

LEIGHTON LINSLADE NEIGHBOURHOOD PLAN 2024 - 2042

PRE-SUBMISSION VERSION: OCTOBER 2025

IMPORTANT CONSULTATION DETAILS

The Leighton Linlade Neighbourhood Plan (LLNP) is published for statutory consultation under Regulation 14 of the Regulations. Comments on the proposals and content of the plan and its other published documents are welcomed from everyone living and working in Leighton Linlade as well as local organisations and landowners.

They must be made either by email to: paul.russell@leightonlinlade-tc.gov.uk

*or by post to: Leighton Linlade Town Council
The White House, Hockliffe St, Leighton Buzzard LU7 1HD*

by 30th November 2025 at the latest.

Any comments made after that deadline may not be considered by Leighton Linlade Town Council (LLTC). Anyone submitting comments to LLTC must provide an email or postal address and contact name. LLTC will keep this information confidential. However, it must forward information to Central Bedfordshire Council (CBC) in due course for the sole purpose of notifying all those that have submitted comments that it has received a final version of the plan for examination.

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1. INTRODUCTION

1.1 Leighton Linslade Town Council (LLTC) is preparing the first Leighton Linslade Neighbourhood Plan (LLNP) to cover the period from 2024 - 2042. LLTC is defined as a 'qualifying body' for this purpose in line with the [Neighbourhood Planning \(General\) Regulations 2012](#) (as amended).

1.2 The Leighton Linslade Neighbourhood Area was designated by Central Bedfordshire Council on the 26th June 2024 as the area to which the policies of the LLNP will apply. A map showing the Neighbourhood Area is shown below. The area coincides with the Town Boundary.

1.3 Leighton Linslade has a population of 42,392 residents (as at Census 2021).

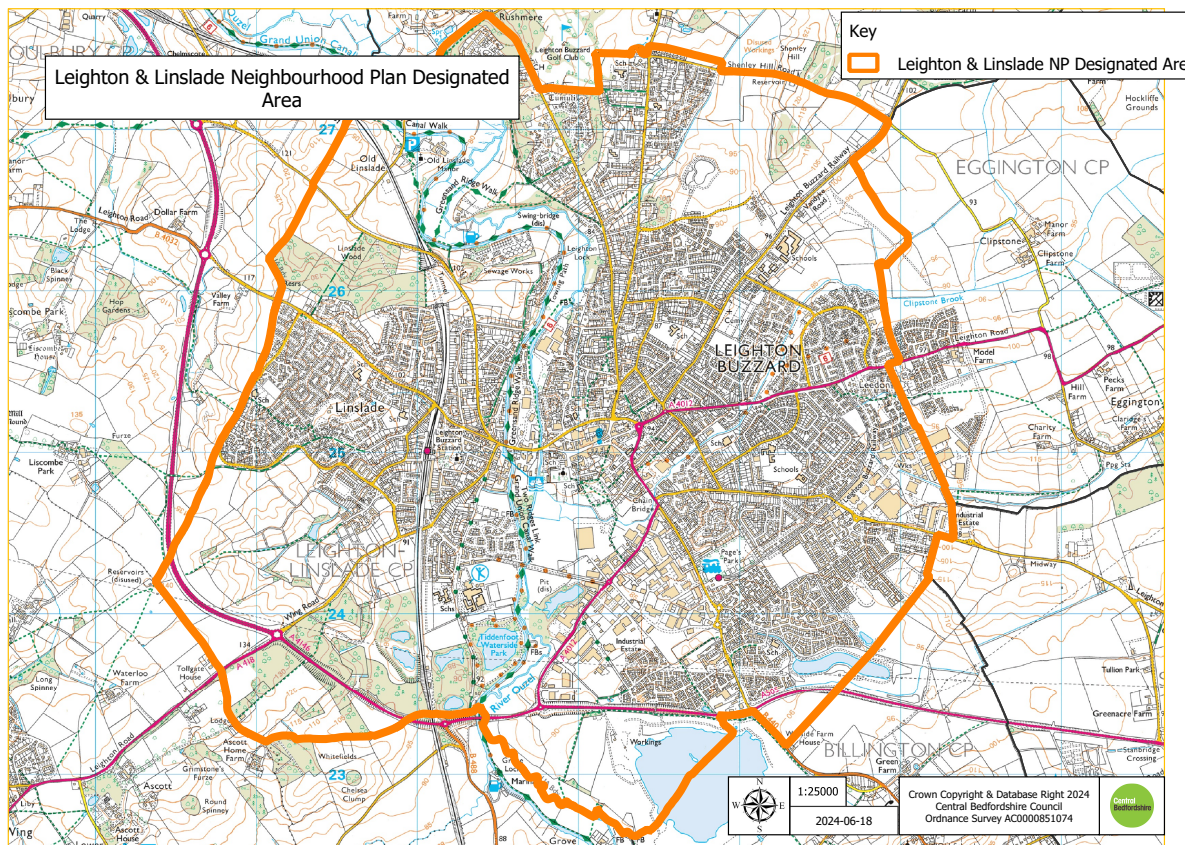


Figure 1 – Leighton Linslade Neighbourhood Plan Area

1.4 The LLNP will cover the period from 2025 to 2042. This version contains draft policies for determining planning applications for the use and development of land within Leighton Linslade during that period. In doing so it operates alongside other policies of the CBC development plan that relate to Leighton Linslade.

1.5 The LLNP is published for statutory consultation under Regulation 14 of the Regulations. Comments on the proposals and content of the plan and its other published documents are welcomed from everyone living and working in Leighton Linslade as well as local organisations and landowners. They must be made either by email to paul.russell@leightonlinslade-tc.gov.uk or by post to **Leighton Linslade Town Council The White House, Hockliffe St, Leighton Buzzard LU7 1HD** by **30th November 2025** at the latest. Any comments made after that deadline may not be considered by LLTC.

1.6 Anyone submitting comments to LLTC must provide an email or postal address and contact name. LLTC will keep this information confidential. However, it must forward information to CBC in due course for the sole purpose of notifying all those that have submitted comments that it has received a final version of the plan for examination.

LLTC is working to this timetable:

- Drafting and formal engagement on pre-submission Plan (Regulation 14) October/November 2025
- Review of Reg 14 and production of Submission version of the Plan Winter 2025/26
- Submission to CBC (Regulation 15) Winter 2026
- CBC Consultation on submission version of Plan (Regulation 16)– Spring 2026
- Examination – Summer 2026
- Referendum – Autumn 2026

2. BACKGROUND

History

Leighton Linlade is a civil parish comprising the market town of Leighton Buzzard and the settlement of Linlade. Situated in Bedfordshire, England, in the southwest of the county and close to the Buckinghamshire border. It lies between Aylesbury, Tring, Luton/Dunstable and Milton Keynes, near the Chiltern Hills.

It is 36 miles (58 km) northwest of Central London and linked to the capital by the Grand Union Canal and the West Coast Main Line. The built-up area extends on either side of the River Ouzel.

It is unclear when the town was initially founded, although some historians believe that there may have been settlement in the area from as early as 571. There are a number of theories concerning the derivation of the town's name: 'Leighton' came from Old English *Lēah-tūn*, meaning 'farm in a clearing in the woods', and one version of the addition of 'Buzzard' was that it was added by the Dean of Lincoln, in whose diocese the town lay in the 12th century, from Beau-desert.[4] Another version is that having two communities called 'Leighton' and seeking some means of differentiating them the Dean added the name of his local Prebendary or representative to that of the town. At that time it was Theobald de Busar and so over the years the town became known as Leighton Buzzard. In the Domesday Book of 1086, Leighton Buzzard and Linlade were both called Leestone. A further variation may be seen in a legal record of 1424, where "William Dagenale of Leytun Busherd, Beds" appears as a defendant.

Leighton Buzzard developed into a thriving market town supported by good road, canal and, later, rail links to the agricultural hinterland and London. The town's market charter was granted in 1086 and is still active today. The High Street has numerous historical buildings, more than 70 of which are listed. They include the notable Bank Building on the Market Square designed by the eminent architect Alfred Waterhouse, designer of London's Natural History Museum, London.

The centre of the town retains the classic Y layout of a medieval market town. This is an essential element of the Town's heritage which shapes the width and visual characteristics of the roads and buildings in the High Street. The building plots are narrow fronted but deep. The structures are generally on three levels with commercial use on the ground floor and domestic above. Above the commercial use the facades have a common unity and rhythm of domestic scale, materials and fenestration. The roof-scape is an impressive collage of red tiled pitched roofs. Two buildings of particular national importance and heritage value anchor the town's layout. They are All Saints Church to the west and the Market to the east.

Leighton Buzzard has a rich history as a market town and described in the Domesday Survey as the richest market in Bedfordshire. The market cross in the town centre was built in 1453. Industry in Leighton Buzzard included the basket making industry which starting around the mid-1700s and Lake Street was the centre for this industry. This industry grew through to the 1800s.

The Grand Junction Canal was dug through Linlade parish and opened at the start of the 1800s and linked London with the Midlands. The London and North Western Railway line opened in 1838 with trains stopping at Linlade on the line between Euston and Manchester. The Wool Fair began in 1840.

The railway and canal in Linslade prompted a new population to grow up around this area – people were reluctant to travel the two miles to St Mary’s Church in Leighton Buzzard so a new church, St Barnabas was built across the meadow from the railway station in the area of New Linslade known as Chelsea New Town. A second LNWR railway line opened in 1848 between Leighton Buzzard and Luton. The Corn Exchange was built in Lake Street in 1862. In 1965 Leighton Buzzard and Linslade amalgamated to form Leighton Linslade Urban Council and by an Act of Parliament Linslade was transferred from Buckinghamshire to Bedfordshire. Leighton Linslade Southern Bypass opened in 1991.

The town has had a long association with the Rothschild family, since Lionel de Rothschild bought neighbouring farmlands to the west of the town in 1873. Over time the farm developed into the Ascott House estate located less than 2 miles (3 km) from the town. In the late 19th century, Baron Ferdinand de Rothschild used the now demolished Leighton House and its stabling, on the High Street, as a hunting box.

Today the town continues to grow and is expanding predominately eastwards, with several developments forming the Eastern Leighton Linslade Urban Extension Scheme.

Profile

2.4 The population of Leighton Linslade was 42,392 in 2002 growing from 37,469 in the 2011 census and 32,417 in 2001. This number continues to increase with the build out of strategic housing developments predominately to the east of the parish. The parish has a slightly younger age profile than the national average, although the 15 – 25 age group is below the average, with those in the 30 – 45 category representing the largest demographic, which may reflect the attractiveness of the area for families, particularly those starting a family or with younger children. It may also reflect the attractiveness of the parish for professionals who may work locally or in the surrounding area, given the strong employment offer or the commute into London. Indeed, over 67% are considered economically, well above the national average, with only 2.5% unemployed, which is consistent with the age profile.

2.5 There are comparatively fewer flats and apartments (17.8%) compared to the national average (22.2%) which may also align with the larger development locations outside of the town centre, which continue to be built as 2-, 3- and 4-bedroom houses. Leighton Linslade is also considered healthy place to live, with the data indicating that over half of the population are in very good health, with less than 4% in bad or very bad health.

Strategic Planning Policy

2.6 The LLNP has been prepared to be in general conformity with the strategic policies of the Central Bedfordshire Local Plan 2015 – 2035. The Local Plan policies will eventually be replaced by an updated Local Plan, which currently has no proposed adoption date but will be undertaking Regulation 18 consultation at the end of 2025.

