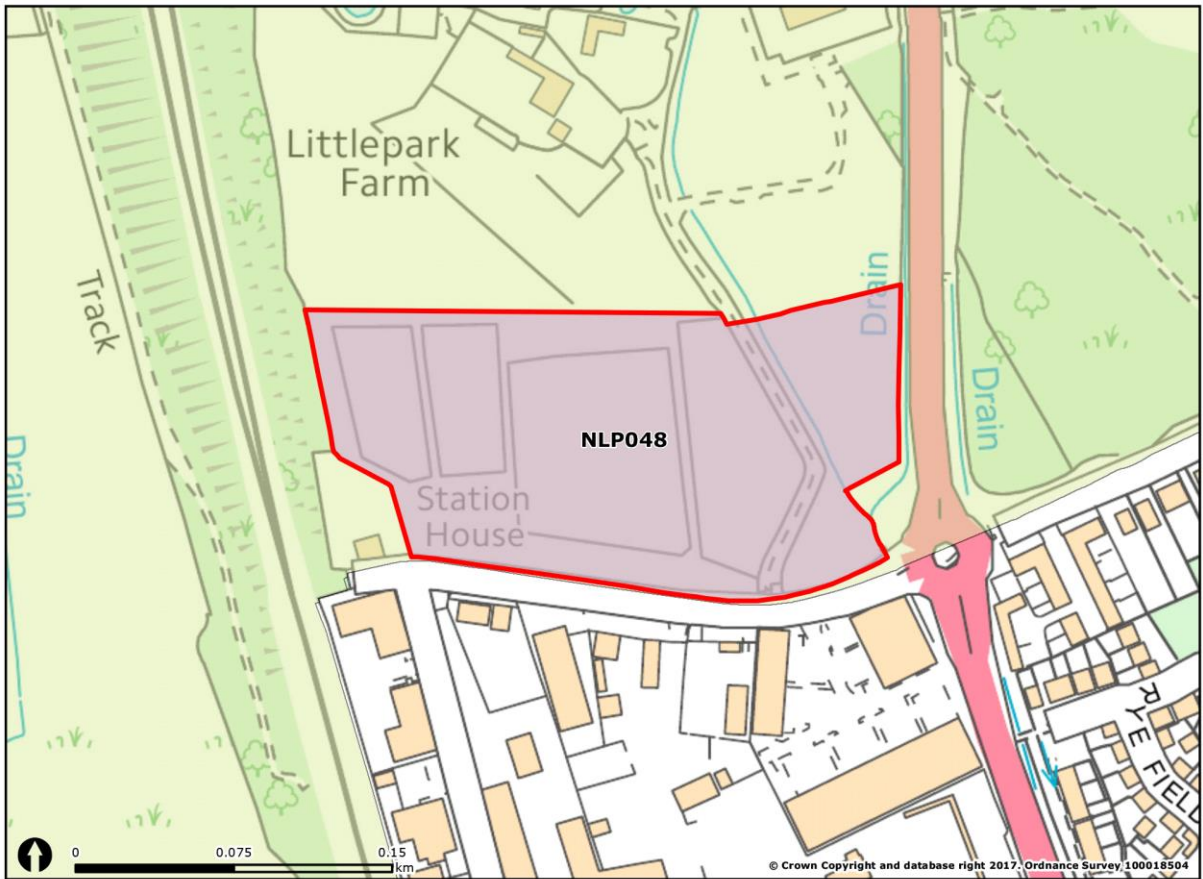


Appendix 1 - Stage 3 Assessments

Ampthill



Committed development Harm rating from release of whole site - High Moderate high Moderate Low moderate Low



