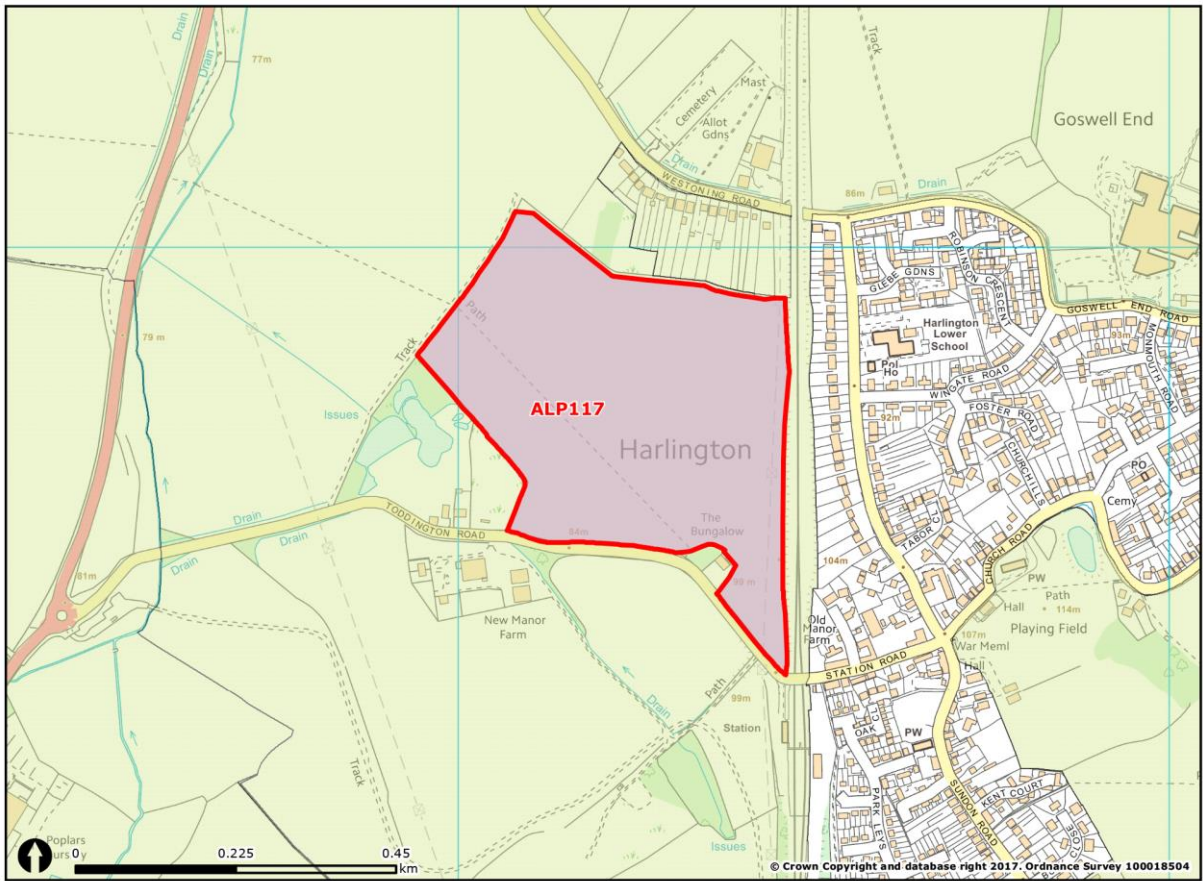


Harlington



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



Site description

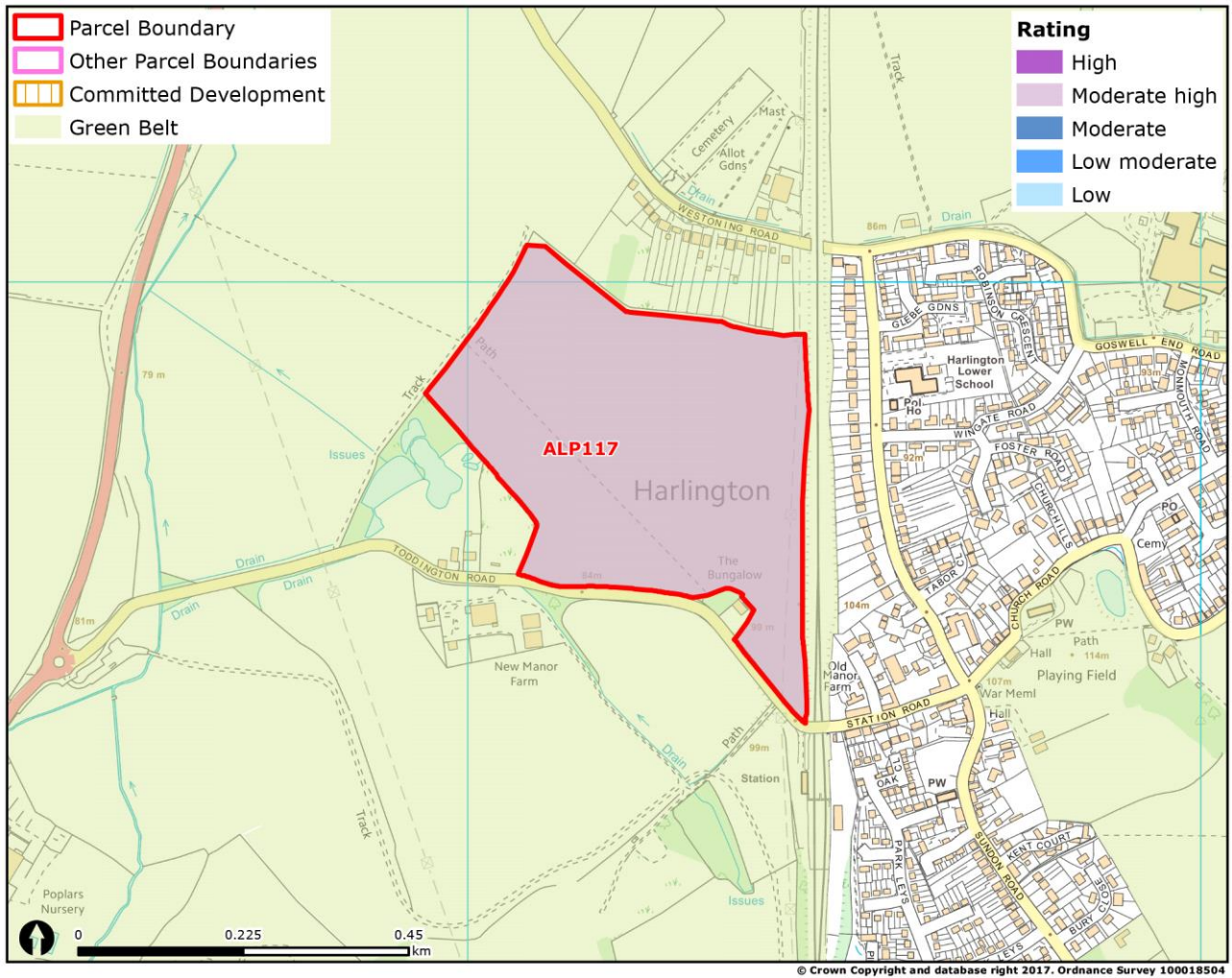
This parcel comprises a single arable field that is relatively large and is irregular in form. It is bound to the north by a line of mature trees backed by residential gardens of houses located along Westoning Road (within the Green Belt); to the east by the Midland Main Line railway, which separates it from the defined urban area of Harlington; to the south by hedgerows and trees that line Toddington Road and that enclose a detached property; and to the west by a field boundary hedgerow.

Relationship between site, settlement and countryside

Harlington is situated on a hill, but there is only limited intervisibility between site and settlement. The site is free of urban development, and the Midland Main Line railway, with large embankments, creates strong separation from the defined urban area. There are properties located along Westoning Road to the north, within the Green Belt, but these are fairly well contained by trees and shrubs and exert little urbanising influence. The site also has strong boundaries to the south, along Toddington Road and adjacent isolated dwellings, so it has a degree of visual enclosure, but it nonetheless forms part of a homogenous patchwork of agricultural land set between the Midland Main Line railway and the M1.

Parcels

This site is assessed as a single parcel. It is also assessed as parcel NLP381b.



Looking north-east towards the railway and settlement edge of Harlington, from the southern edge of the parcel

Parcel: ALP117 Parcel area (ha): 18.14

Stage 1 assessment

Stage 2 assessment

Parcel: H3
Highest contribution: Purpose 3 - Relatively strong contribution

Parcel: n/a
Contribution:

Contribution to Green Belt purposes

Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is not adjacent to a large built-up town and development here would be associated with Harlington.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is not close to towns but makes up part of the gap between inset villages between Flitwick and Luton and therefore makes a limited contribution to the perceived separation.
Purpose 3: Safeguarding the countryside from encroachment	The parcel has little visual relationship with Harlington, with the railway line forming strong separation from the defined urban area. There are crossing points on Westoning Road to the north and Toddington Road to the south, and linear development alongside the former has some urbanising characteristics, but strong tree cover separates this from the parcel. The railway infrastructure has some adverse impact on countryside character, but the parcel contains no built development and forms part of a wider area of similar arable farmland. 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 parcel does not form part of the setting of a historic town.
Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land	All parcels make an equally significant contribution to this purpose.

Spatial options

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlements, village extensions, and growth in a transport corridor. The site's location close to the settlement edge of Harlington means that village extension is likely to be the more viable development scenario.

Potential alternative Green Belt boundaries

The railway line constitutes a strong, defensible Green Belt boundary to Harlington. The parcel's western hedgerow edge would constitute a weaker boundary, although it is bolstered at its southern end by strong tree cover around a large residential property. The A5120 Harlington Road that runs along the western boundary of the adjacent parcel (NLP381a), adjacent to the River Flit and its floodplain, is a stronger alternative, but encompasses a much larger area of open countryside.