2.7 A fuller explanation will be set out in the Basic Conditions Statement as part of the submission but the key policies affecting Leighton Linslade are:

[Central Bedfordshire Local Plan \(2015- 2035\)](#)

Policy H1: Housing Mix

Policy H4: Affordable Housing

Policy R1: Ensuring Town Centre Vitality
 Policy R3: Town Centre Development
 Policy T2: Highway Safety and Design
 Policy T3: Parking
 Policy EE1: Green Infrastructure
 Policy EE2: Enhancing Biodiversity
 Policy EE3: Nature Conservation
 Policy EE12: Public Rights of Way
 Policy EE13: Outdoor Sport, Leisure and Open Space
 Policy CC1 Climate change and sustainability
 Policy HQ1: High Quality Development
 Policy HQ2: Developer Contributions
 Policy HQ3: Provision for Social and Community Infrastructure
 Policy HQ9: Larger Sites, Development Briefs and Design Codes
 Policy HE3: Built Heritage

2.8 CBC is bringing forward a new Local Plan to cover the period to 2042, but this is at a very early stage in its process. The first formal consultation stage—known as Regulation 18 ('Issues and Options')—is scheduled to take place in early 2026. If more information is published by CBC before the LLNP is submitted, an explanation of how reasoning and evidence of the emerging Local Plan ties in with the LLNP will also be included in the Basic Conditions Statement.

2.9 The [Central Bedfordshire Transport Strategy LTP3](#) (2011 – 2026), includes a number of strategies that are relevant to this Neighbourhood Plan. Of particular relevance are the following:

- [Sustainable Modes of Travel to Schools and Colleges Strategy](#)
- [Walking Strategy](#)
- [Cycling Strategy](#)
- [Car Parking Strategy](#)
- [Interim Parking Management Strategy](#)

Transport Strategy LPT4 is due to be adopted by Central Bedfordshire Council in Summer 2026 and its progress will be kept under review as the neighbourhood plan progresses.

National Planning Policy

2.10 The LLNP has also has regard for national planning policy and guidance as set out in the [National Planning Policy Framework \(NPPF\)](#). The Basic Conditions Statement contains further details but the key policies are:

- §30 - neighbourhood planning gives communities the power to develop a shared vision for their area, which can shape, direct and help to deliver sustainable development, by influencing local planning decisions
- §61 - meeting the identified housing need, including with an appropriate mix of housing types for the local community.
- §74- giving consideration to allocating small and medium sized sites suitable for housing in the area.
- §98a – planning should provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship)

- §98c/d – planning should also guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs and should ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community
- §105 – protect and enhance public rights of way, including taking opportunities to provide better facilities by adding links to existing rights of way networks.
- §109e- identifying and pursuing opportunities to promote walking, cycling and public transport use.
- §176 - plans should apply a sequential, risk-based approach to the location of development so as to avoid, where possible, flood risk to people and property

2.11 The LLNP must demonstrate how its policies contribute to the achievement of sustainable development and how they will not cause any harm to important ecological areas (in respect of the Habitats Regulations). A Strategic Environmental Assessment and Habitats Regulation Assessment have been prepared to accompany the LLNP. These matters are also addressed in the Basic Conditions Statement.

Project Progress

2.12 A first early engagement exercise was carried out by the Town Council in February 2024 which included drop-in sessions and an on-line survey, to help shape the scope of any neighbourhood plan. Following the completion of the scoping report, the Town Council approved the preparation of a Neighbourhood Plan in June 2024 and the submission of an application to designate the Neighbourhood Plan area.

2.13. The Town Council advertised the formation of the Steering Group and Tasks Teams in summer 2024, seeking expressions of interest from the local community to join one or more group. The volunteers were formally appointed in September 2024, at which point research and evidence gathering began. Steering Group meetings were held every six weeks and task teams met on a more informal basis as needed, continuing until March 2025.

2.14 An informal engagement exercise took place from 17th March to early May 2025 to test the emerging policy intent and help refine the policies prior to drafting of policy wording. Again, this took the form of a survey, drop-in sessions as well as more targeted meetings with key stakeholder groups. The results of both the 2024 and 2025 engagement exercises can be found on the website and in the consultation statement which LLTC will publish as part of the submission documents. This will summarise the nature and outcome of the informal engagement and statutory consultation activities and how they have informed the LLNP.

2.15 Following a review of the informal engagement responses, a first draft of the plan was prepared in June 2025 for initial review by the Steering Group. Further iterations of the pre-submission version of the plan continued to be refined over the summer months, in preparation for approval by the Policy and Finance Committee on the 15th September with further ratification by the Town Council at the end of September, ready to commence the Regulation 14 consultation stage.

3. OBJECTIVES AND POLICIES

3.1 The Vision for the Leighton Linlade Neighbourhood Plan is:

“A 21st century market town that thrives on the strength of its heritage, community, environment and entrepreneurs/creatives”.

3.2 The objectives of the Neighbourhood Plan, are:

1. To promote Leighton Buzzard Town Centre as a modern market town, with a vibrant daytime and evening economy; developing creative and cultural experiential opportunities along a strong retail offer.
2. To expand the range of social infrastructure to promote good health, reduce social isolation and encourage community cohesion.
3. To celebrate local heritage through recognition of key buildings and locations, as well as the creation of dedicated space to display the history of the parish.
4. To ensure new development promotes high standard in design, including maximising energy efficiency measures.
5. To promote active travel opportunities, improving connectivity between the town centre and the wider community, reducing congestion and encouraging reduced use of the private car for short journeys.
6. To strengthen green and blue infrastructure, ensuring all residents have access to high quality places and spaces to support physical and mental wellbeing together with the provision of enhanced habitats to enable flora and fauna to thrive in harmony with the community.

3.3 The Neighbourhood Plan contains fourteen policies, each of which is intended to contribute to one or more of these objectives. Each policy has a code number and title, and the policy wording is in **Bold** text. Below each policy is some supporting text to explain the intent of the policy and how it should be understood by applicants and applied by CBC to planning applications. The justification of each policy will be contained in the Basic Conditions Statement. Where a policy applies to specific land or sites in Leighton Linlade this is shown on the Policies Map.

Policy LL1: CENTRE OF TOWN RENEWAL

Proposals for new development and changes of the use of buildings and land in the centre of town, as shown on the Policies Map, will be supported provided they can show they have had full regard to the land use, design and development principles established in the “Wider Town Centre Spatial Framework” (Appendix A) for Leighton Buzzard Town Centre, the Waterside Corridor and the centre of Linslade.

These key principles are:

- A) Development should celebrate and make the most of its special historic character, reusing old buildings and with heritage informing the design of new ones.
- B) Leighton Buzzard Town Centre will be a real community hub for a friendly town, creating spaces for people to come together in and providing vital local services.
- C) Be known for a rich mix of shops, cafes, cultural institutions, and interesting independent businesses.
- D) Actively nurture creativity with affordable spaces for creative expression.
- E) Be a greener, more biodiverse town centre than now, linking to the canal, river, parks, and countryside.
- F) Be easy and pleasant to move around on foot and wheeling, encouraging non-car uses for short trips to reduce congestion and cut pollution, including pedestrianisation measures where these are locally supported.
- G) Strengthen the Linslade cluster to support this local centre with an identity of its own with places to meet and socialise.
- H) Ensure the backland space between the High Street, Recreation Ground and Church (Land South of the High Street) is reborn as a culture and community mixed-use hub, including low-car enabling residential development for all ages and vital local services, designed to complement its special surroundings.
- I) Support measures which promote a vibrant and lively evening economy.

This policy provides a high-level spatial approach to ensuring that these three distinct areas function well both individually and together. It responds to renewal and future development of these areas, determining the sense of identity in each. It considers the consequences of future development on this jigsaw puzzle of spaces and locations and how they fit together.

The wider Town Centre Spatial Framework extends across the central part of Leighton-Linslade. This includes Leighton Buzzard town centre and the centre of neighbouring Linslade. The two are separated by the Grand Union Canal, River Ouzel and the area between these water bodies. Linslade lies west of the Canal, Leighton Buzzard east of the river. The policy provides a higher-level spatial approach to the wider town centre which is then considered in more detail in policies LL2, LL3, LL4 and LL5. The Neighbourhood Plan takes a brownfield first approach to development and within these areas there is capacity to bring forward up to 400 new homes as part of the land use mix, including residential development at Land South of the High Street, potential enabling development around Leighton Buzzard Station and a mixture of residential opportunities, including a care home, at Bridge Meadow. These spaces are also key to providing key local services. With government commitment to [introducing new Neighbourhood Health Centres](#), these central locations are ideal for siting new a health centre as a priority.

The town centre is well connected with good vehicular and public transport links. Leighton Buzzard railway station is within Linslade and a 15-minute walk away from Leighton Buzzard High Street. The train line has direct connections to London (27 minutes to Euston.)

The A4146 and A505 wrap around the west and south of the Neighbourhood Area and provide connections north to Milton Keynes and east to Luton, and the major road A5. The main vehicular route through the town centre east-west is formed by the A4012, Leston Road, West Street, Leighton Road, Old Road and Soulbury Road. This road also connects Leighton Buzzard and Linslade over the Grand Union Canal and the River Ouzel. Both the Canal and the River Ouzel pass north-south through the town centre, running parallel to each other.

Leighton Buzzard Town Centre serves as the main retail area with retail and other mixed uses concentrated along its High Street. Linslade serves as a secondary centre with some retail offerings, though significantly smaller than Leighton Buzzard town centre and with more of a residential focus.

Policy LL2: LEIGHTON BUZZARD TOWN CENTRE

The Neighbourhood Plan defines Leighton Buzzard Town Centre and the Primary Shopping Area, known as “Cluster One”, as shown on the Policies Map, for the purpose of managing proposals for retail, leisure, commercial, residential and other forms of development. All development proposals should demonstrate full regard to the spatial objectives for Cluster One in the Wider Town Centre Spatial Framework (Appendix A) In addition:

- A) All proposals should retain or create, where appropriate to the use, an active street frontage and should seek to enhance the public realm through street planting and other measures intended to enhance the vitality of the Town Centre and to increase the footfall.
- B) Within the Primary Shopping Area, proposals for new ground floor retail floorspace (Class E (a) and (b)) will be supported. Proposals for new community and social infrastructure uses, including health and wellbeing and cultural uses defined under class E(c)(d)(e)(f), F1, F2(b) and appropriate Sui Generis* uses will be supported on both ground and upper floors where it can be demonstrated that the use of the building(s) contribute to the vibrancy of the town centre or where the proposed use will enhance the vitality of the town centre by extending the range of facilities offered and/or stimulating activity for the evening economy.
- C) All proposals for development within the Conservation Area including a change of use, must demonstrate how they preserve or enhance its character or appearance.
- D) Proposals that prioritise heritage led placemaking, imaginatively reactivating historic spaces whilst preserving their heritage features through refurbishment (rather than demolition) will be supported.
- E) Residential development at ground floor level will only be supported outside of the Primary Shopping Area and where proposals are highly accessible with direct links to active travel routes and provide access to existing or new local green spaces.
- F) Proposals for new and altered shopfronts should demonstrate how they have responded to the Wider Town Centre Spatial Plan (p44 – 45). The use of uPVC shopfronts, oversized signage, and poorly proportioned modern interventions should be discouraged, as they detract from the town’s historic character.
- G) Within the Primary Shopping Area, experiential businesses which provide engaging and interactive opportunities for visitors, particularly where they promote the evening economy, will be welcomed.
- H) Proposals for partial pedestrianisation or measures to restrict traffic movements at identified times which encourage people to move safely and freely around the Town Centre will be supported.

* Appropriate Sui Generis uses to support the Town Centre and the evening economy are defined as those specifically identified in Article 3(6) of The Town and Country Planning (Use Classes) Order 1987:

(a) theatre, (l) nightclub, (p) public house, wine bar, or drinking establishment, (q) drinking establishment with expanded food provision, (r) hot food takeaway, (s) live music performance venue, (t) cinema, (u) concert hall, (v) bingo hall and (x) dance hall.