Site description

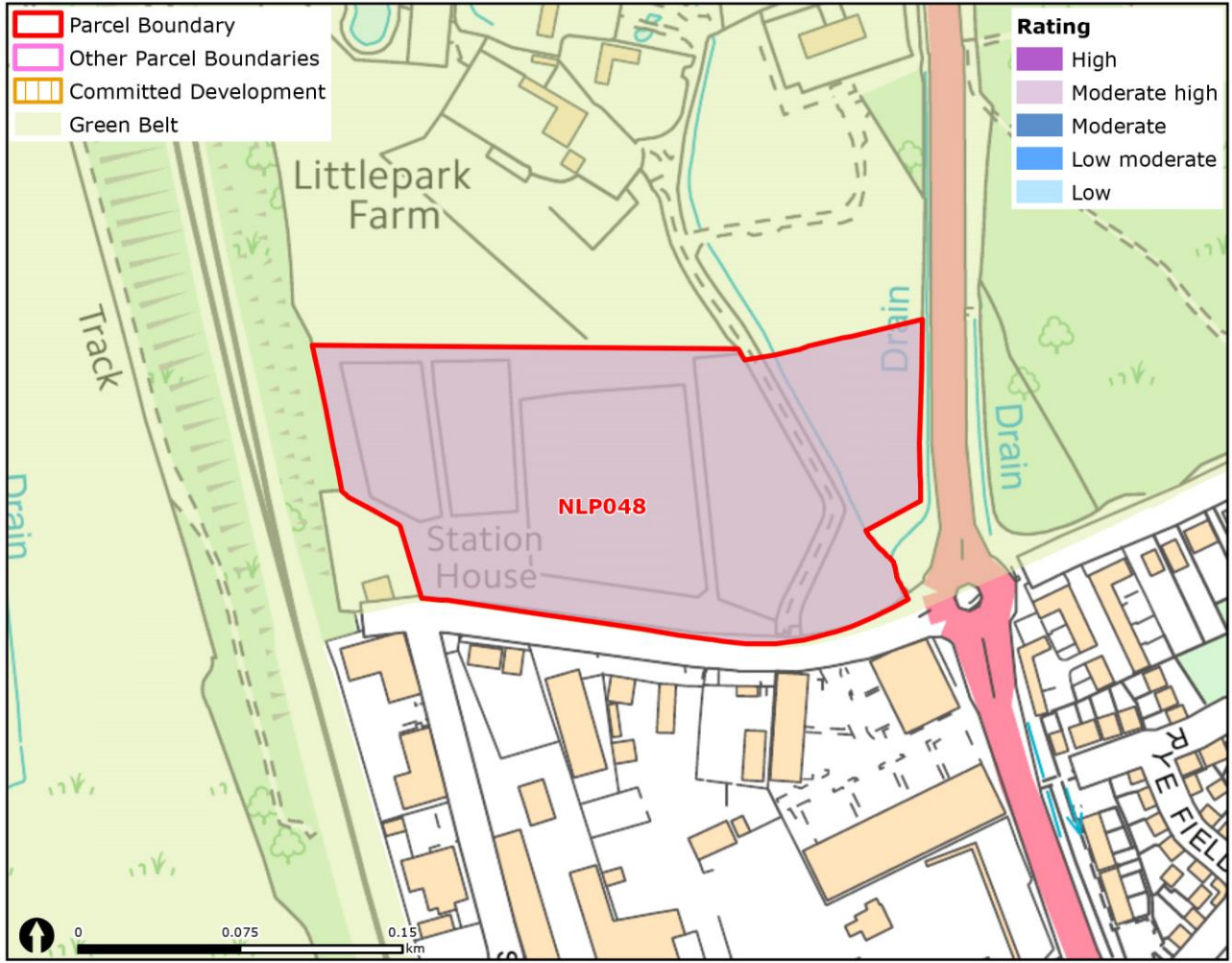
Located on the edge of the inset settlement of Ampthill, this site comprises a series of paddocks and pasture fields defined by post and rail fencing with a tree-lined driveway running through its eastern half. The site lies on the northern edge of Ampthill adjacent to an industrial estate and defined by Station Road. The parcel extends northwards between the A507 to the east and a railway to the west, which are clearly defined by thick shelterbelts. A single paddock fence marks the northern boundary with further pasture fields and residential development a short distance beyond.