Site: ALP117 - Land to the west of Midland Mainline Railway, Harlington

Site size (ha): 18.14

Parcel: ALP117 **Parcel area (ha):** 18.14

Harm to Green Belt resulting from release

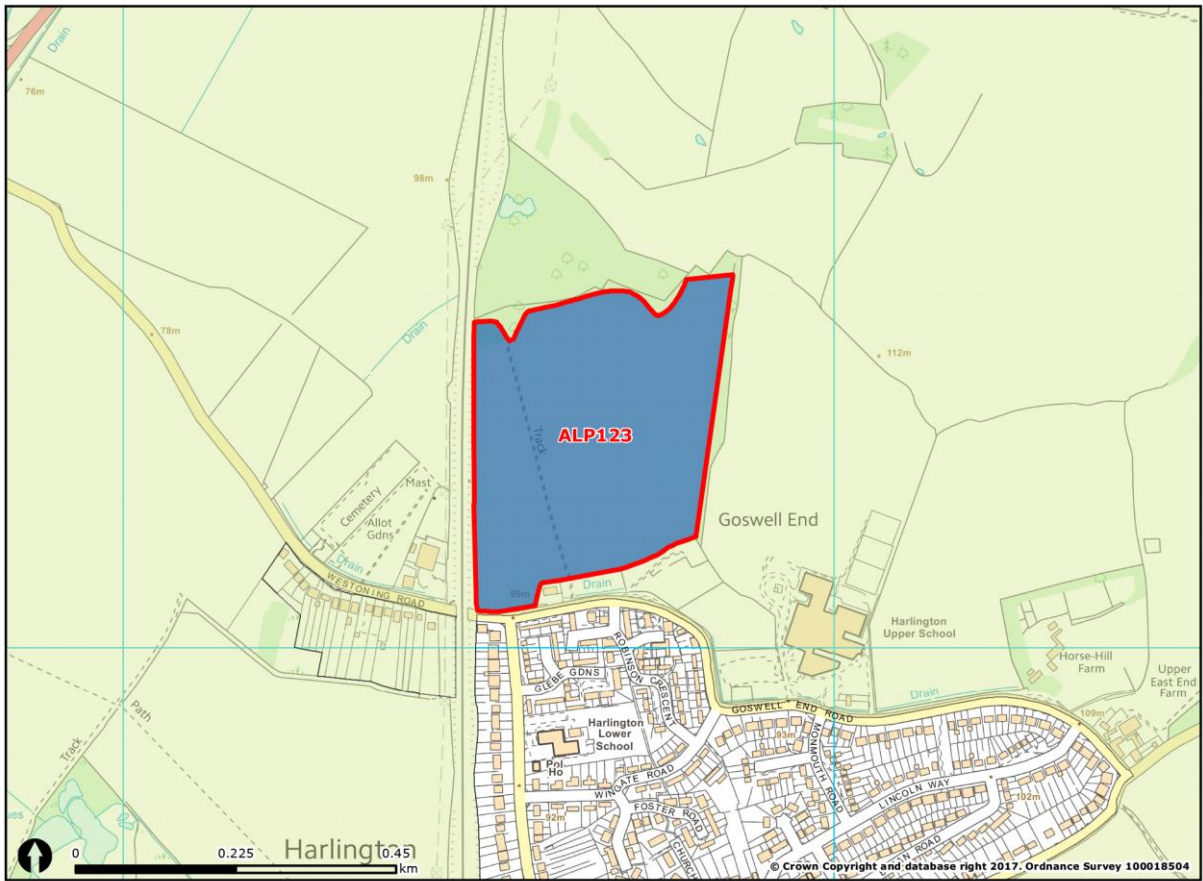
Scenario	Comments	Rating
Release of ALP117 in isolation.	Development in this parcel would constitute countryside encroachment, and although it is a fairly well-defined area its release would significantly weaken what is currently a strong, consistent Green Belt boundary.	Moderate high

Cumulative release scenarios

There is little intervisibility and a strong degree of separation between sites ALP117, ALP181/NLP107 and NLP303/ALP123, due intervening settlement, residential housing and the railway, lined with mature trees. It is considered that the release of ALP117 in combination with ALP181/NLP107 and/or ALP123/NLP303 would not lead to an additional level of harm to the Green Belt over and above the level expected from releasing of each area individually. The release of ALP117 in combination with land to the west and south is assessed as site NLP381.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating



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



Site description

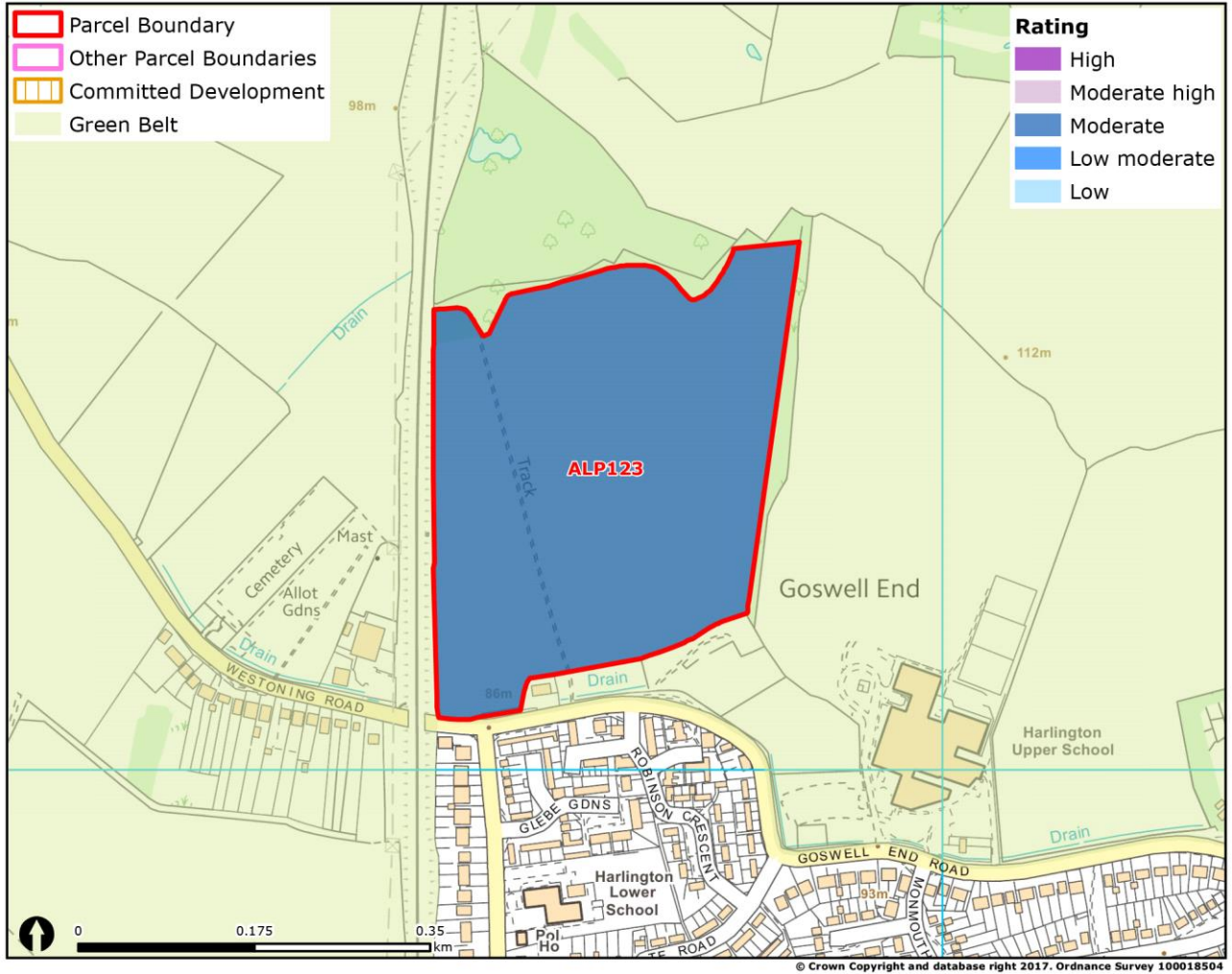
This site comprises a single relatively large arable field that slopes upwards to the north and is located adjacent to the northern settlement edge of Harlington. The site is bound to the north by a dense block of woodland; to the east by shelterbelt of mature trees; to the south by strong hedgerows and trees that define the field boundary and that line Westoning Road/Goswell End Road; and to the west by the Midland Main Line railway lined with trees.

Relationship between site, settlement and countryside

The upwards slope of the land from the settlement edge along Goswell End Road creates some distinction between the settlement and the site, which contains no built development. A sense of containment within the site is provided by the mature block of woodland that sits atop the higher ground to the north, the robust shelterbelt along the eastern boundary, and the railway, with large embankments, running along the western boundary, but the character of the site relates well to the wider countryside to north and east, forming part of a homogenous patchwork of irregular shaped arable and pastoral fields delineated with hedgerows and tree lines, set between Harlington, Flitwick, and Barton-le-Clay.

Parcels

This site has been assessed as a single parcel and is also assessed as NLP303 (which covers only a very slightly larger area).



Looking north from the settlement edge of Harlington

Parcel: ALP123 Parcel area (ha): 12.89

Stage 1 assessment

Stage 2 assessment

Parcel: H1
Highest contribution: Purpose 3 - Strong contribution

Parcel: n/a
Contribution:

Contribution to Green Belt purposes

Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is not adjacent to a large built-up town and development here would be associated with Harlington.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is not close to towns but makes up a small part of the gap between inset villages between Flitwick and Luton and therefore makes a very limited contribution to the perceived separation.
Purpose 3: Safeguarding the countryside from encroachment	Woodland, shelterbelts and the railway line provide containment, but the site's landform, sloping uphill northwards, creates a distinction from Harlington. Goswell End Road constitutes a relatively strong settlement edge. The site contains no urbanising development.
Purpose 4: Preserving the setting and special character of historic towns	The parcel does not form part of the setting of a historic town.
Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land	All parcels make an equally significant contribution to this purpose.