The Leighton Linlade Neighbourhood Plan Vision is for:

“A 21st century market town that thrives on the strength of its heritage, community, environment and entrepreneurs/creatives”.

The Town Council will support this vision in the Town Centre by:

- Promoting a Town Centre where people want to spend time, that promotes local entrepreneurs and small businesses and is anchored by a popular market.
- Supporting the creation of spaces that empower local groups and entrepreneurs that bring our community together and enable the local services that local people need.
- Improving and incorporating blue and green spaces that will provide easy access for residents to enjoy the local countryside and improve health and wellbeing.
- Ensuring that provision of homes in the future all meet the Healthy Homes standards.
- Enabling local enterprises, entrepreneurs and creatives to deliver jobs, culture, community life and contribute to the vitality and viability of the town

Leighton Buzzard has evolved from a traditional market town to a 21st century modern town centre, with a mix of residential, retail and community uses. The town retains many historic buildings with strong links to its heritage, as well as the market tradition with markets taking place on Tuesdays and Saturdays on the High Street. Recent vacancy data indicates the retail offer remains strong and resilient in the face of challenging conditions.

With Town Centres adapting and changing, the policy seeks to ensure the land use mix in Leighton Buzzard is both respectful of its heritage as a traditional market town but flexible enough to respond to the functional requirements of the town centre of today, where visitors seek experience alongside traditional shopping opportunities. The Town Centre needs to be highly accessible to serve the growing population as well as providing a more community-based experience, using landmark locations and public realm spaces alongside new development to draw people in, attracted to the social and cultural infrastructure it can provide as well as promoting creative and incubation spaces to nurture new talent and independent businesses.

In support of this policy attention is drawn to the CBC 2023 [Design Guide](#) which also contains details on Shop Fronts and the CBC 2023 [Parking Standards](#) which details the appropriate level of vehicle and cycle parking within new development including town centre locations.

Policy LL3: BRIDGE MEADOW/CANAL QUARTER

The Neighbourhood Plan identifies Bridge Meadow/Canal Quarter, as shown on the Policies Map, for the purpose of managing proposals for retail, leisure, commercial, housing and other forms of development.

Development and redevelopment proposals should have full regard to the principles set out in the Leighton Linlade Wider Town Centre Spatial Framework (Appendix A) as they relate to

Bridge Meadow/Canal Quarter, (known as in the document as Cluster Three) and demonstrate how they improve both the area around the canal and connection between the two centres of Leighton Buzzard and Linslade.

- A) Creative proposals which demonstrate an integrated mix of uses to benefit the local community will be supported. This may include leisure or sports facilities alongside a care home for older people, integrated with a health hub offering additional healthcare services. Imaginative uses across the site which are not heavily car dominated will also be supported as will proposals which seek to promote the waterside setting through the inclusion of the provision of a food and drink offer, such as family style pub, café or restaurant.
- B) A comprehensive redevelopment scheme which encompasses the whole area south of Leighton Road would be encouraged.
- C) Residential development should be designed with properties fronting onto the river or the canal to capitalise on this attractive location whilst safeguarding access to the towpath, improving permeability and preserving the openness of the setting. Building heights at Bridge Meadow/ Canal Quarter should not exceed four storeys.
- D) Due to flood risk, the south-east area of the land south of Leighton Road must be preserved as green infrastructure, complementing the enhancement of the River Ouzel. All other development on the site should be responsive to flood risk and allow for the areas potential to flood. This must include appropriate mitigation measures for development and to prevent pollution of the river as well opportunities to reduce the existing surface flood risk on site, to store flood water and help reduce flood risk elsewhere.
- E) Any development on this site must demonstrate how it protects and enhances both the river and canal corridors including access routes, as part of a wider Green & Blue Infrastructure network, in a safe and attractive setting.
- F) All proposals should:
 - i) respond positively to the waterside setting of the immediate area in their design and layout,
 - ii) enhance the waterways of river Ouzel and Grand Union Canal as community and biodiversity assets,
 - iii) maximise opportunities to strengthen active travel connections between Leighton Buzzard and Linslade including routes alongside and over the canal and river, including proposed Green Wheel routes, Local Cycling and Walking Infrastructure Plans and improving access to the Town Centre and to local green spaces, and facilitate bus or Digital Demand Responsive Travel use into and through the area.
 - iv) respond to and enhance the heritage of the area, with careful consideration of local architectural styles and building forms, particularly the heritage of the canal in this area.

This policy covers the areas north and south of Leighton Road bounded to the east and west by the Grand Union Canal and the River Ouzel, around 700m to the east of Leighton Buzzard Railway Station.

Whilst it is expected that proposals to the north of Leighton Road may come forward piecemeal, over the longer term as changes of use come forward in response to changes in shopping habits and/or big box retail provision, the land to the south of Leighton Road (known as Bridge Meadow) has long been envisaged as a comprehensive scheme (see CBC Land at Bridge Meadow Development Brief 2012)

The waterside setting has been considered as lacking the profile it deserves. The Grand Union Canal, which links London to Birmingham, and is the longest canal in the country, is well used and

supported as a [recreational feature](#) through the town but could be better showcased and celebrated, both for its biodiversity and in recognition of its part of the heritage of the town as part of the natural environment as well as its role within the built environment.

The Development Brief has been used to inform the identification of three areas at Bridge Meadow as follows:

Area 1 – Commercial, Retail, and Waterside: This area features Lombard House, a four-storey office building with car parking, a Victorian paint shop building, and Grade II Listed Grand Union House along Leighton Road. A two-storey brick building and open storage space are located at the rear. The land has several freehold and leasehold interests.

Area 2 – Jewsons and Retail Area: This area includes buildings along Leighton Road, such as a gym, a Jewsons retail/ trade counter, a petrol station, and a GP surgery in single and two-storey industrial sheds. The rear of the area is occupied by Jewsons, with additional industrial sheds and hardstanding space.

Area 3 – Residential and Storage: currently occupied, this land contains mobile homes and storage for fairground vehicles. There are also several sheds, with the southern part overgrown with vegetation.

The land immediately to the south of Bridge Meadow is owned by the Greensand Trust. Developers are encouraged to engage with the Greensand Trust to discuss the opportunities for use of this land to enhance the Green and Blue Infrastructure network locally as part of their proposals, including potential Biodiversity Net Gain proposals.

The area to the southeast of Bridge Meadow is prone to flooding which the policy addresses. Given the concerns expressed by the community to the flood risk on site, it is recommended that any development proposals include visible flood mitigation measures

Policy LL4: LINSLADE CLUSTER

- A) The Neighbourhood Plan identifies Linslade, between the Grand Union Canal and Leighton Buzzard Railway Station, as shown on the Policies Map for the purpose of managing proposals for retail, leisure, commercial and housing. Proposals will be supported where they align with the objectives of the Wider Town Centre Spatial Framework (Appendix A) as they relate to Linslade (known in the document as Cluster Two) as follows:
- i) A new multi-modal hub and improved public realm at Leighton Buzzard railway station to include mixed travel uses. This should include a bus stop/interchange, cycle storage, e-bike hire, e-car sharing/ car club space, additional seating and shelters to facilitate onwards active travel, enhance passenger comfort and encourage use of the railway over car use.
 - ii) Within the area identified on the Policies Map as the “Mixed-use Focus Area ” development which strengthens and reinforces the function of the local centre for the benefit of local residents, including the creation of new retail or community facilities. Change of use at ground floor level to residential at ground floor level will not be supported unless it can be demonstrated that they would not result in an erosion of the function of the local centre.
 - iii) New cycle parking, walking and cycling routes around the Heritage Focus Area, (located within the conservation area and the setting of the listed building cluster

around St Barnabas Church,) which enable better access to the Station, St Barnabas Church and Linslade Recreation Ground will be supported where proposals are able to demonstrate how they have seek to preserve and celebrate local character and heritage in their design, layout, form and massing.

- B) Where required to deliver Ai) and Aiii) support will be given for enabling residential development through the re-purposing of underutilised car parking area(s) at the Station, where it can be demonstrated that there is no significant harm to the setting of the adjacent designated heritage assets.

Linslade is in the west of the Wider Town Centre Spatial Framework study area, beyond the Grand Union Canal. The area rapidly developed in the early part of the nineteenth century after the opening of the canal in 1805 and then the railway line in 1838. It was initially known as Chelsea New Town or New Linslade (the original village, Old Linslade was a mile to the north).

This area has a mixture of uses with a small number of cafes, restaurants and take-aways as well as a few businesses. The centre is less defined than Leighton Buzzard and the area has a predominantly residential feel with community and recreational facilities including Linslade Recreation Ground and Mentmore Road Memorial Playing Field and Gardens. Linslade is an important area in terms of connections and active travel given the railway station is located in this area. It is important to maintain and improve Linslade's character in its own right, as well as strengthening connections with Leighton Buzzard town centre and make sure these two areas complement each other with the uses and spaces they offer.

Policy LL5: LAND SOUTH OF THE HIGH STREET

The Neighbourhood Plan allocates approximately 2.65 hectares of land to the south of the High Street, as shown on the Policies Map, for a comprehensive, mixed-use development including cultural and community facilities and up to 151 dwellings; the residential element comprising a mix of 1- and 2-bedroom apartments as set out in the "Land South of High Street Spatial Framework" (Appendix B)

Development proposals will be supported where they meet the following objectives:

- A) They deliver key community facilities, particularly supporting health, cultural and small business, and particularly a new Neighbourhood Health Centre following new government policy,
- B) Re-use and repurpose existing buildings to bring them back into use where possible.
- C) Connect the High Street through to Parsons Close Recreation Ground providing greater flow of people between two key community assets,
- D) Promote active travel and provide genuine alternatives to car ownership including provision of car and cycle clubs, cycle parking, pedestrian focused walking routes with regular seating to enable mobility-impaired local residents to walk through the area (exceeding the standards in the healthy streets initiative)
- E) Continue to provide an appropriate level of public parking required for the town centre and enabling market traders to continue to frequent the twice weekly market,
- F) Residential development is targeted on the opportunities for living, shopping and working locally, including opportunities for younger residents and older persons in assisted living.
- G) Complements the existing town centre architecture and layout, and the neighbouring Parsons Close Recreation Ground.

The Land South of High Street site was identified back in 2012 as a once in a lifetime opportunity to create a significant, positive addition to the town centre. Central Bedfordshire

Council created a Development Brief which sought to: *“create a sustainable extension to the town centre shopping area which enhances the retail offer and the centre’s competitiveness, while preserving the town centre’s existing high-quality character, reinforcing its distinctiveness and enhancing the town’s historic character and environment.”*

The site is in multiple ownerships but with a significant part of the site owned by Central Bedfordshire Council.

Over the following decade there was very little progress in respect of bringing this vision forward; the Town Council sought to bring forward a re-worked masterplan in 2023 and in early 2024 Central Bedfordshire Council marketed the land in their ownership for residential use, with the potential for two parcels of land to be set aside for community use. The site was subsequently withdrawn from sale. The Neighbourhood Plan therefore takes the opportunity to review the original development brief and the 2023 masterplan to create a spatial framework for the site, which has also been subject to a high level viability testing to inform the creation of a policy to encourage renewed interest in the regeneration of the site.

It is accepted that a level of enabling residential development will be needed in order to fund the community benefits envisaged for the site which include:

- 1) A Neighbourhood Health Centre
- 2) Spaces suitable for community and cultural use such as exhibitions, workshops, dramatic arts, training, youth clubs and meeting spaces for older persons,
- 3) Spaces suitable for local small businesses at affordable rents,
- 4) A similar amount of public parking provision as is currently available, unless this can be appropriated re-provided elsewhere within the town centre.

