully occupied. High quality appearance of site overall with landscaped areas.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Fully occupied site.	
Potential uses	B1/B2/B8	
Timescale/availability	Unlikely to be available for development in medium to long term.	

Total Score: 22

Site Name: Bus Depot off Dunstable Road

Reference: 95



Total site area (ha)	3.18	Current uses	Arriva bus depot and offices, vacant car dealership
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing employment site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 1.1 km from junction 11 of M1 via busy A505 Dunstable Road.	4
Local accessibility (parking, local road access and public transport)	Main access directly from Dunstable Road, one of the main routes into Luton from the west. Secondary restricted/narrow accesses from residential Thornhill Road and Connaught Road. Plenty of parking within site. Bus stops located on Dunstable Road close to the site.	3
Proximity to urban areas and access to labour & services	Adjacent to residential area. Distant from town centre. Retail warehouses along Chaul End Lane and some local shops along Dunstable Road.	3
Compatibility of adjoining uses	Site bounded by busy Dunstable Road to the north, retail park to the west and residential uses immediately abutting the site to the east and south.	3
Physical and environmental constraints	Constrained by residential premises on two sides of the site and narrow accesses to rear of the site. Large site with some level change.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Large vacant car dealership in prominent location at junction of Dunstable Road/Chaul End Lane detracts from the image and appearance of the site. Non-employment uses on site. Buildings in reasonable condition.	2
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	No apparent barriers, other than adjoining residential uses.	
Potential uses	B1/B8	
Timescale/availability	Medium term development opportunity.	

Total Score: 18



Total site area (ha)	11.26	Current uses	Vauxhall car manufacture works
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 3.8km from junction 10 of M1, mostly via dual carriageway, with direct access from the A505.	4
Local accessibility (parking, local road access and public transport)	Access from A505 Vauxhall Way. Staff parking provided off-site (within site 112). No bus stops in immediate vicinity of site.	3
Proximity to urban areas and access to labour & services	Within general employment area close to London Luton Airport. Distant from any town centre services. Residential areas to the north of site.	3
Compatibility of adjoining uses	Within established industrial area. Further Vauxhall works to south of site, car park opposite Vauxhall Way to the east. Residential areas to the north of site. Napier Park development site to the south west.	4
Physical and environmental constraints	Large, level site. No obvious physical constraints on development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Site fully developed and occupied. Dated industrial premises in reasonable condition. Factory building not suitable for conversion.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	Fully occupied site.	
Potential uses	B1/B8	
Timescale/availability	Medium to long term.	

Total Score: 20

Site Name: Liverpool Road**Reference: 97**

Total site area (ha)	0.96	Current uses	Office, residential and medical centre
Undeveloped land (ha)	N/A	Sequential status	Town centre
Site status	Existing employment site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.5 km from junction 10 of the M1 through the town centre, alternatively around 4.5 km from junction 11 of the M1 via the A505.	3
Local accessibility (parking, local road access and public transport)	Access to Liverpool Road from the A505 town centre ring road. Site parking in the middle of site with access from Mersey Place. Close to town centre public transport services.	3
Proximity to urban areas and access to labour & services	Within Luton Town Centre with good public transport access to surrounding residential areas.	4
Compatibility of adjoining uses	Residential/town centre use to the south and east, A505 road to the west and mixed employment to the north.	4
Physical and environmental constraints	Level site and fully developed with 2-3 storey buildings. No obvious development constraints. Redevelopment would require demolition of existing buildings.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Within town centre employment/office area. Comprises 1980s office premises in good condition and older 2 storey offices in fair condition. Site contains non-employment uses. Some very recently refurbished. No vacancies.	4
Planning factors/status	Within town centre area. Not within an area of high flood risk.	
Barriers to delivery	Occupied premises in reasonable condition	
Potential uses	B1/town centre uses/mixed use	
Timescale/availability	Long term development opportunity	