Spatial options

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlements, village extensions, and growth in a transport corridor. The site's location adjacent to the settlement edge of Harlington means that village extension is likely to be the more viable development scenario.

Potential alternative Green Belt boundaries

The parcel's outer edges would constitute a fairly strong Green Belt edge, but the existing boundary, Goswell End Road, combined with landform change to also form a strong edge.

Site: ALP123 - Land off Gosswell End Road, Harlington

Site size (ha): 12.89

Parcel: ALP123 **Parcel area (ha):** 12.89

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of ALP123.	This site is considered to be making a moderate contribution to safeguarding the countryside from encroachment, but makes little contribution to other Green Belt purposes. The slope of the land within the parcel distinguishes it from the settlement, but any development would be contained by strong boundary features.	Moderate

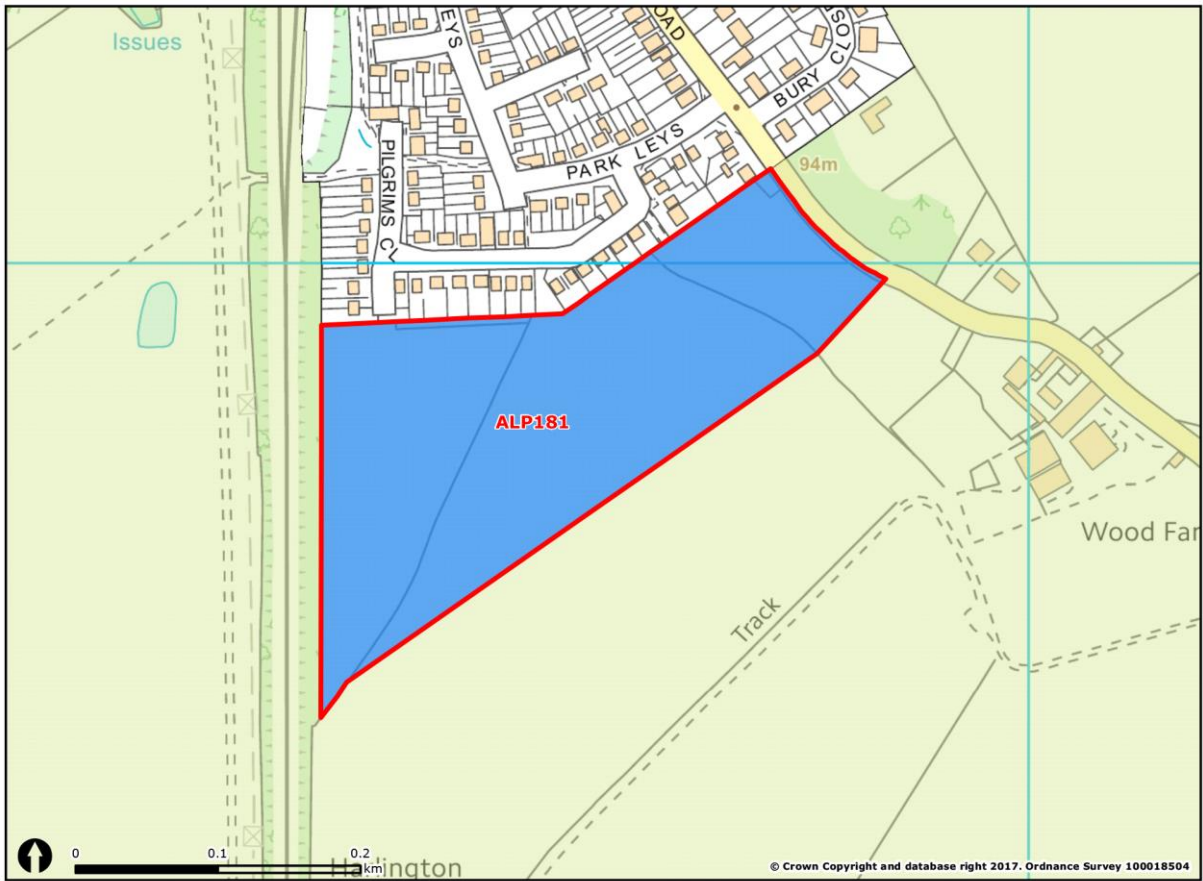
Cumulative release scenarios

ALP123 is located adjacent to NLP471 and close to NLP470 and NLP379/ALP355. ALP123 is also close to ALP117, but there is little intervisibility and a strong degree of separation, due intervening settlement, residential housing and the railway, lined with mature trees. It is considered that the release of ALP123 in combination with NLP471, NLP470, NLP379 and ALP117 would not lead to an additional level of harm than that of NLP379/ALP355 in isolation, which are assessed in isolation as causing moderate high harm to the Green Belt. Both ALP123 and ALP181/NLP107 contribute to the settlement gap between Luton and Flitwick, but are too contained and too small to have any additional cumulative impact beyond that which would result from their release in isolation. Similarly ALP123 and NLP317, on the southern edge of Westoning, also form part of the same settlement gap but their separation by the railway, and containment by woodland to the north of ALP123, mean that there would be no significant additional cumulative harm.

Harm to Green Belt resulting from release of site

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



Site description

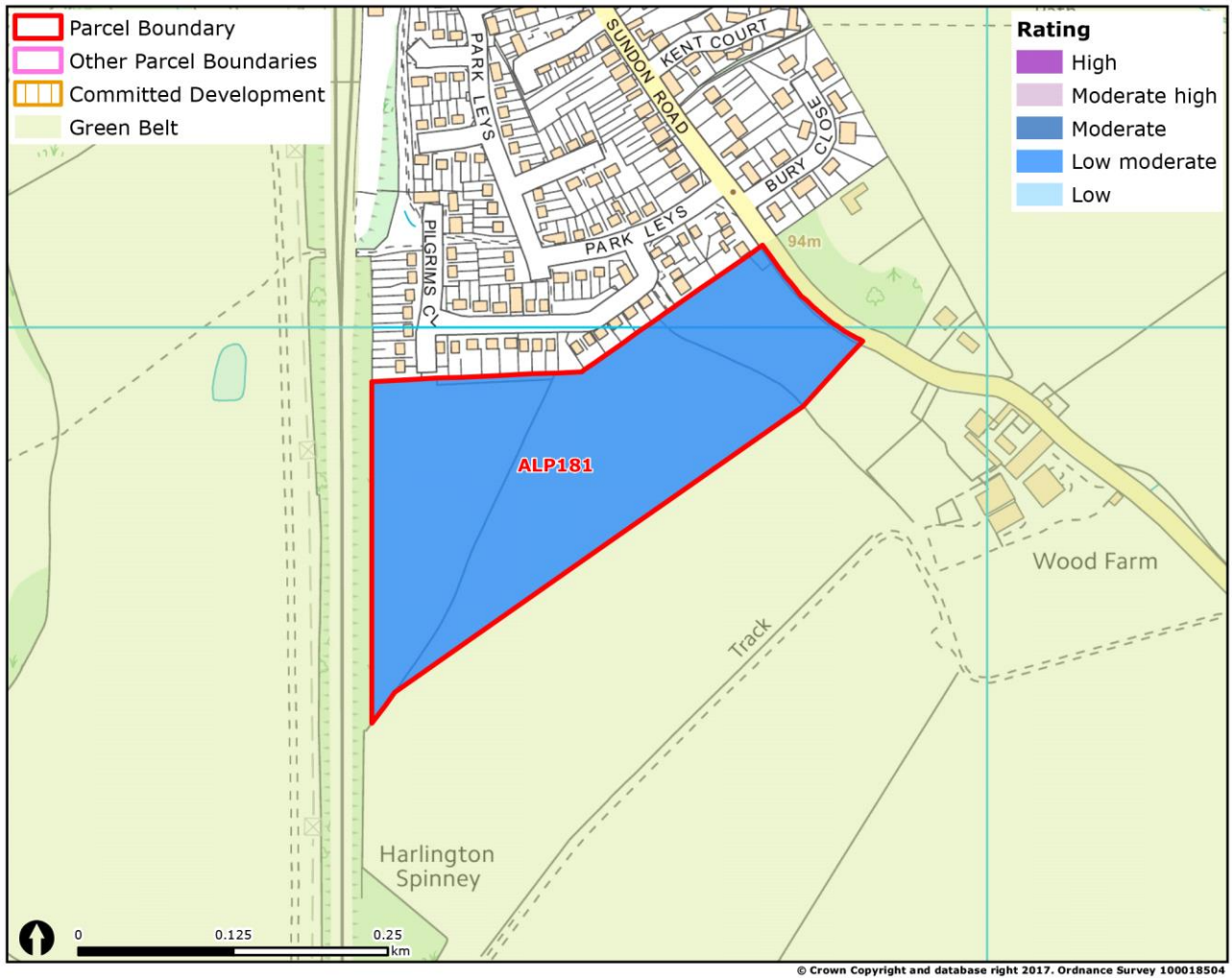
This site comprises three small fields of pasture delineated by mature hedgerows, located on southern settlement edge of Harlington. There is no built development. The northern boundary is formed of intermittent hedgerows backed by residential gardens of houses along Pilgrims Close. The eastern boundary is formed of Sundon Road, lined with low hedgerows; and the southern boundary is a tall and robust coniferous hedgerow. The Midland Main Line railway, lined with trees and shrubs, runs along the western boundary.

Relationship between site, settlement and countryside

The hedgerow to the south, the tree-lined road to the east and railway embankment to the west provide separation from the wider countryside. A small woodland copse, residential gardens and Wood Farm to the east of Sundon Road add to the containment. The openness of the built edge with Pilgrims Close facing out over the parcel has an urbanising influence on the parcel.