Whilst the policy supports the provision of a lower parking standard for residential parking in this sustainable location, this should not result in the unintended consequence of creating additional parking pressures on surrounding local residential roads. As such, the Neighbourhood Plan would support measures by Central Bedfordshire Council, where required, to introduce parking controls through the imposition of residential zones to ensure the availability of parking for existing local residents.

Policy LL6: HOUSING MIX AND TYPE

- A) Proposals for residential development will be expected to provide a mix of dwelling types and sizes to address the nature of local needs and contribute to the objective of creating a mixed and balanced community. To achieve this objective, provision should be made for smaller dwellings (1 bedroom - 3 bedroom) which should comprise 50% or more of the total in new residential development schemes of five or more dwellings. The tenure mix should also be suitable for those looking to rent/buy their first home and downsizers.
- B) All Development proposals should be delivered as accessible and adaptable dwellings in accordance with Building Regulations M4(2) or M4(3), unless evidence can be provided to demonstrate that such provision would be impracticable or render the scheme unviable.

There has been significant development in Leighton Linlade in recent years with just under 3,000 new homes built since 2011.

The Housing Needs Assessment (HNA), carried out in March 2025, shows that 3-bedroom homes are the most common dwelling size in Leighton Linlade (41%), followed by 2-bedroom homes (28%). The remainder is made up of a notable proportion of larger 4+ bedroom homes (24%) and a much smaller proportion of 1-bedroom homes (8%).

Over the last decade there has been a small reduction in the proportion of homes with between 2 and 3 bedrooms due to the sharper increase in the number of larger 4+ bedroom homes. These changes mean that the overall dwelling stock skews slightly larger in 2021 than it did in 2011. Clause A seeks to redress this imbalance.

The data also shows that the most notable changes have been in the population aged between 65-84 (+38%), followed by the population aged 85+ (+29%). This is in contrast to either much slower growth or a contraction in the younger age groups. This disproportionate growth in the older population cohorts suggests a gradual ageing of the Leighton Linlade population, alongside the possibility that older people may have relocated to the parish after retirement. It should be noted, however, that despite this clear ageing trend, the majority of the population in Leighton Linlade are generally of working age (25-64).

The projected growth in the older population points to 2,147 new households made up of persons aged 75+ over the Neighbourhood Plan period. The main unmet need in Leighton Linlade is this age group is for market sheltered accommodation (or accommodation which would deliver similar attributes) and the HNA notes that in some cases this need may be satisfied by new housing that is accessible and adaptable for people with lower support needs.

Clause B recognises that with an aging population, the neighbourhood plan should address the need to provide accessible and adaptable dwellings to reduce the requirement for age restricted housing. By encouraging developers to build to at least M4(2) standard this ensures new builds provide options for residents to remain in their home in later years, rather than moving out into care facilities, helping to maintain a balanced mix of demographics within any given neighbourhood. Whilst M4(2) and M4(3) are not mandatory as building regulations, it has been adopted through planning policy in a number of locations, including the London Plan, where M4(2) is a required standard. The government consulted on extending M4(2) to [all new homes in July 2022](#) and the impact assessment and other background documents for this consultation provide additional support for this policy.

Policy LL7: LOCAL COMMUNITY ASSETS

The Neighbourhood Plan identifies existing community facilities, as listed below, shown on the Policies Map and detailed in Appendix D.

1. Leighton Buzzard Day Centre
2. Linlade Community Hall
3. Forster Institute
4. Gables Masonic Hall
5. The Recreation Rooms
6. Linlade Memorial Pavilion and Playing Fields
7. Community Hall, Hornbeam Close.
8. Meadow Way Community Association
9. Astral Park Community Centre

10. Pages Park Pavilion
11. Brooklands Club
12. Tiddenfoot Leisure Centre
13. Tactic Centre
14. Youth Club (adjacent to Gilbert Inglefield Academy)
15. Childrens Centre
16. Leighton Buzzard Library
17. Riverside Centre

- A) Proposals that will result in either the loss of, or cause significant harm to, an existing facility will be resisted, unless it can be clearly demonstrated that the operation of the facility is no longer viable or surplus to requirement and that the facility has been actively marketed for alternative community uses for a minimum of 12 months consecutively or it can be re-provided in an alternative location with the neighbourhood plan area.
- B) Proposals to sustain or extend the viable use of existing community facilities and the development of new facilities, to ensure local residents have sufficient good quality social infrastructure, will be supported.
- C) The Neighbourhood Plan identifies the designated Asset of Community Value (ACV) at Tiddenfoot Leisure Centre. Re-development within the existing use class E(d) or re-purposing of this building for appropriate use class F1 and/or use class F2 uses will be supported to ensure the continued use of this existing community facility, following the opening of the new Leisure Centre in Leighton Buzzard.

Leighton Linlade has a relatively small number of community facilities for a large market town and as such the Neighbourhood Plan promotes the creation of new facilities where there is opportunity to do so. As a result of the relative lack of assets, it is vital that the existing facilities are protected for local people for community uses. Some spaces serve a very local catchment, such as Meadow Way Community Association; others such as the Childrens Centre and Tiddenfoot Lesiure Centre, serve the wider town. **Appendix D** provides further details on each of the venues, explaining why they play such a vital role in the social infrastructure of the town.

The Classes E and F uses were introduced by the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, which amended the 1987 Order. Use Class E covers a wide range of commercial, business and service uses. Class E(d) is specifically related to indoor sport, recreation and fitness.

Use Class F is split into F1 (learning and non-residential institutions) and F2 (local community). F1 includes uses like schools, libraries, museums, art galleries, places of worship, and law courts. F2 includes community halls, outdoor sports areas, and swimming pools or skating rinks

Policy LL8: GREEN AND BLUE INFRASTRUCTURE

The Neighbourhood Plan identifies a Green and Blue Infrastructure (GBI) Network, as shown on the Biodiversity Map, for the purpose of illustrating existing biodiversity interest and opportunities where biodiversity enhancement would make the greatest, most effective contribution to nature recovery over the next 5-10 years, in line with draft Bedfordshire Local Nature Recovery Strategy and local aspirations.

- A. Development proposals that lie within or adjoining the Network are required to have full regard to creating, maintaining and improving the functionality of the Network in the design of their layouts, landscaping schemes and public open space provisions, including:
 - i) Improving the natural environment of existing green spaces through hedge/tree planting, grassland management to support a more diverse sward, provision of bat/bird boxes.
 - ii) Developing connections between existing areas of habitat within urban areas, including hedgerow planting and management and sensitive roadside verge management.
 - iii) Enhance the river and canal corridors through restoration and re-naturalisation of river channels and ecological enhancement of adjacent corridors, enhancing habitat connectivity.
 - iv) Create wetland and woodland habitats in the river corridor, especially where these contribute to flood risk and pollution reduction
 - v) Demonstrate how they protect and enhance/connect wider habitats and corridors, including heathland, acid grassland and woodland, in line with Greensand Ridge Nature Improvement Area status (CBC Local Plan Policy EE8).
- B. Development proposals must :
 - i) take account of existing biodiversity interest and nature recovery in scheme design and layout, species mixes and mitigation measures and
 - ii) seek to create new green and blue infrastructure in areas which deliver wider environmental benefits through “Nature based solutions” including flood risk mitigation and nutrient pollution reduction, and
 - iii) wherever possible, deliver BNG on-site. Where this is not possible, delivered as close to the development site as possible.
- C. All proposals must make an overall positive contribution to the GBI Network. Proposals that will harm the functionality or connectivity of the Network, or contribute to or exacerbate existing surface, groundwater or fluvial flooding will not be supported.
- D. Proposals for new development requiring the provision of on-site open space will be supported where the design of open space is integral to the scheme and is effectively connected to any adjoining green infrastructure assets. Proposals within built up and previously developed areas will be required to create new natural green spaces, providing benefits for wildlife and people, particularly where there are existing greenspace deficits. Where appropriate, developers will be expected to enter into a planning obligation to secure satisfactory arrangements for the long-term management of this open space.
- E. The Neighbourhood Plan identifies the following biodiversity and GBI priority projects which will be supported:
 - i) Grovebury/Southern Meadows for Habitat (wetland and wet woodland/woodland) creation,
 - ii) Riverside Walk habitat enhancement
 - iii) Southern Meadows, including wetland habitat creation for nature recovery and flood risk reduction
 - iv) River restoration/enhancement of Ouzel and Clipstone corridors.

The network has been produced and mapped by the Greensand Trust with supporting information from Bedfordshire and Luton Biodiversity Recording and Monitoring Centre (BRMC) and Natural England.

Green and Blue Infrastructure is a term that covers a wide range of ecological and often biodiverse features. The Network comprises assets of high nature conservation value including rare and threatened heathland habitats, wildflower rich meadows, ancient semi-natural and secondary woodland, trees, hedgerows and water bodies - all assets of high biodiversity value. Also included are those areas of recreation and amenity value including children's play areas, allotments, recreational playing fields, and off street footways and cycleways in and around Leighton Linlade. In most cases assets have multi-functional, nature conservation, recreational and amenity value.

In areas such as Leighton Linlade, mapping this rich ecological value, does not just illustrate where they are currently located, but also to point to where the network may be improved to be better connected if or when land is developed or redeveloped. It also requires new development to maximise the opportunities available for tree canopy cover including tree retention and planting or the provision of other Green Infrastructure (e.g. green roofs, walls, rain gardens, ponds, interconnected wildflower strips and hedgerows).

The Biodiversity Opportunities mapping layer has been built from:

- Existing biodiversity: either the enhancement of existing sites, through habitat restoration, or locations that would benefit from 'buffering' (habitat created around existing rich habitats to provide protection.)
- Local Nature Recovery Strategy Draft Local Habitats Map which has been through public consultation.
- Local stakeholder input – especially South Beds Friends of the Earth information on wildflower planting areas on verges and green spaces.
- Previous 'Biodiversity Opportunity Areas' identified in the 2015 GI Plan, which were derived from an exercise called 'Rebuilding Bedfordshire's Biodiversity' (2007) which took into account existing habitats, soils, geology etc.

In addition to the projects detailed in the policy, the Neighbourhood Plan recommends the following wider Green and Blue Infrastructure recommendations:

- Continue to develop and expand road verge management that supports biodiversity, with 'cut and collect' regimes timed to benefit appropriate flowering species.
- Encourage tree and woodland creation and hedgerow planting where this enhances connectivity and buffering of existing woodlands and does not compromise other habitat objectives.
- The encouragement of BNG registration of land within the parish by a range of partners and landowners, ensuring that locally suitable and beneficial options for BNG receptor sites are available to developers.
- Targeted control of invasive non-native species where these are having an impact on local biodiversity.
- Work with the Environment Agency, IDB, UBOCP and others (including adjacent parishes) to target Natural Flood Management delivery where it will have the greatest impact in flood risk reduction, while also delivering benefits for nature.
- Ensure any new infrastructure created to reduce flood risk in the parish (including any new reservoirs) delivers multiple benefits for biodiversity, access and recreation.
- Continue to support local 'Citizen Science' activity which contributes knowledge of the GBI network, identifies issues and monitors species, habitats and projects.