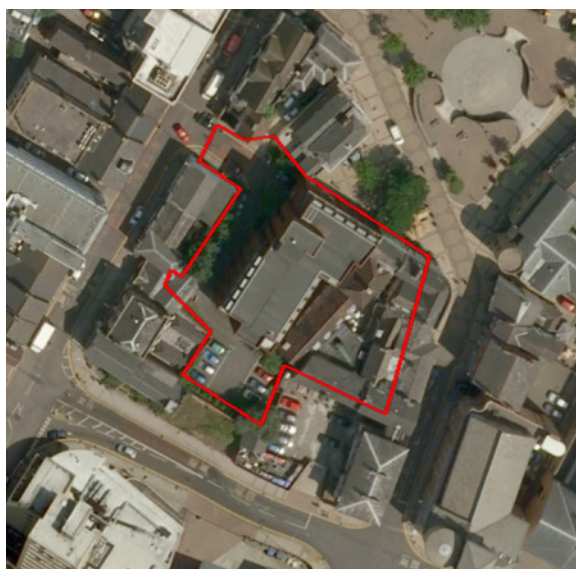
Total Score: 21

Site Name: Collingdon Street**Reference: 98**

Total site area (ha)	0.58	Current uses	Mixed offices, student accommodation and B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Developed mix use site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.5 km from junction 10 of the M1 through the town centre, alternatively around 4.5 km from junction 11 of the M1 via the A505.	3
Local accessibility (parking, local road access and public transport)	Direct site access to Collingdon Street, a narrow inner area road with meter parking, and with limited front court parking.	3
Proximity to urban areas and access to labour & services	Within Luton Town Centre with good public transport access to surrounding residential areas.	4
Compatibility of adjoining uses	Mix of residential and office uses and NHS Hospital in surrounding streets.	4
Physical and environmental constraints	Site configuration long and thin. Small, sloping, rectangular site and fully developed with 2-3 storey buildings. Constrained site.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Within town centre employment/office area. Mix of older industrial units and modern office blocks. Adequate condition, some in need of refurbishment. Some vacant units. Existing non-employment uses within the site.	2
Planning factors/status	Within town centre area. Part of site identified as housing allocation in draft Local Plan. Not within an area of high flood risk.	
Barriers to delivery	Occupied premises in reasonable condition	
Potential uses	B1/town centre uses/residential	
Timescale/availability	Medium term development opportunity	

Total Score: 19

Site Name: Chapel Street**Reference: 100**

Total site area (ha)	0.19	Current uses	B1 offices
Undeveloped land (ha)	N/A	Sequential status	Town centre
Site status	Mixed use site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Located within the town centre, just off the A505 town centre ring road roundabout. Approximately 3.5km to junction 10 of the M1 via town centre roads, or 5km via the A505. Alternatively around 5km from junction 11 of the M1 via the A505.	3
Local accessibility (parking, local road access and public transport)	Site is accessed from narrow local roads, some pedestrianised. Small car park on site. Town centre location so good accessibility by bus and train.	3
Proximity to urban areas and access to labour & services	Within Luton town centre.	4
Compatibility of adjoining uses	Town centre uses surround the site.	4
Physical and environmental constraints	Site is constrained by other developed land and existing local roads. Change in levels within/around the site. Developed site implies no environmental constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Town centre location. 1980s office and retail building, in good condition. Currently occupied. Retail frontage onto pedestrianised street. Limited scope for expansion due to compact nature of the site.	3
Planning factors/status	Within Town Centre Shopping Area (policy LP22 of draft Local Plan) and Conservation Area (LP30), not within an area of high flood risk.	
Barriers to delivery	Occupied building in good condition.	
Potential uses	B1, A1-A5	
Timescale/availability	Long term development opportunity	

Total Score: 20

Site Name: York Street**Reference: 102**

Total site area (ha)	0.30	Current uses	Mixed light industrial, car repair
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 4.8 km from junction 10 of the M1 via busy town centre roads and the A505.	2
Local accessibility (parking, local road access and public transport)	Good site access from York Street/Taylor Street. Off street parking within small forecourt areas shared between paired units. Near town centre public transport.	3
Proximity to urban areas and access to labour & services	Within predominantly residential area and in close proximity to High Town district centre. Walking distance from Luton town centre and railway station, providing link to surrounding residential areas.	3
Compatibility of adjoining uses	Primary school to the north. Mix of employment, sports centre, education and community uses to the south and car park to the west.	3
Physical and environmental constraints	Small, L-shaped site on hill with significant change in level from north to south. Fully developed with one-two storey buildings.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Within existing cluster of employment uses. Relatively poor local environment but convenient location for town centre. Vehicle repair premises, 1970s or older but in reasonable condition and with no obvious vacancies.	3
Planning factors/status	Located within the High Town Strategic Allocation (draft Local Plan policy LP10) which states the vision for the area is to create a sustainable neighbourhood destination delivered through residential-led mixed use development including small scale offices / workshops, live work units and increased retail provision. Not within an area of high flood risk.	
Barriers to delivery	Occupied premises in reasonable condition	
Potential uses	B1/residential	
Timescale/availability	Medium to long term development opportunity	