Parcels

This site is assessed as a single parcel (also assessed as parcel NLP107).



Looking west towards the railway and southern edge of Harlington, from within the parcel

Parcel: ALP181 Parcel area (ha): 6.39

Stage 1 assessment

Stage 2 assessment

Parcel: H2
Highest contribution: Purpose 3 - Strong contribution

Parcel: H2a
Contribution: Relatively weak

Contribution to Green Belt purposes

Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is not adjacent to a large built-up area and development here would be associated with Harlington.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is not close to towns but makes up very small part of the gap between inset villages between Flitwick and Luton and therefore makes a very limited contribution to the perceived separation.
Purpose 3: Safeguarding the countryside from encroachment	This parcel contains no urban development; however the settlement edge of Harlington is widely visible and exerts an urban influence on the parcel. The parcel is largely contained by robust landscape features and the railway, so it is considered to relate more strongly to the settlement edge than to the wider countryside. Its development would represent only limited encroachment.
Purpose 4: Preserving the setting and special character of historic towns	The parcel does not form part of the setting of a historic town.
Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land	All parcels make an equally significant contribution to this purpose.

Spatial options

The site is not located within an identified for Potential Growth Location. However the site’s location adjacent to the settlement edge of Harlington, and the absence of any landscape elements that could create clear separation between existing and new development, mean that village extension is the only viable development scenario.

Potential alternative Green Belt boundaries

The southern boundary of the site is formed of a tall and robust line of conifer trees. This would make a stronger boundary to the Green Belt than the existing settlement edge that is defined by the perimeters of residential gardens. The eastern boundary of Sundon Road backed by a woodland block would also be a strong, and the railway would, as at present, form a defensible western boundary.

Site: ALP181 - Land west of Sundon Road, Harlington

Site size (ha): 6.39

Parcel: ALP181 **Parcel area (ha):** 6.39

Harm to Green Belt resulting from release

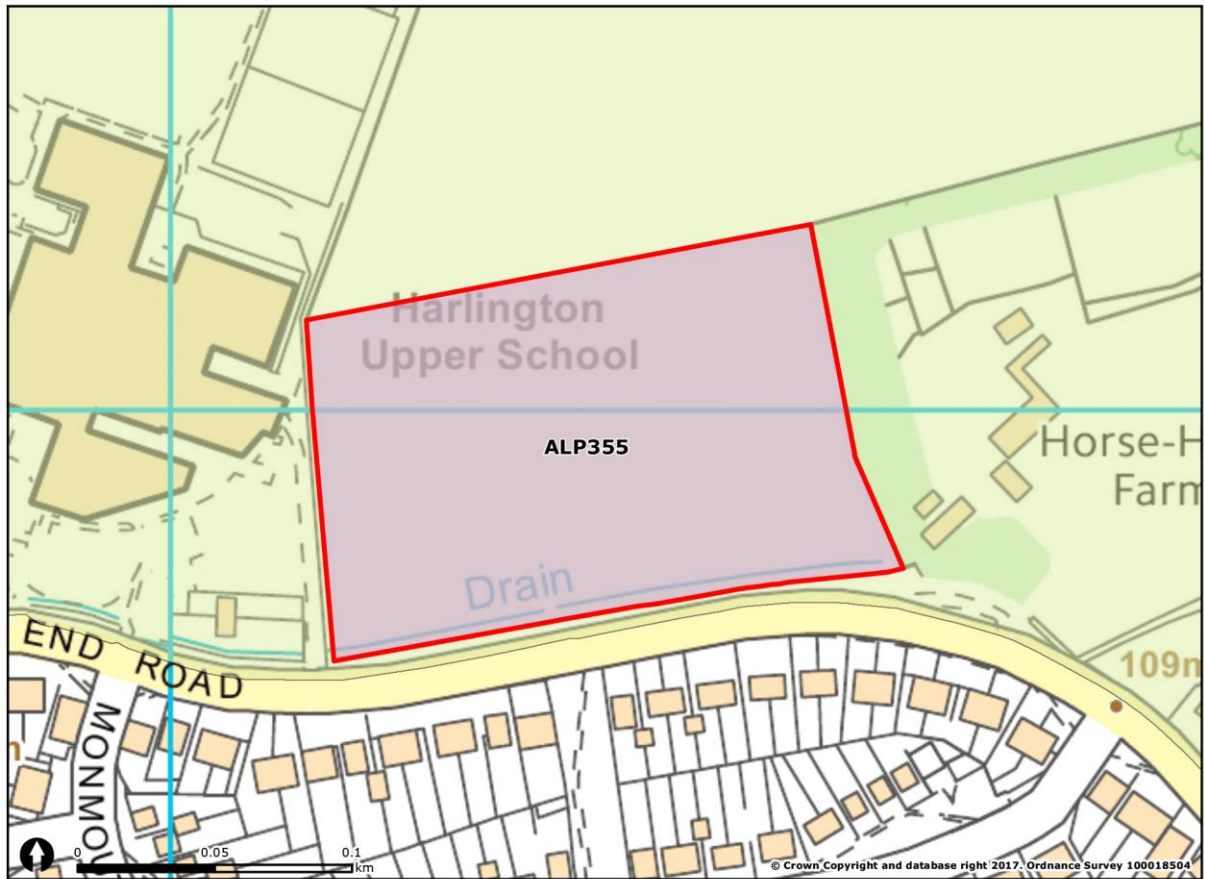
Scenario	Comments	Rating
Release of ALP181 in isolation.	Although open and undeveloped, the land is too small in area to constitute a significant loss of countryside, and the parcel's strong boundaries mean that releasing it from the Green Belt would not result in any significant weakening of the contribution of adjacent land.	Low moderate

Cumulative release scenarios

ALP181 is close to ALP117, but there is little intervisibility and a strong degree of separation, due intervening settlement, residential housing and the railway, lined with mature trees. It is considered that the release of ALP181 in combination with ALP117 would not lead to an additional level of harm to the Green Belt over and above the level expected from releasing of each area individually. Both ALP181 and ALP123/NLP303 contribute to the settlement gap between Luton and Flitwick, but are too contained and too small to have any additional cumulative impact beyond that which would result from their release in isolation.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating



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



Site description

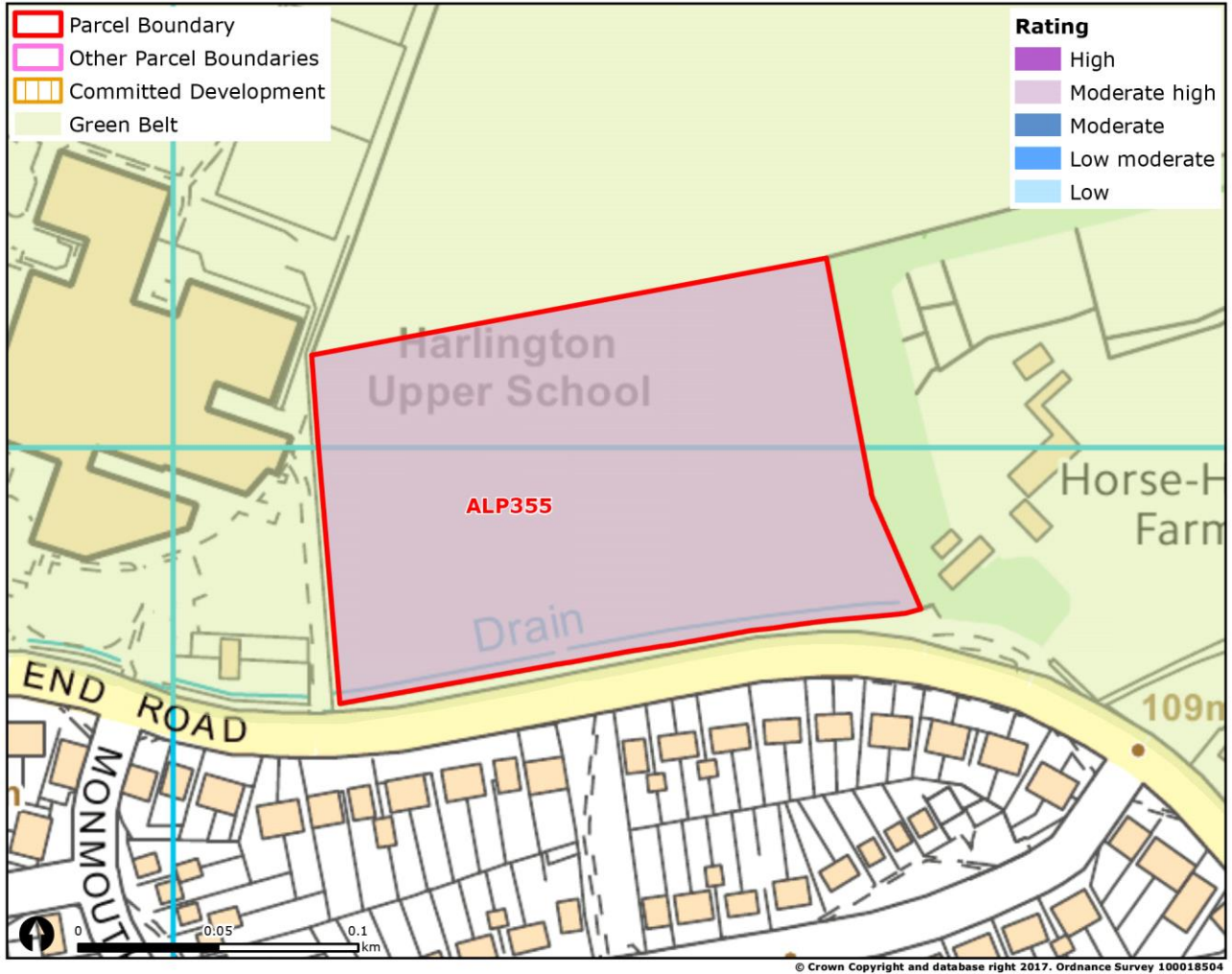
The site is located on the northern edge of the inset settlement of Harlington. It is formed of a single arable field which forms part of the downward slope towards the settlement. The site is boarded by the Green Belt boundary, Goswell End Road and Harlington to the south, Harlington Upper School to the west, an open field to the north and a tree belt and dwelling to the east.