Policy LL9: LOCAL GREEN SPACES

A. The Neighbourhood Plan designates as Local Green Spaces, the locations listed below, shown on the Policies Map and detailed in Appendix D

- i) Heath Wood
- ii) Heath Wood Meadow
- iii) Knolls Wood
- iv) Churchill Road Amenity Space
- v) Nelson Road Play Area
- vi) Linslade Wood
- vii) Alwins Field Allotments
- viii) Derwent Road Recreation Space
- ix) Mentmore Road Memorial Playing Field and Gardens.
- x) Wyngates Allotments
- xi) Ledburn Quarry
- xii) Tiddenfoot Waterside Park
- xiii) Rackley Hill Pit
- xiv) Camberton Road Informal Recreation Space
- xv) Weston Avenue Playing Field
- xvi) Weston Avenue Allotments
- xvii) Pages Park Recreation Ground
- xviii) Astral Park
- xix) Stanbridge Meadows
- xx) Danes Field
- xxi) Vandyke Rd Recreation Ground
- xxii) Dunnock Drive Informal Recreation Space
- xxiii) Field adjacent to Linslade Wood (off Stoke Road)
- xxiv) Southcott Farm Stud
- xxv) Amenity Space between Regents Street & Miles Ave
- xxvi) Meadow Way Recreation Ground
- xxvii) Alwins Field Recreation Ground
- xxviii) Chelsea Green
- xxix) Soulbury Road Verge Amenity Green Space
- xxx) Bideford Gardens Amenity Green Space
- xxxi) Grasmere Park Amenity Green Space (west)
- xxxii) Grasmere Park Amenity Green Space (east)
- xxxiii) Leeston Park Play Area
- xxxiv) Liddell Way Green Space
- xxxv) Leighton Road/Meadow Way Amenity Green Space
- xxxvi) Adams Bottom Green Space
- xxxvii) Vandyke Loop Meadow
- xxxviii) Aurora Rise Informal Recreation Space

B. New development will not be permitted on land designated as Local Green Space except in very special circumstances or where it is ancillary to the use of the land for public recreational purposes.

The green and blue infrastructure network includes some land that qualifies as a Local Green Space; this places play an important role in Leighton Linslade, helping to define the character of the area, as well as being an important social and environmental resource for the health and wellbeing of the community.

In 2012, the National Planning Policy Framework (NPPF) introduced Local Green Space as a way for communities to identify green areas of particular importance and to provide special protection against development. They can only be designated through either Local or Neighbourhood plans. The principle of Local Green Space has remained unchanged in subsequent updates to the NPPF, which states that policies for managing development within a LGS should be consistent with those for Green Belts.

Below is the Stage II list prepared by Jon Balaam of the Greensand Trust, as part of the Steering Group Task Team. Stage I (initial screening) having been completed prior to the informal engagement in March/April 2025. These designations offer protection against development for community-valued green spaces which provide significant recreational, ecological, and aesthetic benefits

Each location has been justified using the National Planning Policy Framework criteria that the location shall be:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

The Planning Practice Guidance provides a helpful steer as to the considerations for Local Green Space identification. Green areas can include land where sports pavilions, boating lakes or structures such as war memorials are located, allotments, or urban spaces that provide a tranquil oasis. The proximity of a Local Green Space to the community it serves will depend on local circumstances, including why the green area is seen as special, but it must be reasonably close. For example, if public access is a key factor, then the site would normally be within easy walking distance of the community it serves. There are no hard and fast rules about how big a Local Green Space can be because places are different, and a degree of judgment will inevitably be needed. Because Local Green Space designation should only be used where the green area concerned is not an extensive tract of land, blanket designation of open countryside adjacent to settlements will not be appropriate. Finally, there is no requirement for the Local Green Space to have public access.

Full details of every location are set out in **Appendix D** to describe why each is special.

Policy LL10: CHILTERN BEECHWOODS

All net new housing in the Neighbourhood Plan area will be required to make a financial contribution or deliver appropriate on site SANG in compliance with the CBC Chiltern Beechwoods SAC Mitigation Strategy.

The recreational pressures arising from residential development within the Neighbourhood Plan area have a potentially harmful impact on the internationally important nature conservation sites within the Chiltern Beechwoods. To comply with both national and international legislation to protect the designated sites, measures need to be taken to ensure adverse effects on the integrity of protected sites from recreational impacts is avoided or mitigated. As such CBC have prepared a Mitigation for Recreational Impacts on the Chiltern Beechwoods sites [Supplementary Planning Document](#) (SPD)

The SPD sets out the strategy using a suite of measures either provided by, or funded by, residential development within the CBC Local Plan area to provide the required mitigation. It also sets out design guidance for where and how on-site recreation mitigation should be provided as part of new development for allocations which have the potential to deliver 50 or more dwellings.

A Habitats Regulation Assessment has also been prepared to accompany the Leighton Linlade Neighbourhood Plan.

Policy LL11: ACTIVE TRAVEL

The Neighbourhood Plan identifies the existing Active Travel Network and opportunities for improvements, as shown on the Policies Map for the purpose of prioritising walking, wheeling and cycling in Leighton Linlade and encouraging the use of public transport.

- A. Development proposals on land that lies within or adjacent to the Network should avoid harm, should sustain and where practicable enhance the connectivity of the Network by virtue of their layout, means of access and landscape treatment, including the creation of safe and suitable links to the existing footways, footpaths and walking routes.
- B. The Leighton Linlade Green Wheel identifies opportunities where public realm improvements are required to improve highway safety. Development which lies within or adjacent to areas identified within the Green Wheel must avoid measures which would adversely affect the ability to implement these proposals.
- C. The Active Travel Network identifies opportunities where public realm improvements are required to enhance the walking, wheeling and cycling environment, improve residential amenity, improve connectivity between community and recreational facilities, schools and the railway station, improve highway safety and create new links into the town centre across the Grand Union Canal and the River Ouzel. Proposals which deliver opportunities for such improvements will be supported, where proposals also accord with the other policies of the Development Plan.
- D. New developments should encourage the provision of conveniently located bus shelters, with seating and step-free access at boarding points. All major residential developments must incorporate or fund measures that improve local bus services, including but not limited to, route extensions, frequency enhancements, flexible bus services (Demand Responsive Transport) or community transport services, in support of the Central Bedfordshire Bus Service Improvement Plan (2024 or subsequent edition), and safe, accessible walking routes around the development providing opportunities for rest and enabling access to the bus network.

This policy seeks to encourage safe, accessible and convenient means of walking, wheeling and cycling through the Town and improve access to and frequency of bus services accessing the Town Centre and from the surrounding residential area.

The Policies Map shows the full extent of the existing active travel network, which allows applicants to determine if their proposals should take this policy into account. Where proposals include provision for landscaping, new means of access or new layouts, there may be an opportunity to relate the land better to the Network and/or improve the attractiveness of rural routes. At the very least, the policy requires that proposals that will undermine the existing value of the Network will be refused permission.

The opportunities for upgrading existing active travel routes to improve accessibility and other opportunity measures have been identified through early informal community engagement, from the recently published [Leighton Linlade Local Cycling and Walking Infrastructure Plan](#) (2023) and from work undertaken by Buzz Cycles to identify opportunities to improve permeability across the east of the town, as well as routes identified from the Wider Town Centre Spatial Masterplan, including an east/west bridge over the Grand Union Canal, to connect Linlade to Leighton Buzzard Town Centre

Policy LL12: INFRASTRUCTURE PRIORITIES

The Neighbourhood Plan identifies the following priorities to create additional social infrastructure within the town:

- 1) A new Neighbourhood Health Centre.
 - 2) A multi-purpose space that can host large-scale meetings and events.
 - 3) An exhibition space to display Leighton Buzzard's history.
 - 4) A space for creative and cultural activities.
 - 5) Additional outdoor and indoor sports courts/hall space.
- A. Proposals which result in the creation and development of such facilities will be supported where both the social infrastructure and any enabling development to facilitate its delivery, are in accordance with the other policies within the Neighbourhood Plan.
 - B. Where any social infrastructure facilities are proposed within the intention of being community owned and operated, these should be secured via legal agreement or planning condition including an option to transfer ownership of the facility to either the Town Council or other nominated community group upon completion.
 - C. The Neighbourhood Plan is particularly keen for the creation of such facilities where there is an opportunity to reuse or repurposing an existing building due to the reduced carbon emissions associated with construction and the preservation of any historical and cultural heritage associated with the premises.

To maintain Leighton Linlade as a sustainable community there is a need to provide the necessary infrastructure to support the local population and those who visit or work in the area. Infrastructure can take many forms, but a number of the early policy ideas put forward for the LLNP referenced social and community infrastructure improvements for the area, reflecting the responses to early engagement.

This policy brings into sharp focus the top infrastructure improvements required for the town, to specifically support their development and direct developer contributions towards their implementation to facilitate their delivery.

During informal engagement, the School Sports Partnership for the Leighton Linlade area detailed the fantastic support they receive from local sports clubs and local community organisations in hosting and providing opportunities for young people, especially around outdoor facilities such as Cricket, Hockey, Rugby, Football and Netball. However, they noted access to indoor Sports Facilities, especially during the daytime is lacking. Whilst they have excellent support from the local Middle and Upper Schools, there is no facility within the area that can accommodate other groups

doing the likes of daytime Badminton, indoor walking sports (Football, Netball) Carpet Bowls, Disability Sports etc. Such a facility could also host Lower School games events indoors.

The need for indoor sports hall space is echoed by other clubs such as the Table Tennis Club, who are concerned that with the new Leisure Centre not having a Sports Hall, and with the future of Tiddenfoot (the current Leisure Centre, uncertain, the town will need indoor courts, with dedicated space to accommodate badminton clubs, pickleball, table tennis, and padel etc. This is supported by the Tennis Club who have a need for indoor courts as well as at least 4 additional outdoor courts and Padel and Pickleball courts.

CBC are currently collecting developer contributions for:

- 1) New and improved facilities at Leighton Buzzard Hockey Club, including improvements to the artificial pitch and provision of a new pavilion at Vandyke Upper School.
- 2) New and improved play facilities at Meadow Way Play area.
- 3) The new Leisure Centre in Leighton Buzzard as well as improvements to existing facilities at Tiddenfoot Leisure Centre.
- 4) Early years provision.
- 5) Improvements and refurbishment to Meadow Way Community Centre.

NHS Bedfordshire Luton and MK ICB are collecting for:

the enhancement/expansion/relocation of the existing Leighton Buzzard premises and/or contribute proportionately to the provision of new integrated healthcare facilities in Leighton Buzzard, supporting the delivery of the NHS long term plan.

Policy LL13: EDUCATION

The Neighbourhood Plan identifies the following educational establishments in Leighton Linlade.

1. Southcott Lower School
2. Linslade Lower School
3. Linslade Middle School
4. Cedars Upper School
5. Vandyke Upper School
6. Brooklands Middle School
7. Leighton Middle School
8. Pulford Lower School
9. Leedon Lower School
10. Beaudesert Lower School
11. Greenleas Lower School
12. Mary Bassett Lower School
13. Rushmere Park Academy
14. Gilbert Inglefield Academy
15. Clipstone Brook Lower
16. Doverly Academy
17. Oak Bank School.
18. Greenleas School on Kestrel Way,
19. Central Beds College on Chartmoor Road,
20. Heathwood Lower School on Heath Road.

A. Development proposals to expand or extend these facilities where they enhance the educational offering and viability of the establishment will be supported; this would include opportunities to facilitate the provision of further education and early years settings.

B. Where an educational facility is no longer required, for example, as a result of restructuring to a two-tier educational system, proposals to re-purpose any location for an alternative community use, including the retention of playing field provision on site, will be supported.

This policy idea responds to the concern of the Steering Group as to the repercussions of the proposed move from a 3-tier education system in the town to 2-tier, including the subsequent use of any school buildings which may be considered redundant should as a result of such changes.