Total Score: 17

Site Name: Laporte Way Estate**Reference: 103**

Total site area (ha)	13.59	Current uses	B1, B2, B8
Undeveloped land (ha)	N/A	Sequential status	Out of centre
Site status	Industrial/commercial estate	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 2.5 km from junction 11 of the M1 via A505 (Dunstable Road) and some residential roads.	3
Local accessibility (parking, local road access and public transport)	Good wide access via roundabout junction from Kingsway. Quiet internal roads and ample parking/loading within the site, although some parking on the internal roads. No bus stops within vicinity of site.	3
Proximity to urban areas and access to labour & services	Residential areas to the north of the site. Distant from town centre services. Retail park located to the west of the site.	3
Compatibility of adjoining uses	Industrial uses to the east across Kingsway, and retail park adjoins western boundary of site. Residential backs onto the north of the site with limited separation distance. Busway and elevated A505 runs to the south.	3
Physical and environmental constraints	Level, regular shaped site with no obvious physical constraints to development, but appears fully developed.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Well established industrial estate in prominent location, visible from the A505. Range of unit types of mixed quality. Majority of units fairly modern (1980s) and well maintained. Office uses along frontage to Kingsway. Some units vacant. Reasonable quality environment with some landscaping.	4
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	None obvious but no undeveloped plots.	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	Medium term development opportunity.	

Total Score: 20

Site Name: Depot Portland Road**Reference: 104**

Total site area (ha)	4.36	Current uses	Mixed – Council recycling centre, industrial uses
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Located approximately 2.5 km from Junction 11 of M1 via A505 (Dunstable Road) and some residential roads.	3
Local accessibility (parking, local road access and public transport)	Access from Kingsway. Secondary access via Portland Road in residential area not in use. Internal road within site. Adequate car parking provided. No bus stops within vicinity of site.	3
Proximity to urban areas and access to labour & services	Close to residential areas to north and east of site. Distant from town centre and limited local shops in surrounding area.	3
Compatibility of adjoining uses	Employment uses to the west across Kingsway. Elevated A505 Hatters Way and guided bus way borders site to south. Residential uses to north and east.	3
Physical and environmental constraints	Triangular shaped site with significant level changes.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Poor appearance of site from Kingsway. Buildings not good quality and perception of run down units. Small industrial units provided within Portland Court towards centre of site, no obvious vacancies.	2
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area, not within an area of high flood risk.	
Barriers to delivery	Fully developed site, level changes and adjoining residential uses potential barrier to development.	
Potential uses	B2/B8	
Timescale/availability	Medium to long term	

Total Score: 16

Site Name: Kimpton Road B**Reference: 108**

Total site area (ha)	9.86	Current uses	Print works, offices, car dealership, car/lorry park
Undeveloped land (ha)	Approximately 1.5 ha	Sequential status	N/A
Site status	Employment area	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 3.5 km from junction 10 of M1, mostly via dual carriageway, with direct access from the A505.	4
Local accessibility (parking, local road access and public transport)	Good wide accesses to the site, off road leading to the airport, and good car parking provision within site. Approximately 0.9 km from Luton Airport Parkway station. Bus stops on Kimpton Road with routes serving town centre, airport and station.	4
Proximity to urban areas and access to labour & services	Close to Luton Airport but distant from any town centre services or main residential areas. Some distance to retail/catering services in nearby airport terminal buildings.	3
Compatibility of adjoining uses	Within established employment area. Site bounded by railway to the south, main roads to the north and east.	4
Physical and environmental constraints	No obvious physical constraints on development. Southern part of site within airport Public Safety Zone.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Prominent and visible location, close to Luton Airport. Existing buildings on site in good condition. Some non-B Class uses present on site. Part of the site that was previously occupied by buildings has been cleared.	3
Planning factors/status	Majority of site identified in draft Local Plan as a Category A Employment Area. Cleared part of site included within the Napier Park strategic allocation (policy LP8). Allocation is for a mixed use neighbourhood development including around approximately 35,000 sq.m of B1(a) office space and 20,000 sq.m of B1(c) industrial uses, 600 residential units, a foodstore of 2,500 sq.m, and a hotel. The majority of this allocation is to the north of the site, across Kimpton Road. Not within an area of high flood risk.	
Barriers to delivery	No obvious barriers to delivery	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	Medium term development opportunity, cleared part of site short term.	