Relationship between site, settlement and countryside

The inset settlement of Harlington is located just to the south of the site, but the two are separated by Goswell End Road, a small brook and a treeline. While these limit the urbanising influence of the settlement on the site, the presence of the school to the north of road, on the western border of the site, creates some relationship with the settlement. The site does not have a defined northern boundary, but the landform which rises up to the north provides some separation from the wider countryside.

Parcels

The site is assessed as one parcel. It forms part of site NLP379 which includes a small area of open land to the north.



Looking east from the public footpath running along the western boundary.

Parcel: ALP355 Parcel area (ha): 2.46

Stage 1 assessment

Stage 2 assessment

Parcel: H1
Highest contribution: Purpose 3 - 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 relate to the expansion of Harlington and 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	Harlington falls between Flitwick and Luton / Dunstable. This settlement already plays a small role in reducing the gap between Flickwick and Luton / Dunstable, but the small size of the site and the fact it does not extend the settlement further north means that it does not play a role in maintaining a settlement gap.
Purpose 3: Safeguarding the countryside from encroachment	The site has a significant degree of openness and there are a lack of significant urbanising influences from within and around the site. Goswell End Road separates the settlement to the south with the site relating more to the countryside than the settlement. Therefore, development here would represent encroachment into the countryside.
Purpose 4: Preserving the setting and special character of historic towns	The site does not form a significant part of the setting of any historic towns.
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 Harlington, the absence of any landscape elements that could create clear separation between existing and new development, and the location of the site within 1.2km of a railway station mean that urban extension and growth in transport corridors are the only viable development scenarios.

Potential alternative Green Belt boundaries

The southern boundary of the site, Goswell End Road forms the current Green Belt boundary and provides a defined edge to Harlington. There is no defined northern boundary to the site, instead an open field which, if the site were to be released would constitute a weaker Green Belt boundary, though the increasing landform slope to the north would provide some basis for distinction from the farmland to the north. Release of the site from the Green Belt could also reduce the justification for retaining the washed over status of Harlington Upper School to the west as the boundary here is weak and there would be little definition between the urbanising elements of both the inset site and the school. There are no potential alternative boundaries to the site.

Site: ALP355 - Land North of Goswell End Road

Site size (ha): 2.46

Parcel: ALP355 **Parcel area (ha):** 2.46

Harm to Green Belt resulting from release

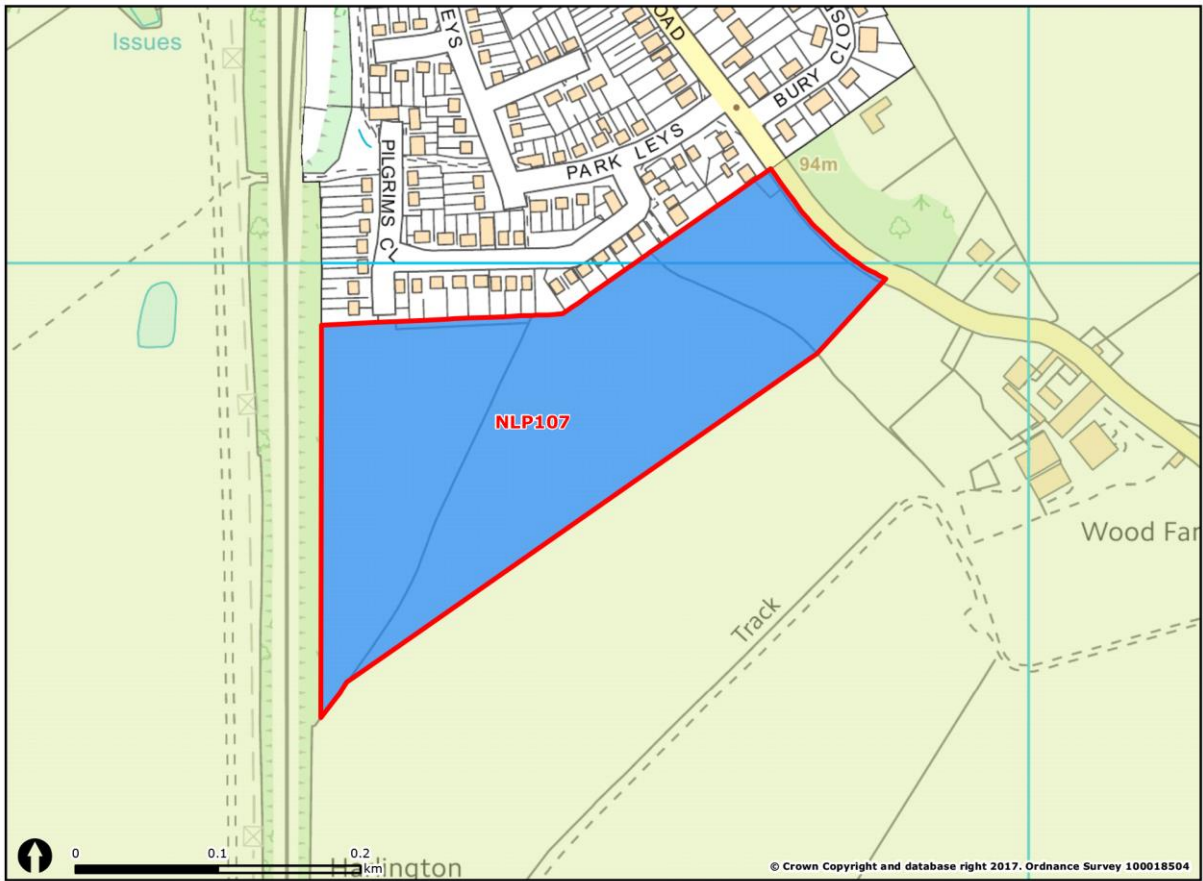
Scenario	Comments	Rating
Release of ALP355 in isolation.	Release of the site would represent encroachment on the countryside. The weak boundary between the site and the school to the west, resulting in a lack of distinction between the two, would reduce the justification for retaining the washed over status of the school. The breaching of Goswell End Road as the current Green Belt boundary would also leave other areas of Green Belt along the northern side of the road weakened.	Moderate high

Cumulative release scenarios

ALP355 is located in close proximity to NLP470, NLP71 and ALP123. NLP470, NLP71 and ALP123 are all assessed in isolation as causing moderate harm to the Green Belt, whilst ALP355 is assessed as causing moderate high harm to the Green Belt. It is considered the harm resulting from their combined release would similar to that of ALP355 in isolation.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating



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



Site description

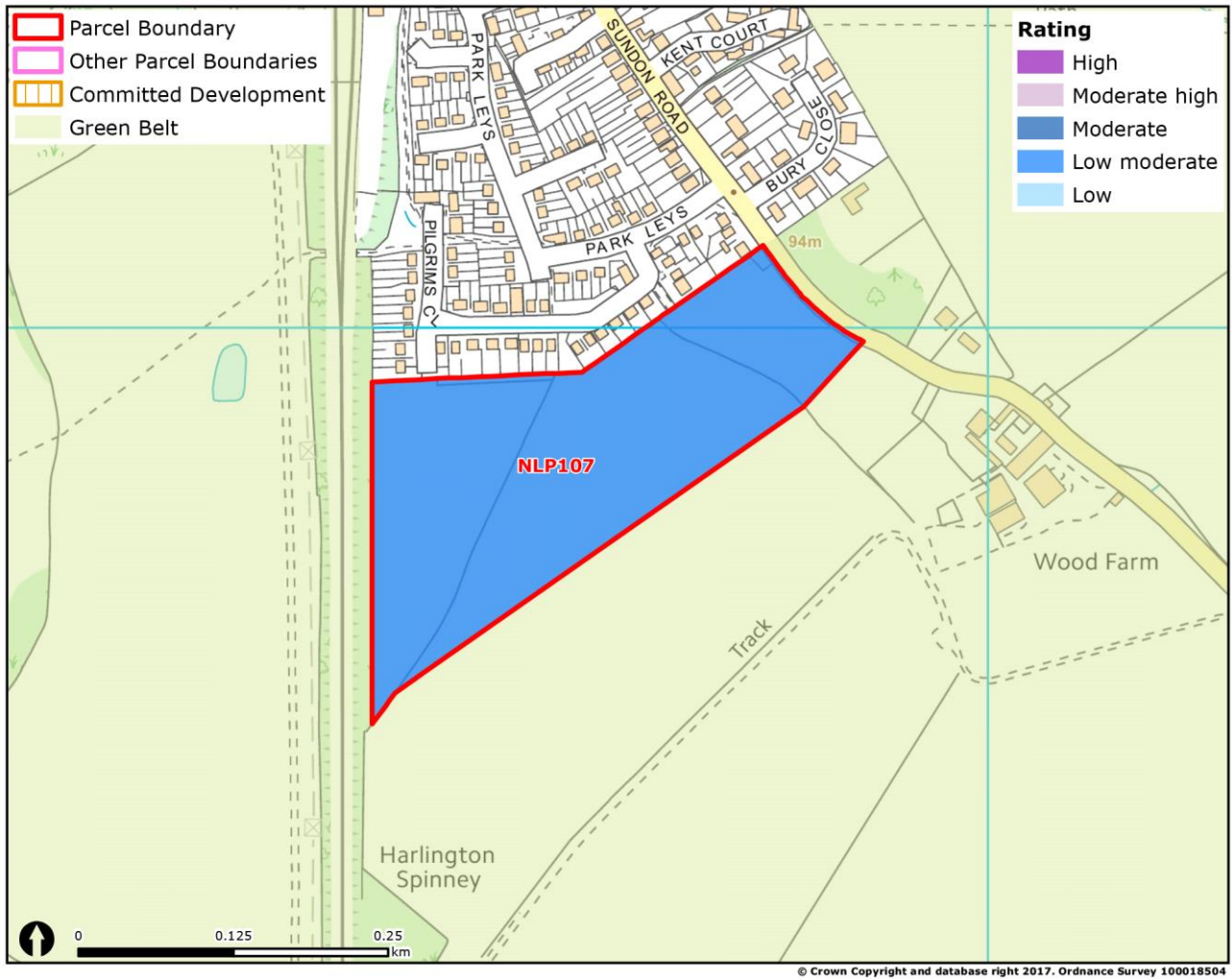
This site comprises three small fields of pasture delineated by mature hedgerows, located on southern settlement edge of Harlington. There is no built development. The northern boundary is formed of intermittent hedgerows backed by residential gardens of houses along Pilgrims Close. The eastern boundary is formed of Sundon Road, lined with low hedgerows; and the southern boundary is a tall and robust coniferous hedgerow. The Midland Main Line railway, lined with trees and shrubs, runs along the western boundary.