Whilst the transition to two-tier is not currently taking place within Leighton Linlade and is yet to undergo formal viability and feasibility, this policy would seek to safeguard land and/or buildings which are currently used for educational purposes to be retained as such in the future where possible. It would also support the expansion or extension of such facilities where they enhance the educational offering and viability of the location, where this is likely to be required, responding to the growth of the town as well as the restructuring of the tiers.

Policy LL14: ENERGY EFFICIENCY

A. All development should be 'zero carbon ready' by design to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping. Consideration should be given to resource efficiency at the outset and whether existing buildings can be re-used as part of the scheme to capture their embodied carbon.

B. All Buildings proposed to be certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year will not be subject to the provisions of Clause A. Where schemes that maximise their potential to meet this standard by proposing the use of terraced and/or apartment building forms of plot size, plot coverage and layout that are different to those of the character area within which the proposal is located, this will be supported, provided it can be demonstrated that the scheme will not have a significant harmful effect on the character area.

C. All planning permissions granted for new and refurbished buildings should demonstrate that they have been tested to ensure the buildings will perform as predicted and will include a planning condition to require the provision of a Post Occupancy Evaluation Report to the Local Planning Authority within a specified period, unless exempted by Clause B. Where the Report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.

D. All planning applications for major development are also required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.

E. Climate Change Statement will be submitted to demonstrate compliance with the policy (except for householder applications). The statement will include a passive design capacity assessment to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy.

Designers shall evaluate the operational energy use using realistic information on the intended use, occupancy and operation of the building to minimise any performance gap.

The policy is in five parts, the combination of which is intended to deliver a step change in the energy performance of all new developments in the Parish and, in doing so, encourage and incentivise the use of the Passivhaus or equivalent standard of building design.

Clause A of the policy requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of design. 'Zero Carbon Ready' by design means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits ('free heat') of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost. Applicants are directed to the Net-Zero Carbon Toolkit created by Cotswold District Council and two partner councils, WODC and Forest of Dean District Council. The toolkit is available as a resource for private and public sector organisations to use and adopt (link required).

There is a growing evidence base to suggest that buildings do not perform as well as anticipated at design stage. Findings demonstrate that actual energy consumption in buildings will usually be twice as much as predicted. This passes on expensive running and retrofitting costs to future occupants. Clause C of the policy therefore requires that every building type in a consented development scheme of any size is subject to Post-Occupancy Evaluation (POE) including actual metered energy use, and to submit the report to the local planning authority. It will be implemented by attaching a planning condition, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer. There is no current adopted development plan policy which seeks to deal with the performance gap. In the absence of supplementary guidance from CBC on POE, guidance has been included in **Appendix F**. Passivhaus certified schemes will not fail in this way and they are therefore exempted from this policy requirement. Passivhaus is the most common and rigorous design approach, although the build cost is slightly higher than normal, the ongoing energy cost to occupiers is a fraction of the cost now (so avoiding fuel poverty).

To further incentivise the use of Passivhaus, or equivalent standard, Clause B of the policy acknowledges that there may sometimes be a trade-off between its objectives and local design policy. Although meeting these objectives ought not to compromise a scheme fitting in with the character of a local area, on occasions this may be the case. It therefore allows for some degree of flexibility in meeting local design guidance, especially in terms of prevalent building orientation and density.

Proposals seeking to apply the Passivhaus Planning Package (PHPP) must be able to demonstrate that the Passivhaus standard can be achieved. Prior to commencement a 'pre-construction compliance check' completed by a Passivhaus Designer accredited by the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality Approved Passivhaus certificate for each building will be required prior to occupation, again secured by condition.

Clause D requires all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment, RICS methodology is preferred (link). The assessment will enable the design team to understand and respond to the lifetime consequences of their design decisions and to design for adaptability, longevity and disassembly; contributing to resource efficiency (Clause A) and

contributing to the 'circular economy'. This requirement will be added to the CBC Validation Checklist for outline and full planning applications applying to proposals in the Neighbourhood Plan area until such a time that there is a district-wide requirement.

Clause E requires the Climate Change Statement for applications already required to be submitted to cover the following:

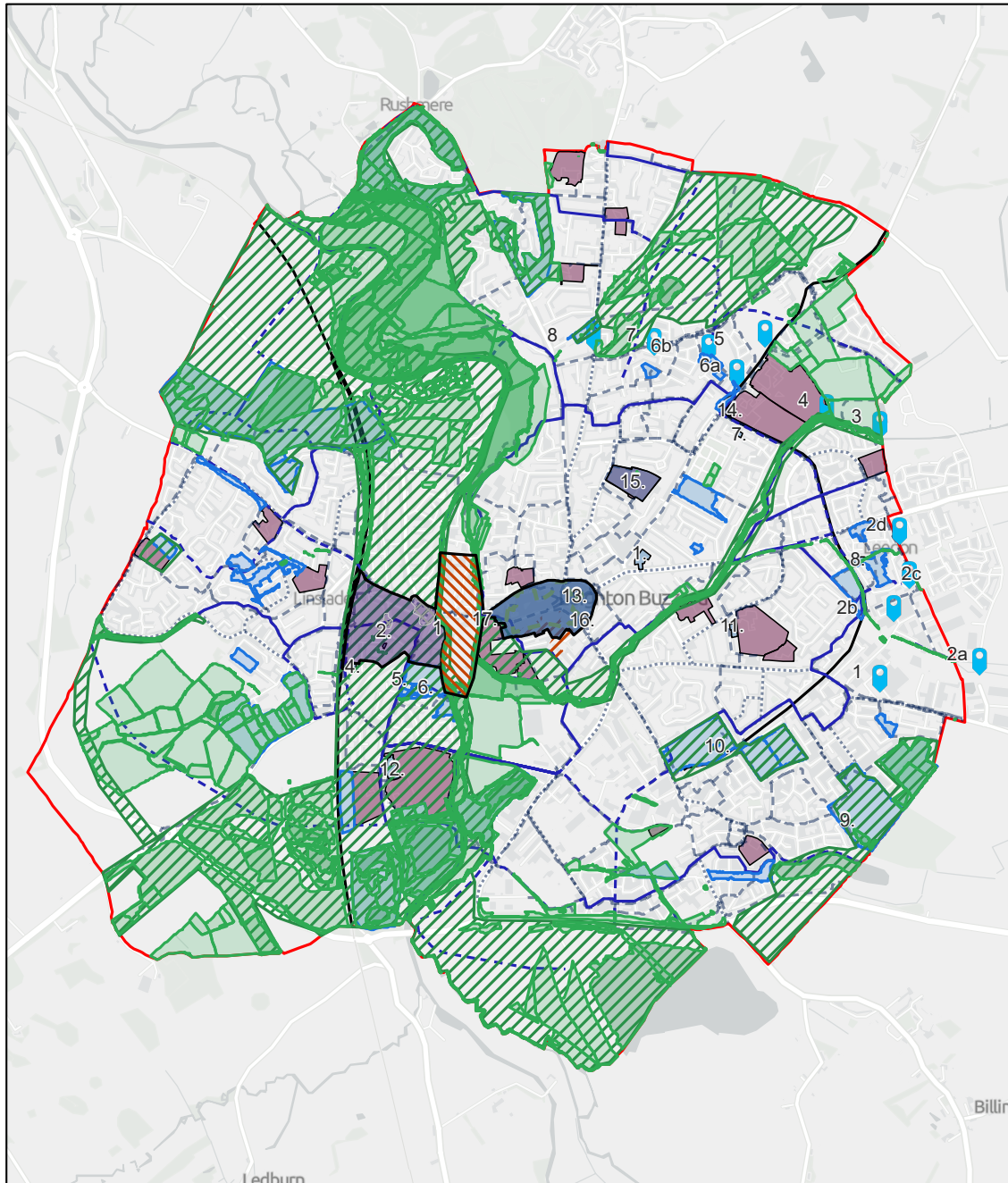
- An assessment of the proposal to minimise regulated and unregulated emissions, the embodied emissions and the emissions associated with maintenance, repair and replacement of the new building(s), as well as its dismantling, demolition and eventual material disposal.
- How the proposal reduces carbon emissions beyond the Future Homes Standard and Building Regulations through the energy efficient design of the site, buildings and services.
- How the proposal further reduces carbon emissions through the use of zero or low emission decentralised energy where feasible.
- How the proposal further reduces carbon emissions by maximising opportunities to produce and use renewable energy on-site, utilising storage technologies where appropriate.
- How the proposal will reduce potential for overheating and reliance on air conditioning, using the Cooling Hierarchy (minimise internal heat generation, passive cooling, mechanical ventilation, active cooling as last resort).
- A demand-side response, specifically through installation of smart meters, minimising peak energy demand and promoting short-term energy storage.
- An analysis of the expected cost to occupants associated with the proposed energy strategy.

Every new build or redevelopment project in the Neighbourhood Plan area provides an opportunity to make a difference and a contribution towards meeting our climate change targets for 2050. This new information requirement need not be an unreasonable expectation of even the smallest schemes for new buildings.

Leighton Linlade Neighbourhood Plan Policies Map

The interactive map, with functionality to isolate layers can be found at:
<https://leightonlinladeplan.uk/policy-map/>

Leighton Linslade Policy Map



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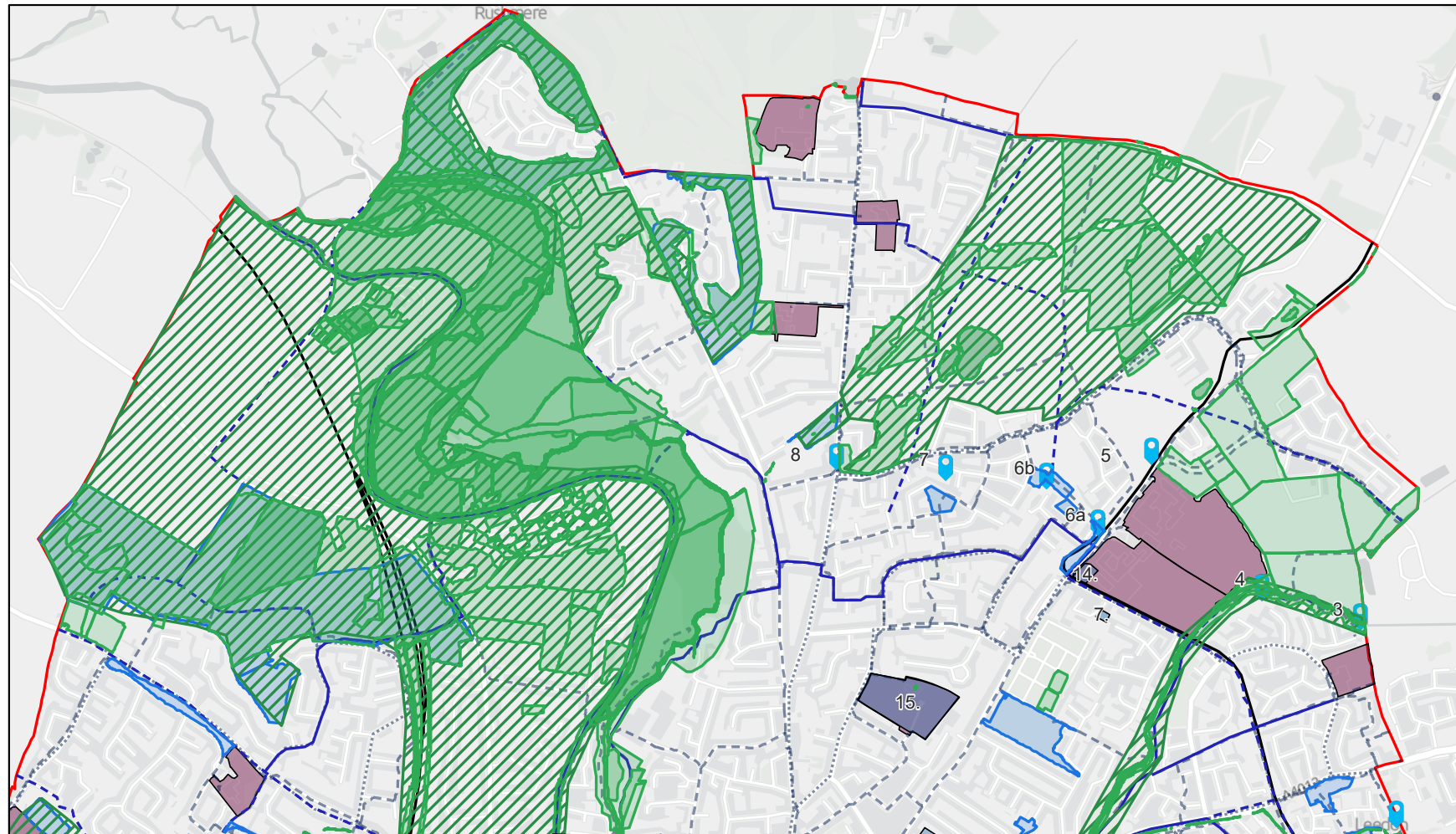
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| LL1 Centre of Town | LL7 Community Facilities |
| LL2 Town Centre | LL11 Buzz Cycles Eastern Opportunity Locations |
| LL2 Primary Shopping Area | LL11 Green Wheel Improvements |
| LL3 Bridge Meadow/Canal Quarter | LL11 Green Wheel |
| LL4 Linslade Focus Areas | LL11 LCWIP Routes |
| LL4 Linslade Cluster | LL11 Bus Routes |
| LL5 Land South of High Street | LL11 Rail Line |
| LL8 Green Infrastructure | LL13 Education |
| LL8 Opportunity Layer | Leighton Linslade Parish Boundary |
| LL9 Local Green Spaces | |