Relationship between site, settlement and countryside

The railway line, A507 and associated tree planting strongly contain this site to the west and east respectively. However, the paddock fence which marks the northern boundary of the site is significantly weaker. The absence of a strong boundary to the north of the site contributes to this site's sense of openness, although residential development located a short distance from the site limits the relationship it has with the countryside. Despite the private driveway providing a connecting feature to the settlement, Station Road and associated tree clumps to the south form a strong edge to the settlement edge with development within the industrial estate set back from the road. The site has some relationship with the historic setting of Ampthill, namely the wooden parklands rising above the settlement to the north of the settlement.

Parcels

This site is assessed as one parcel.



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Looking east along the southern boundary from Station Road.

Parcel: NLP048 Parcel area (ha): 3.26

Stage 1 assessment

Stage 2 assessment

Parcel: AH4
Highest contribution: Purposes 3 & 4 - Strong contribution

Parcel: n/a
Contribution:

Contribution to Green Belt purposes

| Purpose | Comments |
|--|--|
| Purpose 1: Checking the unrestricted sprawl of large, built-up areas | Development here would not be associated with the large built up areas of Luton/Dunstable/Houghton Regis or Leighton Linlade. Therefore, the parcel plays no role with respect to this purpose. |
| Purpose 2: Preventing the merger of neighbouring towns | This parcel lies adjacent to Ampthill but development in this parcel would result in little or no perception of the narrowing of gaps between towns. |
| Purpose 3: Safeguarding the countryside from encroachment | Although the railway line, A507 and Station Road form strong defensible boundaries to this site, the absence of a strong boundary to the north means that the parcel relates more strongly to the wider countryside, which stretches north of the site. Station Road Industrial Park to the south of the site has some urbanising influence, but any new development within this parcel would be perceived as encroachment into the countryside. |
| Purpose 4: Preserving the setting and special character of historic towns | The elevated medieval parklands to the north and west of Ampthill, Ampthill Park and the avenue of trees known as Alameda constitute the setting and special character of this historic town. The location of this parcel to the west of Ampthill and within close proximity to Cooper’s Hill Nature Reserve and Alameda means that the release of Green Belt within this location could adversely affect the wider setting of these assets. |
| Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land | All parcels are considered to make an equal contribution to this purpose. |

Spatial options

The parcel is not located within an identified Potential Growth Location. However, the site’s location on the edge of the settlement of Steppingley, the absence of any landscape elements that could create clear separation between existing and new development, and the location of the site adjacent to an A-road mean that urban extension and growth in transport corridors are viable development scenarios.

Potential alternative Green Belt boundaries

The railway line, A507 and Station Road all represent strong defensible Green Belt boundaries. However, the northern boundary comprised of paddock fencing is weak. The alignment of the Green Belt along the paddock fence would significantly weaken the existing Green Belt boundary defined by Station Road to the south, which forms a consistent Green Belt boundary along the settlement edge.

Site: NLP048 - Land off Station Road

Site size (ha): 3.26

Parcel: NLP048 **Parcel area (ha):** 3.26

Harm to Green Belt resulting from release

| Scenario | Comments | Rating |
|--|--|----------------------|
| Release of NLP048 in isolation. | This parcel makes a contribution to preventing countryside encroachment and also plays a role in preserving the setting and special character of the town. Harm resulting from the release of this site would weaken the contribution of land to the north as the A507 forms a strong defensible boundary to the east, the railway line to the west and Station Road to the south. Release would also weaken the contribution of land to the east as the existing consistent Green Belt boundary along Station Road would be breached and due to the potential for development to adversely affect the historic parklands and woodlands. | Moderate high |

Cumulative release scenarios

There are no other sites with which the potential for cumulative harm would be greater than harm resulting from their release in isolation. The nearest site is NLP048 to the south which is considered too distant and separated by intervening features to have any significant combined impact on the Green Belt.

Harm to Green Belt resulting from release of site

| Scenario | Comments | Rating |
|----------|----------|--------|
| | | |