Total Score: 21

Site Name: Kimpton Road C**Reference: 109**

Total site area (ha)	15.71	Current uses	Vauxhall Motors works
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Existing industrial site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 3.5 km from junction 10 of M1, mostly via dual carriageway, with direct access from the A505.	4
Local accessibility (parking, local road access and public transport)	Good wide accesses to the site, off road leading to the airport. Adequate car parking provision. Approximately 0.9 km from Luton Airport Parkway station. Bus stops on Kimpton Road with routes serving town centre, airport and station.	4
Proximity to urban areas and access to labour & services	Close to Luton Airport but distant from any town centre services or main residential areas. Some distance to retail/catering services in nearby airport terminal buildings.	3
Compatibility of adjoining uses	Within established employment area, with more Vauxhall works to the north. Site bounded by main roads to the south and east. Napier Park mixed use strategic allocation to the west of the site.	4
Physical and environmental constraints	No obvious physical constraints on development.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Prominent and visible location, close to Luton Airport. Site fully developed and occupied. Existing buildings on site in good condition. Existing buildings may not be suitable for conversion to alternative uses.	3
Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	No obvious barriers to delivery	
Potential uses	B1/B2/B8 uses.	
Timescale/availability	Medium to long term development opportunity	

Total Score: 21

Site Name: Kimpton Road A**Reference: 110**

Total site area (ha)	3.04	Current uses	B1 / B2 / B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Industrial	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 3.3 km from junction 10 of the M1 via dual carriageway and A505.	3
Local accessibility (parking, local road access and public transport)	Site access off main road with heavy traffic. Parking area within site. One bus routes passes nearby along Windmill St and 0.8 km from town centre public transport.	3
Proximity to urban areas and access to labour & services	South of the town centre, few residential uses surrounding the site, good transport connections.	3
Compatibility of adjoining uses	Industrial / commercial on all sides.	5
Physical and environmental constraints	Large site on gentle slope. Irregular shape, very narrow at the northern end.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Site secured by security gates. Occupied and buildings in good condition. No obvious vacant/underused buildings.	4
Planning factors/status	Identified in draft Local Plan as Category A Employment Area. Not within an area of high flood risk.	
Barriers to delivery	Developed site with relatively modern units.	
Potential uses	B1 / B2 / B8	
Timescale/availability	Medium – long term	

Total Score: 21



Total site area (ha)	14.57	Current uses	Mix of uses – some employment uses accessed from Airport Way, rest of site mostly car parking
Undeveloped land (ha)	Undeveloped area in central part of site, approximately 1ha.	Sequential status	N/A
Site status	Existing employment site	Density	Low

Criteria	Comment	Score (out of 5)
Strategic access	3.5km from junction 10 of M1, mostly via dual carriageway.	4
Local accessibility (parking, local road access and public transport)	Access to southern part of site from Airport Way, access to northern part of site from Vauxhall Way/Eaton Green Road. Majority of site used for car parking serving Vauxhall employees. Parking also provided for premises in southern part of site. Bus stops located close to site to the north on Eaton Green Road.	3
Proximity to urban areas and access to labour & services	Within general employment area close to London Luton Airport. Distant from any town centre services. Residential areas to the north of site.	3
Compatibility of adjoining uses	Within established industrial area. Vauxhall works to west of site. Airport related uses to east and south of site. Residential areas to the north of site. Areas of open space immediately to east and west of site identified as district wildlife sites.	4
Physical and environmental constraints	Significant level changes within site. Irregular site configuration.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	High profile location close to airport and Vauxhall works. Limited employment uses on site, predominantly car parking. Buildings mostly reasonable quality, some open storage areas detracting from appearance of site. No obvious vacancies. Given site configuration and level changes, limited scope for extension.	3

Planning factors/status	Identified in draft Local Plan as a Category A Employment Area. Not within an area of high flood risk.
Barriers to delivery	Site configuration and level changes.
Potential uses	Car parking, B1/B8
Timescale/availability	Medium to long term potential.