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| LL3 Bridge Meadow/Canal Quarter | LL11 Buzz Cycles Eastern Opportunity Locations | LL11 Bus Routes |
| LL8 Green Infrastructure | LL11 Green Wheel Improvements | LL11 Rail Line |
| LL8 Opportunity Layer | LL11 Green Wheel | LL13 Education |
| LL9 Local Green Spaces | | Leighton Linslade Parish Boundary |

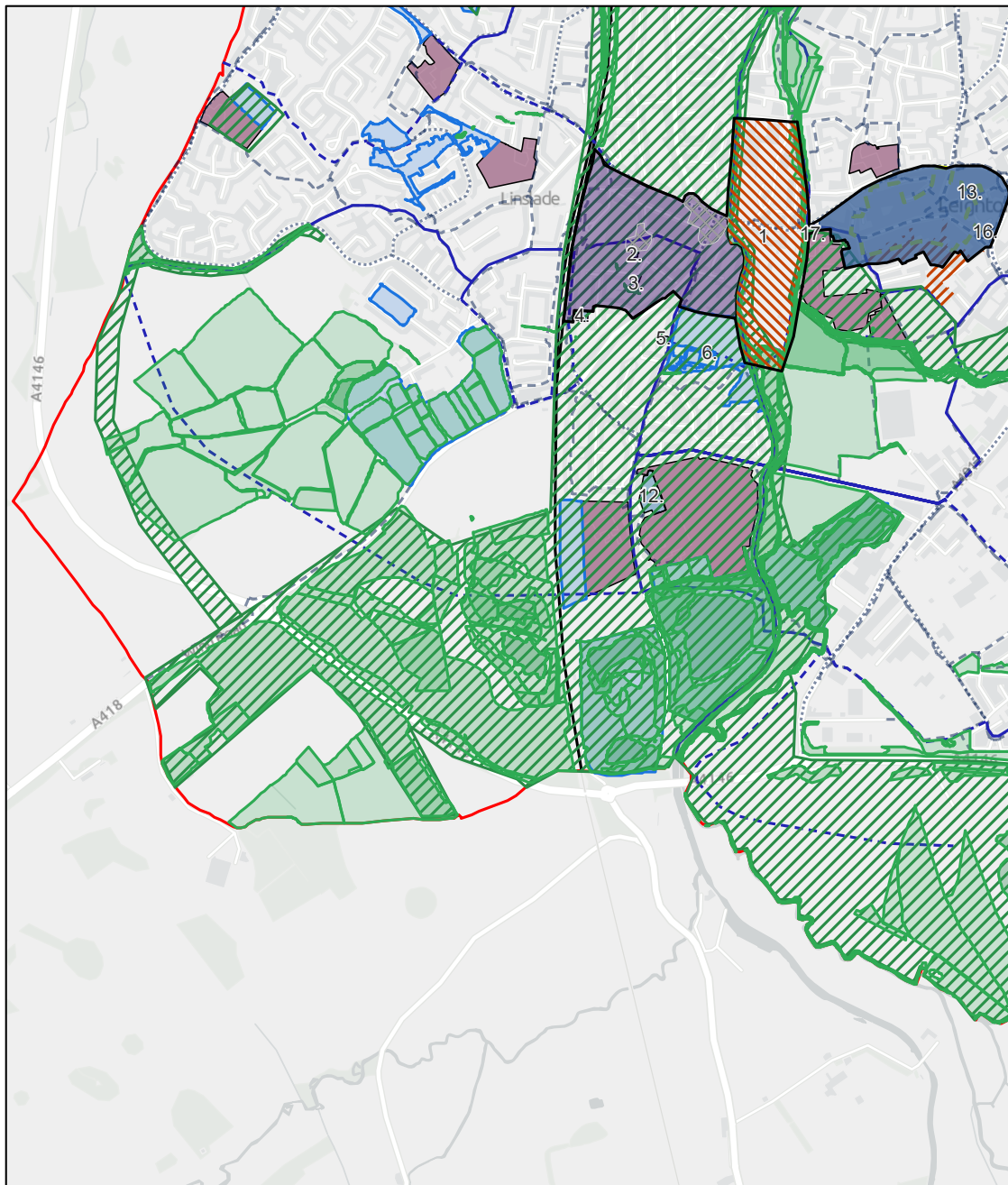


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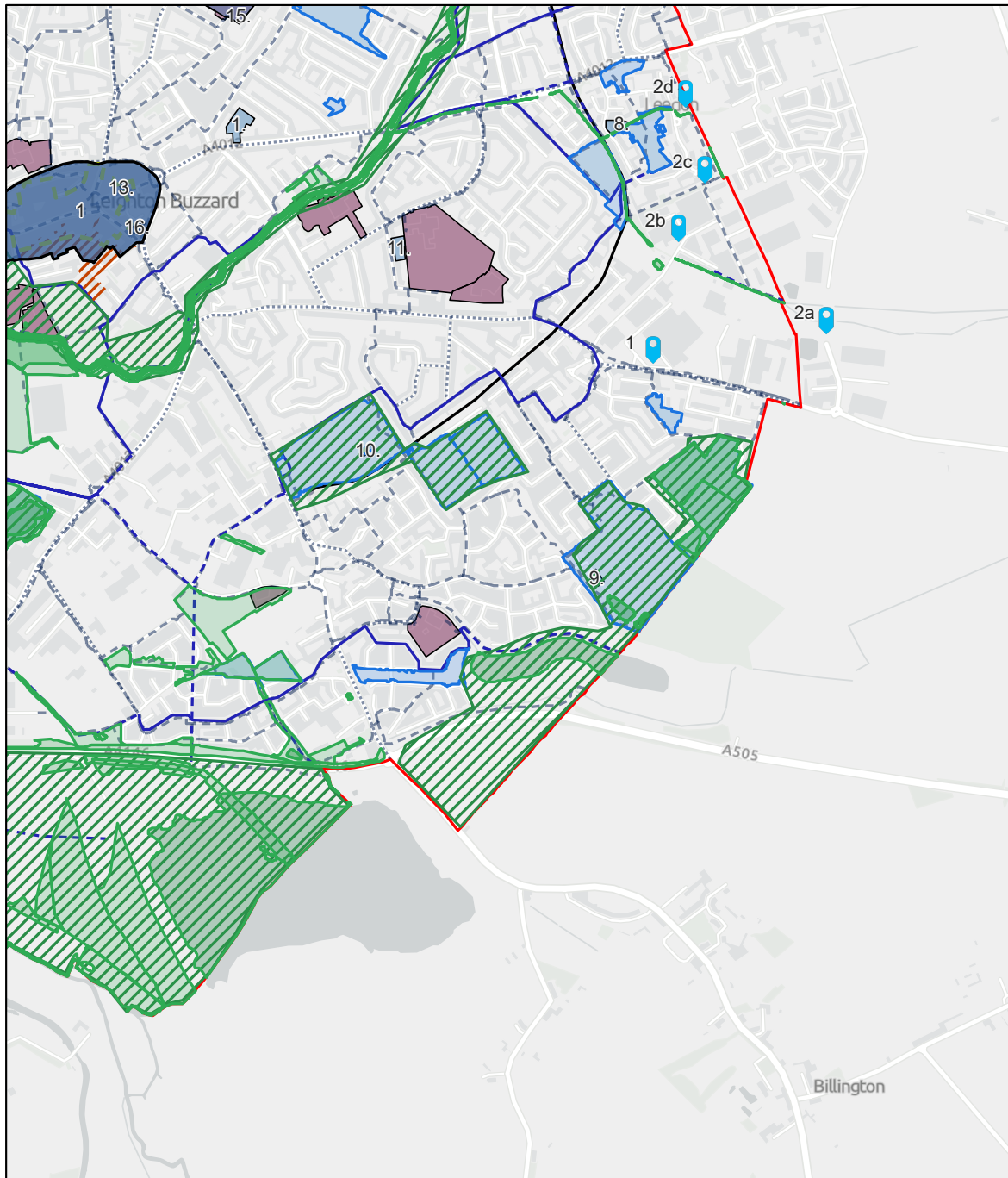
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| LL1 Centre of Town | LL5 Land South of High Street | LL11 Green Wheel |
| LL2 Town Centre | LL8 Green Infrastructure | LL11 LCWIP Routes |
| LL2 Primary Shopping Area | LL8 Opportunity Layer | LL11 Bus Routes |
| LL3 Bridge Meadow/Canal Quarter | LL9 Local Green Spaces | LL11 Rail Line |
| LL4 Linslade Focus Areas | LL7 Community Facilities | LL13 Education |
| LL4 Linslade Cluster | LL11 Green Wheel Improvements | Leighton Linslade Parish Boundary |



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Leighton Linslade Policy Map Inset SE



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| LL1 Centre of Town | LL11 Buzz Cycles Eastern Opportunity Locations |
| LL2 Town Centre | LL11 Green Wheel Improvements |
| LL2 Primary Shopping Area | LL11 Green Wheel |
| LL5 Land South of High Street | LL11 LCWIP Routes |
| LL8 Green Infrastructure | LL11 Bus Routes |
| LL8 Opportunity Layer | LL11 Rail Line |
| LL9 Local Green Spaces | LL13 Education |
| LL7 Community Facilities | Leighton Linslade Parish Boundary |



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4. INFORMATION

4.1 The Neighbourhood Plan will be implemented through Central Bedfordshire Council consideration and determination of planning applications for development in the Town. The Town Council will monitor the effectiveness of the policies through the development management process. In addition Central Bedfordshire Council monitor the implementation of Neighbourhood Plan policies, once adopted, through the Authority Monitoring Report which is published annually. This report is prepared in consultation with relevant Town council each year.