Relationship between site, settlement and countryside

The hedgerow to the south, the tree-lined road to the east and railway embankment to the west provide separation from the wider countryside. A small woodland copse, residential gardens and Wood Farm to the east of Sundon Road add to the containment. The openness of the built edge with Pilgrims Close facing out over the parcel has an urbanising influence on the parcel.

Parcels

This site is assessed as a single parcel (also assessed as parcel ALP181).



Looking west towards the railway and southern edge of Harlington, from within the parcel

Parcel: NLP107 Parcel area (ha): 6.39

Stage 1 assessment

Stage 2 assessment

Parcel: H2
Highest contribution: Purpose 3 - Strong contribution

Parcel: H2a
Contribution: Relatively weak

Contribution to Green Belt purposes

Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is not adjacent to a large built-up area and development here would be associated with Harlington.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is not close to towns but makes up very small part of the gap between inset villages between Flitwick and Luton and therefore makes a very limited contribution to the perceived separation.
Purpose 3: Safeguarding the countryside from encroachment	This parcel contains no urban development; however the settlement edge of Harlington is widely visible and exerts an urban influence on the parcel. The parcel is largely contained by robust landscape features and the railway, so it is considered to relate more strongly to the settlement edge than to the wider countryside. Its development would represent only limited encroachment.
Purpose 4: Preserving the setting and special character of historic towns	The parcel does not form part of the setting of a historic town.
Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land	All parcels make an equally significant contribution to this purpose.

Spatial options

The site is not located within an identified Potential Growth Location. However the site's location adjacent to the settlement edge of Harlington, and the absence of any landscape elements that could create clear separation between existing and new development, mean that village extension is the only viable development scenario.

Potential alternative Green Belt boundaries

The southern boundary of the site is formed of a tall and robust line of conifer trees. This would make a stronger boundary to the Green Belt than the existing settlement edge that is defined by the perimeters of residential gardens. The eastern boundary of Sundon Road backed by a woodland block would also be a strong, and the railway would, as at present, form a defensible western boundary.

Site: NLP107 - Land west of Sundon Rd, Harlington

Site size (ha): 6.39

Parcel: NLP107 **Parcel area (ha):** 6.39

Harm to Green Belt resulting from release

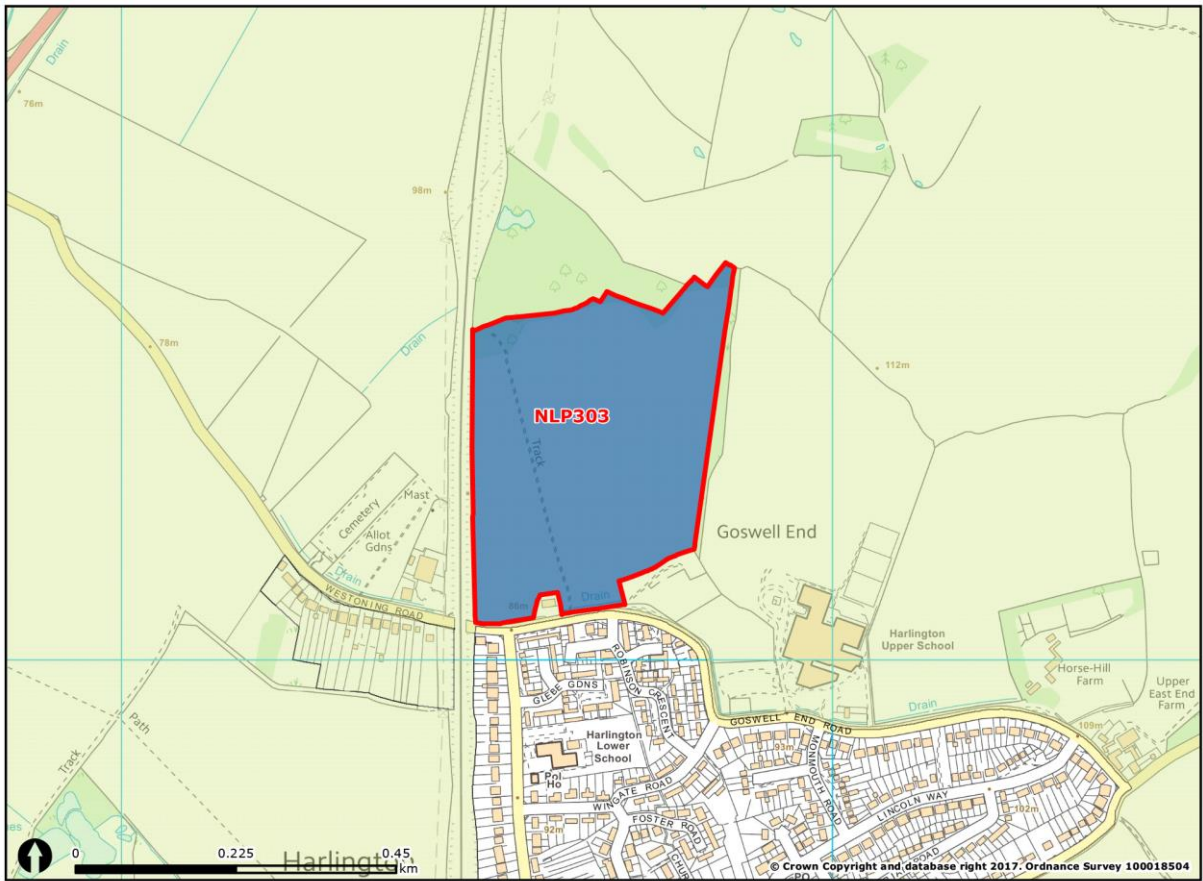
Scenario	Comments	Rating
Release of NLP107 in isolation.	Although open and undeveloped, the land is too small in area to constitute a significant loss of countryside, and the parcel's strong boundaries mean that releasing it from the Green Belt would not result in any significant weakening of the contribution of adjacent land.	Low moderate

Cumulative release scenarios

NLP107 is close to ALP117, but there is little intervisibility and a strong degree of separation, due intervening settlement, residential housing and the railway, lined with mature trees. It is considered that the release of NLP107 in combination with ALP117 would not lead to an additional level of harm to the Green Belt over and above the level expected from releasing of each area individually. Both NLP107 and ALP123/NLP303 contribute to the settlement gap between Luton and Flitwick, but are too contained and too small to have any additional cumulative impact beyond that which would result from their release in isolation.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating



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



Site description

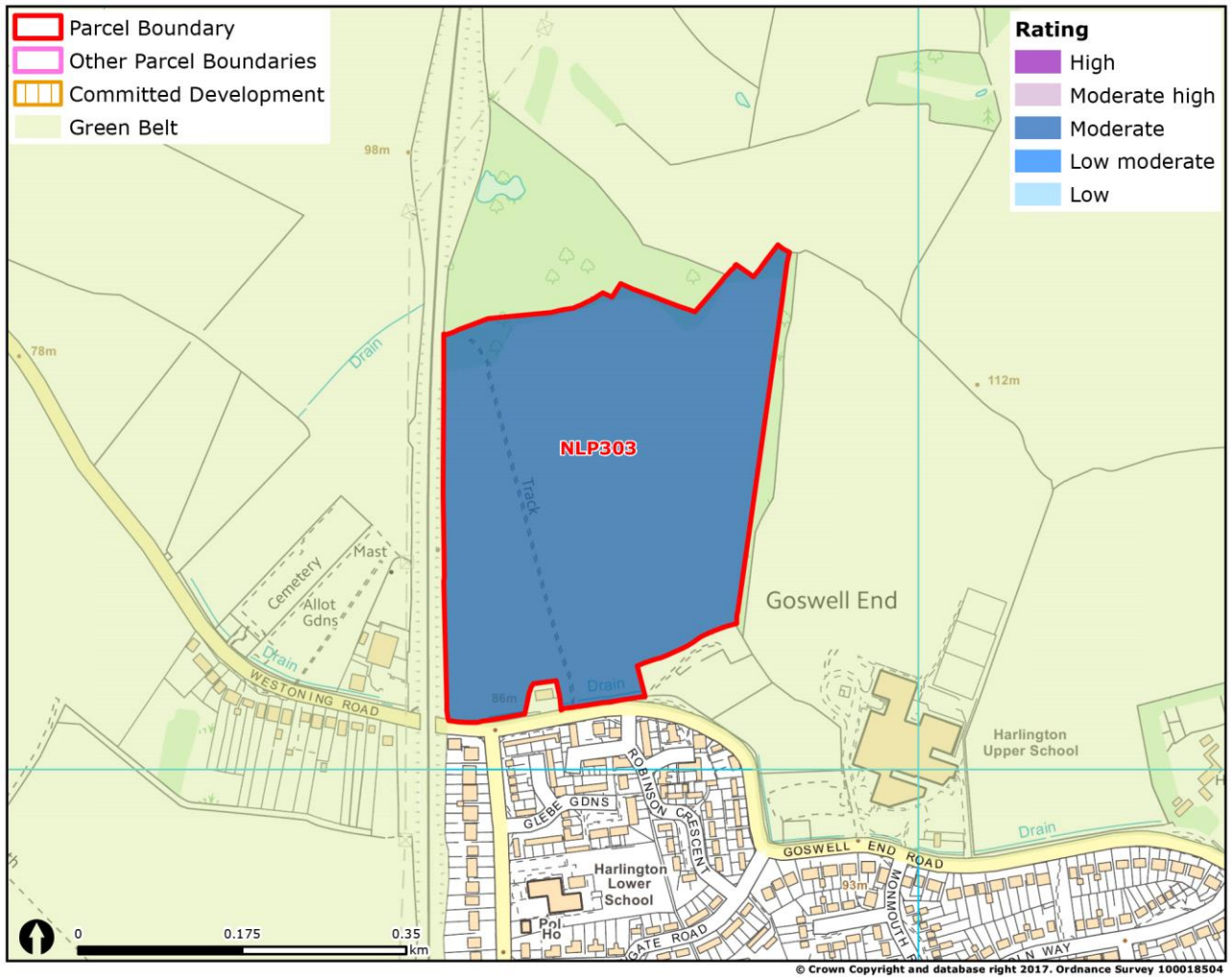
This site comprises a single relatively large and gently sloping arable field located adjacent to the northern settlement edge of Harlington. The site is bound to the north by a dense block of woodland; to the east by shelterbelt of mature trees; to the south by strong hedgerows and trees that define the field boundary and that line Westoning Road/Gosswell End Road; and to the west by the Midland Main Line railway lined with trees.