Total Score:

19

Site Name: Mill Street**Reference: 116**

Total site area (ha)	0.08	Current uses	Church / vacant
Undeveloped land (ha)	N/A	Sequential status	Town centre
Site status	Developed site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Located just off the A6. Approximately 4.5km from junction 11 of the M1 via the A505, or 4.5km from junction 10 of the M1 via the A505 and town centre roads.	3
Local accessibility (parking, local road access and public transport)	Adjacent to the guided busway and 100 m to the west of Luton railway station. Limited parking on-site and multiple town centre car parks within walking distance.	3
Proximity to urban areas and access to labour & services	Within town centre.	4
Compatibility of adjoining uses	A mix of residential and office /town centre uses adjoin the site. Adjacent site allocated for housing development in draft Local Plan.	3
Physical and environmental constraints	Surrounded on three sides by roads. Small regular shaped site.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Post war office building, in a slightly run down state. Existing non-B class uses on site. Partially vacant and some space being used as a church. Limited scope for expansion.	2
Planning factors/status	Within town centre boundary. Site located within Flood Zone 2.	
Barriers to delivery	Partially occupied, developed site.	
Potential uses	Revert back to B1 office use, alternatively residential or mixed town centre uses.	
Timescale/availability	Short / medium term	

Total Score: 18

Site Name: Castle Quarter**Reference: 118**

Total site area (ha)	1.38	Current uses	Mixed – NHS medical centre, offices, vacant buildings
Undeveloped land (ha)	Approximately 0.2ha	Sequential status	Town centre
Site status	Existing employment site	Density	Medium

Criteria	Comment	Score (out of 5)
Strategic access	Located within the town centre, just off the A505 town centre ring road. Approximately 4km to junction 10 of the M1	3
Local accessibility (parking, local road access and public transport)	Site has road frontage and wide access to car park in the middle of the site, used for NHS Medical Centre. Close to town centre public transport services.	3
Proximity to urban areas and access to labour & services	Within Luton town centre.	4
Compatibility of adjoining uses	Office, industrial, casino and town centre uses surrounding the site. A church is situated in the middle of the site, but is not part of the site.	3
Physical and environmental constraints	Church in middle of site is a development constraint. Developed site implies no environmental constraints.	2
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Within Luton town centre. Partially derelict, some buildings in need of refurbishment. NHS health centre in good condition. High number of vacancies in eastern section of the site. Part of site cleared, and planning permission previously granted for hotel use.	3
Planning factors/status	Within town centre. Included within “Castle Quarter” in draft Local Plan where a comprehensive scheme for a mixed use development (residential, retail and leisure) will be encouraged (policy LP3). Not within an area of high flood risk.	
Barriers to delivery	Partially occupied by occupied NHS medical centre	
Potential uses	B1/town centre uses/residential	
Timescale/availability	Short to medium term development opportunity	

Total Score: 18

Site Name: North Street**Reference: 119**

Total site area (ha)	0.19	Current uses	Vacant
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Vacant site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 5.5 km from junction 11 of the M1 via narrow, one-way residential roads and the A6/A505, or around 4.5 km via residential areas. 1 km from the A6 via narrow residential roads.	1
Local accessibility (parking, local road access and public transport)	Site access from local residential roads. Narrow streets and tight access to the site. Within walking distance of railway station and town centre public transport.	2
Proximity to urban areas and access to labour & services	Within predominantly residential area and walking distance of High Town district centre. Close to Luton Train Station giving easy access to wider residential areas.	3
Compatibility of adjoining uses	Residential terraced housing adjoins to west and residential estate to north and east. Social club/gym to south west of site (now vacant).	2
Physical and environmental constraints	Small level rectangular site. Currently vacant. No obvious development constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Low profile location removed from main employment uses in High Town area. Very tight access to site from narrow residential streets. Site currently vacant and partially collapsed.	1
Planning factors/status	Site is immediately adjacent to the "Paths" area of the High Town strategic allocation (policy LP10 of the draft Local Plan) and adjacent to a conservation area. Policy LP10 sets out the vision for the High Town area to create a sustainable neighbourhood destination delivered through residential-led mixed use development including small scale offices / workshops, live work units and increased retail provision. Not within an area of high flood risk.	
Barriers to delivery	New employment development may not be viable on this site.	
Potential uses	Residential	
Timescale/availability	Short term	

Total Score: 12

Site Name: Frederick Street**Reference: 120**

Total site area (ha)	0.24	Current uses	B1/B8
Undeveloped land (ha)	N/A	Sequential status	N/A
Site status	Developed site	Density	High