4.2 The Town Council will use a combination of the Local Plan and this Neighbourhood Plan policies to inform and determine its planning application decisions. The Town Council is a statutory consultee on planning applications made in the Town and it will be made aware of any future planning applications or alterations to those applications by the planning authority. It will seek to ensure that the Neighbourhood Plan policies have been identified and applied correctly by applicants and by officers in their decision reports.

4.3 The success or otherwise of the policies will feed into the assessment of the need for a review of the Plan.

4.4 Opportunities may arise through S106 agreements or through the Community Infrastructure Levy (CIL) to secure financial contributions to invest in improving local infrastructure. Should Central Bedfordshire Council implement a CIL regime, once Neighbourhood Plan is made the Town Council will be able to determine how and where 25% of the CIL collected from schemes in the Town is spent (currently only 15%) in accordance with the CIL Regulations.

4.5 LLTC kindly acknowledges the help of the following in the production of the LLNP:

- Leighton Linlade Neighbourhood Plan Steering Group
- Central Bedfordshire Council
- [Locality](#)
- [ONH Planning for Good](#)

5. APPENDICES

5.1 LLTC has referred to the following documents as its evidence to support the policies of the Neighbourhood Plan:

- Appendix A Wider Town Centre Spatial Framework (supplied separately due to size)
- Appendix B Land South of High Street Spatial Framework (supplied separately due to size)
- Appendix C Community Assets Report (supplied separately due to size)
- Appendix D Local Green Spaces Report (supplied separately due to size)
- Appendix E Post Occupancy Evaluation Report.
- Appendix F Glossary of Terms

APPENDIX E – POST OCCUPANCY EVALUATION GUIDANCE

This guidance note sets out how Post-Occupancy Evaluation (POE) should be undertaken and is derived from published guidance and best practice.

1. Post-Occupancy Evaluation (POE) is the method of obtaining feedback on a building's energy performance 'in use', to ensure it measures up to the commitments made by the team that designed and built it. It offers significant potential to address the performance gap and occupant satisfaction.
2. Where a monitoring regime to ensure the 'as designed' building performance targets are achieved in practice for all new and refurbished buildings is required, it is important that data is collected robustly, following good practice POE principles. It is therefore recommended that for residential development the POE methodology in section 11.4 of the Home Quality Mark ONE: Technical Manual: England, Scotland & Wales SD239 (2018)58, or as updated, is used as a guide for meeting this requirement. For non-residential buildings the BSRIA Soft Landings and Design for Performance framework (BG 76/2019), or as updated, may be used.
3. Applicants are required to set out in their Energy Statement how their monitoring regime, based on the HQM, BSRIA or similar methodology, will work in practice and be independently verified by a third party. The Energy Statement to be submitted with the planning application.
4. As each new or refurbished building comes into use, the developer must ensure performance monitoring and data collection for all relevant parameters for one whole year is carried out once the building is substantially occupied, in line with good POE practice for residential or non-residential uses. This verification process should entail, after appropriate commissioning has taken place, comparison of the 'as designed' parameters (energy, carbon, air quality and overheating risk) to monitoring data under the same categories, to assess and compare actual performance.
5. In order to account for seasonality, a minimum of 12 months monitoring data is required. On the other hand, to account for actual weather, the modelling results can be adjusted with degree days for the relevant year. A 'performance gap metric', which will compare designed and actual performance (e.g. a percentage difference) for each of the 4 required parameters (energy, carbon, air quality and overheating risk) should be issued at POE stage. This needs to be issued for both the 'central' scenario and the 'lowest acceptable performance /reasonable worst-case scenario' as a minimum, with multiple scenarios considered if at all possible. The process and reporting methodology used for the POE will need to be repeatable, so that performance can be monitored for at least 2 annual space heating cycles.
6. A report will then be required to be submitted to both building owners/occupiers and to Council, which states the performance gap metric and identifies any reasons for deviation from predicted energy usage, carbon emissions, indoor air quality and overheating performance, as well as recommendations for reasonable corrective action that will be taken to reduce or eliminate the performance gap.
7. The submission of the monitoring report to owners/occupiers and the council must be secured by a planning condition, to be determined at the time of application based on case-specific factors. The applicant must demonstrate that the reasonable corrective actions committed to in the monitoring report, and subsequently agreed by Central Bedfordshire Council, have been implemented through another annual heat cycle before the condition will be discharged.

APPENDIX F GLOSSARY OF TERMS

This glossary accompanies the Leighton Linlade Neighbourhood Plan (LLNP) 2025–2042. It provides definitions and explanations for key terms, abbreviations, and policy-specific terminology used throughout the Plan. The glossary is intended to help residents, stakeholders, and decision-makers understand the technical and planning language that supports the vision and policies of the LLNP. Terms are listed alphabetically for ease of reference.

Active Travel

Forms of transport involving physical activity such as walking, wheeling, or cycling, supported by safe routes and public realm improvements.

Affordable Housing

Housing available at below-market prices or rents for eligible households whose needs are not met by the market.

Appendix

Supplementary section providing evidence, data, or spatial frameworks supporting the Neighbourhood Plan's policies.

Asset of Community Value (ACV)

A building or land designated by the Local Authority as being of community importance, giving community groups the right to bid if it is sold.

Basic Conditions Statement

A supporting document submitted with the Neighbourhood Plan demonstrating how it meets legal and policy requirements.

Biodiversity Net Gain (BNG)

A measurable improvement in biodiversity after development, ensuring the environment is left in a better state than before.

Blue Infrastructure

Water-based environmental features such as rivers, canals, ponds, wetlands, and sustainable drainage systems that support ecology and recreation.

Brownfield Land

Land that has been previously developed, often suitable for redevelopment or regeneration projects.

Building Regulations M4(2) / M4(3)

Standards for accessible and adaptable dwellings (M4(2)) or wheelchair-accessible homes (M4(3)).

CBC (Central Bedfordshire Council)

The Local Planning Authority responsible for planning, development management, and infrastructure in the area.

Chiltern Beechwoods SAC

A Special Area of Conservation designated under the Habitats Directive to protect ancient beech woodlands and their biodiversity.

Climate Change Statement

A report accompanying planning applications demonstrating how proposals minimise carbon emissions and adapt to climate impacts.

Community Infrastructure Levy (CIL)

A charge on new development used to fund local infrastructure such as schools, roads, and parks.

Conservation Area

A designated area of special architectural or historic interest, where development must preserve or enhance character and appearance.

Consultation Statement

A document outlining how the community and stakeholders were engaged in preparing the Neighbourhood Plan.

Design Code

Guidance setting out rules and principles to ensure consistent, high-quality design across new development.

Development Brief

A planning document that sets design and use principles for a specific site to guide its future development.

Development Plan

The statutory planning framework that includes Local Plans, Neighbourhood Plans, and other adopted policy documents.

Demand Responsive Transport (DRT)

Flexible bus services that operate based on passenger demand rather than fixed routes.

EUI (Energy Use Intensity)

A measure of a building's annual energy consumption per square metre, used to assess efficiency.

F1/F2 Use Classes

Categories of land use under the Town and Country Planning (Use Classes) Order 1987, as amended. F1 covers learning and non-residential institutions, F2 covers local community uses.

Flood Risk Assessment (FRA)

A study assessing potential flood impacts and mitigation measures for development proposals.

GBI (Green and Blue Infrastructure)

A connected network of natural and semi-natural areas, green spaces, and waterways delivering environmental, social, and economic benefits.

Green Infrastructure (GI)

Land-based natural and semi-natural networks, including parks, trees, grasslands, and gardens.

Green Wheel

A strategic cycle and walking route encircling Leighton Linlade to promote active travel and connect green spaces.

Greensand Ridge Nature Improvement Area (NIA)

A regionally significant landscape promoting biodiversity restoration and habitat connectivity.

Habitats Regulation Assessment (HRA)

A legal assessment determining whether a plan or project could adversely affect a protected European site.

Healthy Streets Initiative

An approach to designing streets that encourage walking, cycling, and community interaction while improving air quality.

Heritage Asset

A site, building, structure, or area with historic, archaeological, or architectural significance.

Housing Needs Assessment (HNA)

A study that identifies the quantity, type, and tenure of housing required to meet local needs.

Infrastructure

Physical and social facilities such as transport, utilities, education, and healthcare that support communities and development.

Infrastructure Delivery Plan (IDP)

A strategic document setting out the infrastructure required to support planned growth.

Land Use Class (Use Class Order 1987)

The legal classification system defining the types of use permitted for land and buildings (e.g., residential, retail, business).

Leighton Linlade Town Council (LLTC)

The qualifying body responsible for preparing and managing the Leighton Linlade Neighbourhood Plan.

Local Cycling and Walking Infrastructure Plan (LCWIP)

A framework identifying priority routes and measures for active travel improvement.

Local Green Space (LGS)

Areas of local importance designated for protection due to community, recreational, or ecological value.

Local Plan

The Local Authority's principal planning document setting strategic policies for development and land use.

Mitigation Strategy

A plan to offset potential negative environmental or social impacts of a development.

Mixed-Use Development

Development combining different functions such as housing, retail, employment, and community uses.

National Planning Policy Framework (NPPF)

The Government's primary planning guidance setting out policies for sustainable development in England.

Neighbourhood Area

The geographical area formally designated for the preparation of a Neighbourhood Plan.

Neighbourhood Plan (NP)

A statutory planning document produced by the community that guides local development decisions.

Net Zero Carbon (Zero Carbon Ready)

Development designed to minimise energy use and carbon emissions, ready to operate at zero carbon as the energy grid decarbonises.

Passivhaus Standard

A rigorous international standard for energy-efficient buildings with minimal energy demand for heating and cooling.

Planning Condition

A legal requirement attached to a planning permission controlling specific aspects of the development.

Policies Map

A spatial map accompanying the plan, showing where specific policies and designations apply.

Post-Occupancy Evaluation (POE)

Assessment of a building's performance after occupation, particularly its energy efficiency and occupant satisfaction.

Public Realm

External spaces in towns and cities accessible to the public, including streets, squares, and parks.

Regulation 14 Consultation

The statutory pre-submission consultation stage for Neighbourhood Plans.

Regulation 16 Consultation

The formal consultation undertaken by the Local Authority before independent examination of a Neighbourhood Plan.

Renewable Energy

Energy generated from natural sources such as solar, wind, and geothermal, reducing carbon emissions.

S106 Agreement (Planning Obligation)

A legal agreement between a developer and the Local Authority to provide or fund infrastructure and services.

SAC (Special Area of Conservation)

A European protected site designated for the conservation of natural habitats and species.

SANG (Suitable Alternative Natural Greenspace)

Green space created to reduce visitor pressure on sensitive protected habitats.

Spatial Framework

A visual and policy-based guide that defines how an area will be developed and connected over time.

SPD (Supplementary Planning Document)

A non-statutory document providing additional detail on policies in the Local Plan.

Strategic Environmental Assessment (SEA)

A process for evaluating the likely environmental effects of a plan or programme.

SuDS (Sustainable Drainage Systems)

Design features that manage surface water runoff close to where it falls, reducing flood risk.

Sui Generis

A planning term for uses that do not fall into any specific Use Class (e.g., pubs, nightclubs, theatres).

Sustainable Development

Development that meets present needs without compromising the ability of future generations to meet their own.

Town Centre Vitality

The economic and social health of a town centre, measured by footfall, diversity of uses, and local engagement.

Transport Strategy (LTP3/LTP4)

Local Transport Plans setting priorities for sustainable mobility, active travel, and public transport.

Whole Life-Cycle Carbon Assessment

An evaluation of carbon emissions produced throughout the entire life of a building, from construction to demolition.

Wider Town Centre Spatial Framework

A masterplan providing the design and development principles for Leighton Buzzard, Bridge Meadow, and Linslade.