Criteria	Comment	Score (out of 5)
Strategic access	Approximately 5.5 km from junction 11 of the M1 via narrow, one-way residential roads and the A6/A505, or around 4.5 km via residential areas. 700m from the A6 via narrow residential roads.	1
Local accessibility (parking, local road access and public transport)	Site access from local residential roads. Narrow streets and tight access to the site. Within walking distance of railway station and town centre public transport.	2
Proximity to urban areas and access to labour & services	Within predominantly residential area and walking distance of town centre and High Town district centre. Close to Luton Train Station giving easy access to wider residential areas.	3
Compatibility of adjoining uses	Residential uses on all sides, tightly adjoining the site boundary.	2
Physical and environmental constraints	Small regular shaped site. Currently occupied and developed. No obvious environmental constraints.	3
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Mainly Victorian industrial buildings with some post war infill buildings. In adequate condition and occupied.	3
Planning factors/status	Site not allocated in the draft Local Plan. Not within an area of high flood risk.	
Barriers to delivery	Occupied site.	
Potential uses	B1 or residential.	
Timescale/availability	Medium term development opportunity.	

Total Score: 14

Site Name: Junction 10A South of Stockwood Park**Reference: 121**

Total site area (ha)	12.63	Current uses	Undeveloped land
Undeveloped land (ha)	12.63	Sequential status	Out of centre
Site status	Greenfield site	Density	N/A

Criteria	Comment	Score (out of 5)
Strategic access	Situated adjacent to junction 10a of the M1.	5
Local accessibility (parking, local road access and public transport)	New direct roundabout access from junction 10a improvements. Currently undeveloped greenfield site with no parking or public transport connections.	4
Proximity to urban areas and access to labour & services	To the south of Luton urban area, with no adjoining residential areas and distant from any centre.	2
Compatibility of adjoining uses	Open land, golf course and A1081.	4
Physical and environmental constraints	Large, relatively flat site. Electricity pylons run through site.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Not an existing employment area but site benefits from high profile frontage and location next to the M1.	3
Planning factors/status	Identified as a strategic allocation within the draft Local Plan (policy LP5) to accommodate a relocation of Luton Town Football Club along with associated enabling development, including Class B1 business use to meet an identified shortfall of office employment space. Adjacent to Green Belt, Area of Great Local Landscape Value and County Wildlife Site. Not within an area of high flood risk.	
Barriers to delivery	May be linked to delivery of new football stadium. Development will not take place until Junction 10a Motorway junction improvements have been completed and proposals do not have an unacceptable impact on Junction 10a improvements and the M1 motorway (Policy LP5).	
Potential uses	B1 / Football Stadium	
Timescale/availability	Short to medium term	

Total Score: 22

Site Name: Junction 10A South of Stockwood Park**Reference: 122**

Total site area (ha)	7.76	Current uses	Undeveloped land
Undeveloped land (ha)	7.76	Sequential status	Out of centre
Site status	Greenfield site	Density	N/A















Criteria	Comment	Score (out of 5)
Strategic access	Situated adjacent to junction 10 of the M1, access via A1091 and rural Newlands Road.	4
Local accessibility (parking, local road access and public transport)	No existing access junction into the site. Access via rural roads. Currently undeveloped greenfield site with no parking or public transport connections.	3
Proximity to urban areas and access to labour & services	To the south of Luton urban area, with no adjoining residential areas and distant from any centre.	2
Compatibility of adjoining uses	Open land and motorway.	4
Physical and environmental constraints	Large, relatively flat site.	4
Market attractiveness, quality/age of buildings, vacancies, image/perception, flexibility (extension/conversion)	Not an existing employment area but site benefits from high profile frontage and location next to the M1.	3
Planning factors/status	Identified as a strategic allocation within the draft Local Plan (policy LP5) to accommodate a relocation of Luton Town Football Club along with associated enabling development, including Class B1 business use to meet an identified shortfall of office employment space. Adjacent to Green Belt, Area of Great Local Landscape Value and County Wildlife Site. Not within an area of high flood risk.	
Barriers to delivery	May be linked to delivery of new football stadium. Development will not take place until Junction 10a Motorway junction improvements have been completed and proposals do not have an unacceptable impact on Junction 10a improvements and the M1 motorway (Policy LP5).	
Potential uses	B1 / Football Stadium	
Timescale/availability	Short to medium term	

Total Score: 20



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