Relationship between site, settlement and countryside

The upwards slope of the land from the settlement edge along Gosswell End Road creates some distinction between the settlement and the site, which contains no built development. A sense of containment within the site is provided by the mature block of woodland that sits atop the higher ground to the north, the robust shelterbelt along the eastern boundary, and the railway, with large embankments, running along the western boundary, but the character of the site relates well to the wider countryside to north and east, forming part of a homogenous patchwork of irregular shaped arable and pastoral fields delineated with hedgerows and tree lines, set between Harlington, Flitwick, and Barton-le-Clay.

Parcels

This site has been assessed as a single parcel and is also assessed as ALP123 (which covers only a very slightly smaller area).



Looking north-west from the settlement edge of Harlington

Parcel: NLP303 Parcel area (ha): 13.70

Stage 1 assessment

Stage 2 assessment

Parcel: H1
Highest contribution: Purpose 3 - Strong contribution

Parcel: n/a
Contribution:

Contribution to Green Belt purposes

Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is not adjacent to a large built-up town and development here would be associated with Harlington.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is not close to towns but makes up a small part of the gap between inset villages between Flitwick and Luton and therefore makes a very limited contribution to the perceived separation
Purpose 3: Safeguarding the countryside from encroachment	Woodland, shelterbelts and the railway line provide containment, but the site's landform, sloping uphill northwards, creates a distinction from Harlington. Goswell End Road constitutes a relatively strong settlement edge. The site contains no urbanising development.
Purpose 4: Preserving the setting and special character of historic towns	The parcel does not form part of the setting of a historic town.
Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land	All parcels make an equally significant contribution to this purpose.

Spatial options

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlements, village extensions, and growth in a transport corridor. The site's location adjacent to the settlement edge of Harlington means that village extension is likely to be the more viable development scenario.

Potential alternative Green Belt boundaries

The parcel's outer edges would constitute a fairly strong Green Belt edge, but the existing boundary, Goswell End Road, combined with landform change to also form a strong edge.

Site: NLP303 - Land off Gosswell End Road, Harlington

Site size (ha): 13.70

Parcel: NLP303 **Parcel area (ha):** 13.70

Harm to Green Belt resulting from release

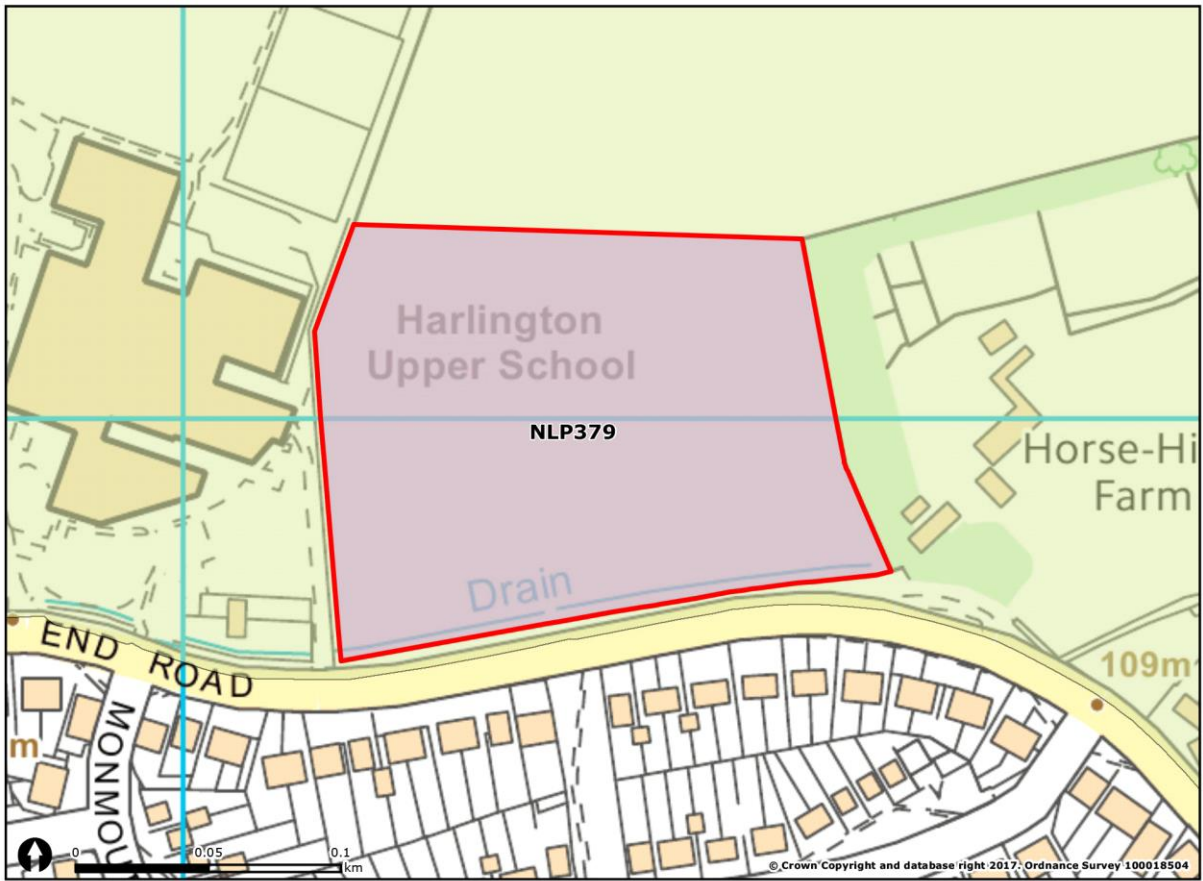
Scenario	Comments	Rating
Release of NLP303 in isolation.	This site is considered to be making a moderate contribution to safeguarding the countryside from encroachment, but makes little contribution to other Green Belt purposes. The slope of the land within the parcel distinguishes it from the settlement, but any development would be contained by strong boundary features.	Moderate

Cumulative release scenarios

NLP303 is close to both ALP117 and ALP181/NLP107. There is little intervisibility and a strong degree of separation between site NLP303 and ALP117, due intervening settlement, residential housing and the railway, lined with mature trees. It is considered that the release of NLP303 in combination with ALP117 would not lead to an additional level of harm to the Green Belt over and above the level expected from releasing of each area individually. Both NLP303 and ALP181/NLP107 contribute to the settlement gap between Luton and Flitwick, but are too contained and too small to have any additional cumulative impact beyond that which would result from their release in isolation. Similarly NLP303 and NLP317, on the southern edge of Westoning, also form part of the same settlement gap but their separation by the railway, and containment by woodland to the north of NLP303, mean that their would be no significant additional cumulative harm.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating



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



Site description

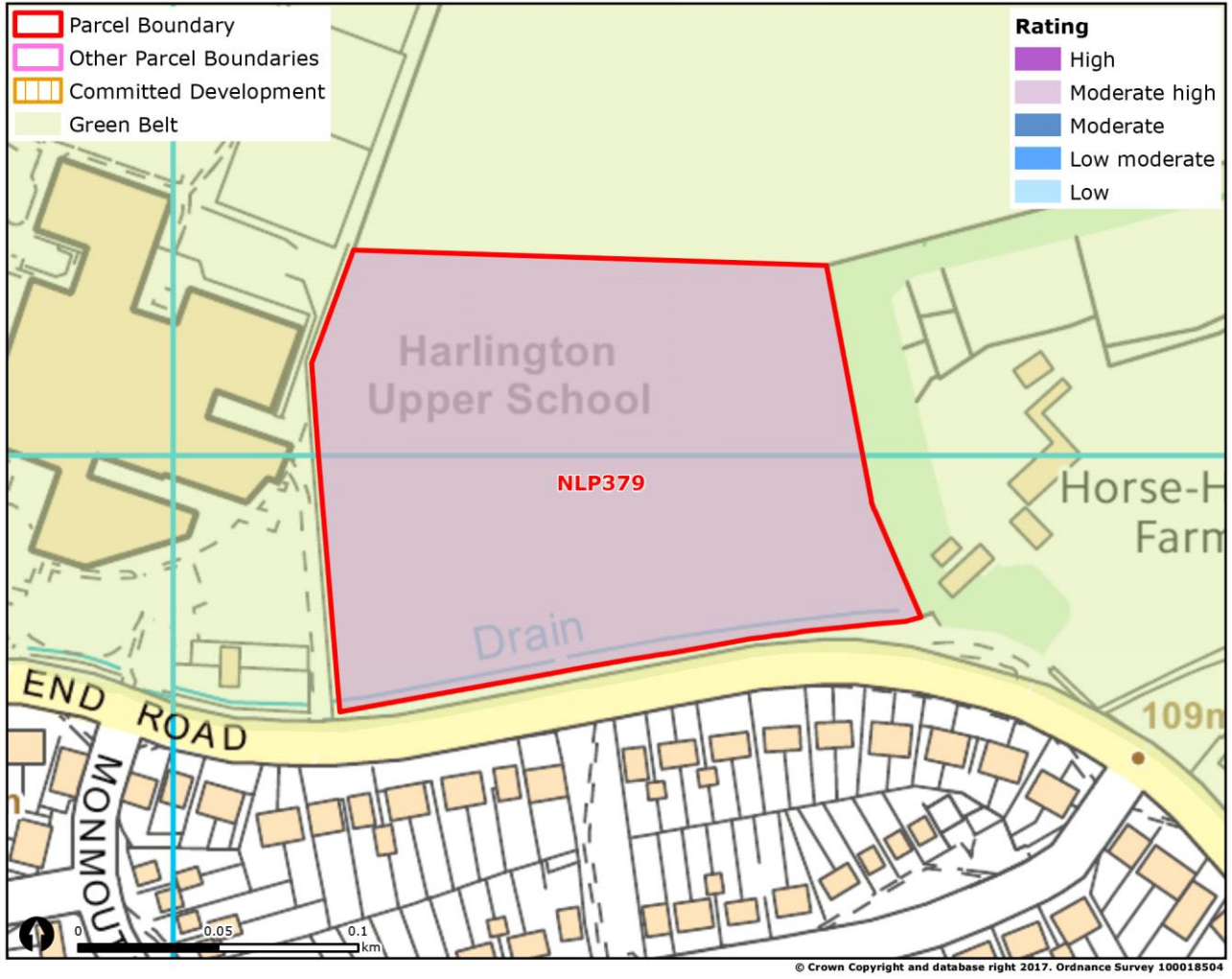
The site is located on the northern edge of the inset settlement of Harlington. It is formed of a single arable field which forms part of the downward slope towards the settlement. The site is boarded by the Green Belt boundary, Goswell End Road and Harlington to the south, Harlington Upper School to the west, an open field to the north and a tree belt and dwelling to the east.

Relationship between site, settlement and countryside

The inset settlement of Harlington is located just to the south of the site, but the two are separated by Goswell End Road, a small brook and a treeline. While these limit the urbanising influence of the settlement on the site, the presence of the school to the north of road, on the western border of the site, creates some relationship with the settlement. The site does not have a defined northern boundary, but the landform which rises up to the north provides some separation from the wider countryside.

Parcels

The site is assessed as one parcel. It contains ALP355 in the southern portion of the site.



Looking south towards the settlement edge from the public footpath that runs along the western edge.

Parcel: NLP379 Parcel area (ha): 2.80

Stage 1 assessment

Stage 2 assessment

Parcel: H1
Highest contribution: Purpose 3 - 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 relate to the expansion of Harlington and 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	Harlington falls between Flitwick and Luton / Dunstable. This settlement already plays a small role in reducing the gap between Flickwick and Luton / Dunstable, but the small size of the site and the fact it does not extend the settlement further north means that it does not play a role in maintaining a settlement gap.
Purpose 3: Safeguarding the countryside from encroachment	The site has a significant degree of openness and there are a lack of significant urbanising influences from within and around the site. Goswell End Road separates the settlement to the south with the site relating more to the countryside than the settlement. Therefore, development here would represent encroachment into the countryside.
Purpose 4: Preserving the setting and special character of historic towns	The site does not form a significant part of the setting of any historic towns.
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 Harlington, the absence of any landscape elements that could create clear separation between existing and new development, and the location of the site within 1.2km of a railway station mean that urban extension and growth in transport corridors are the only viable development scenarios.

Potential alternative Green Belt boundaries

The southern boundary of the site, Goswell End Road forms the current Green Belt boundary and provides a defined edge to Harlington. There is no defined northern boundary to the site, instead an open field which, if the site were to be released would constitute a weaker Green Belt boundary, though the increasing landform slope to the north would provide some basis for distinction from the farmland to the north. Release of the site from the Green Belt could also reduce the justification for retaining the washed over status of Harlington Upper School to the west as the boundary here is weak and there would be little definition between the urbanising elements of both the inset site and the school. There are no potential alternative boundaries to the site.

Site: NLP379 - Land north of Goswell End Road

Site size (ha): 2.80

Parcel: NLP379 **Parcel area (ha):** 2.80

Harm to Green Belt resulting from release

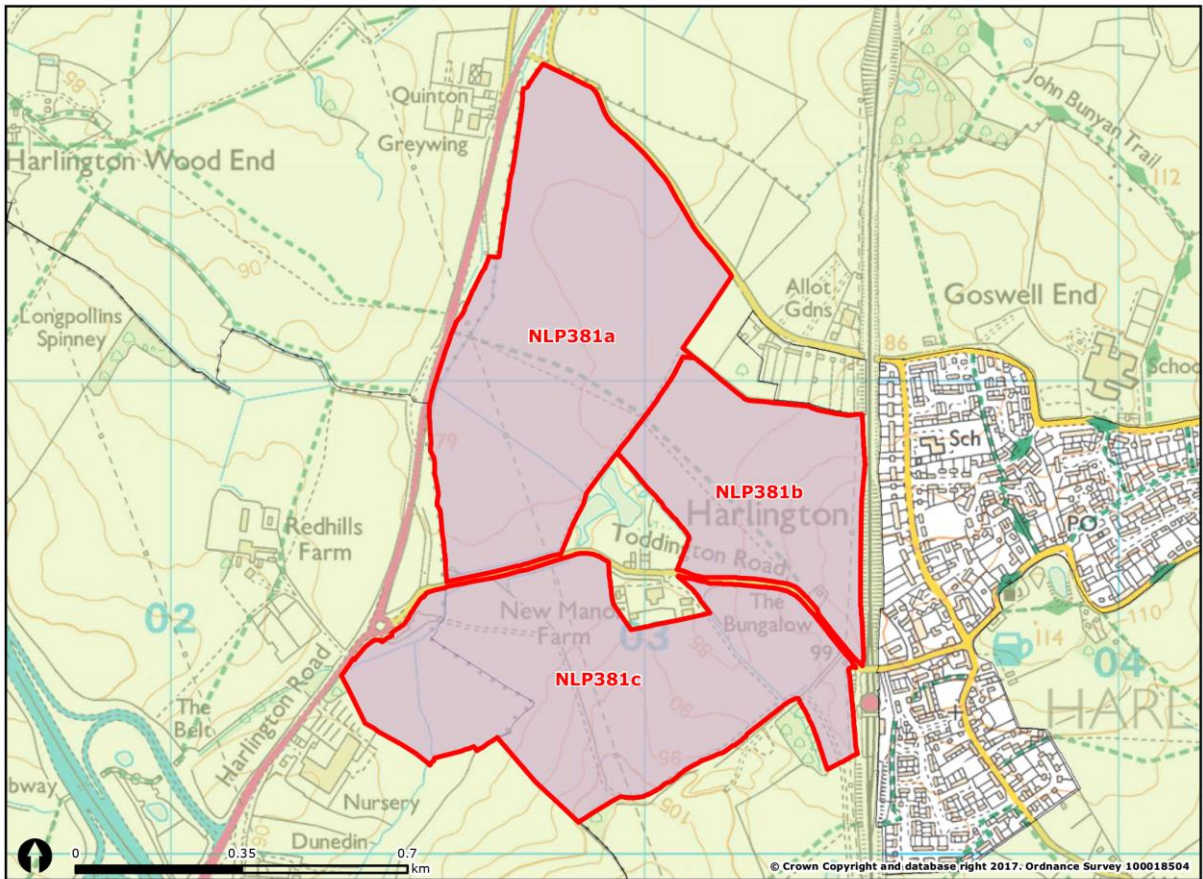
Scenario	Comments	Rating
Release of NLP379 in isolation.	Release of the site would represent encroachment on the countryside. The weak boundary between the site and the school to the west, resulting in a lack of distinction between the two, would reduce the justification for retaining the washed over status of the school. The breaching of Goswell End Road as the current Green Belt boundary would also leave other areas of Green Belt along the northern side of the road weakened.	Moderate high

Cumulative release scenarios

NLP379 is located in close proximity to NLP470, NLP71 and ALP123. NLP470, NLP71 and ALP123 are all assessed in isolation as causing moderate harm to the Green Belt, whilst NLP379 is assessed as causing moderate high harm to the Green Belt. It is considered the harm resulting from their combined release would be similar to that of NLP379 in isolation.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating
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Site description

The site is located along the Midlands Main Line railway, which separates it from the defined urban area of Harlington. The site comprises large irregular arable fields bounded by hedgerows and mature trees. The residential gardens of houses located along Westoning Road (within the Green Belt) are located along the north eastern boundary. Westoning Road continues along the northern boundary towards the A5120 Harlington Road which extends along the western boundary. Hedgerows with mature trees mark the southern boundary. A small number of residential properties and New Manor Farm either side of Toddington Road are excluded from the parcel.

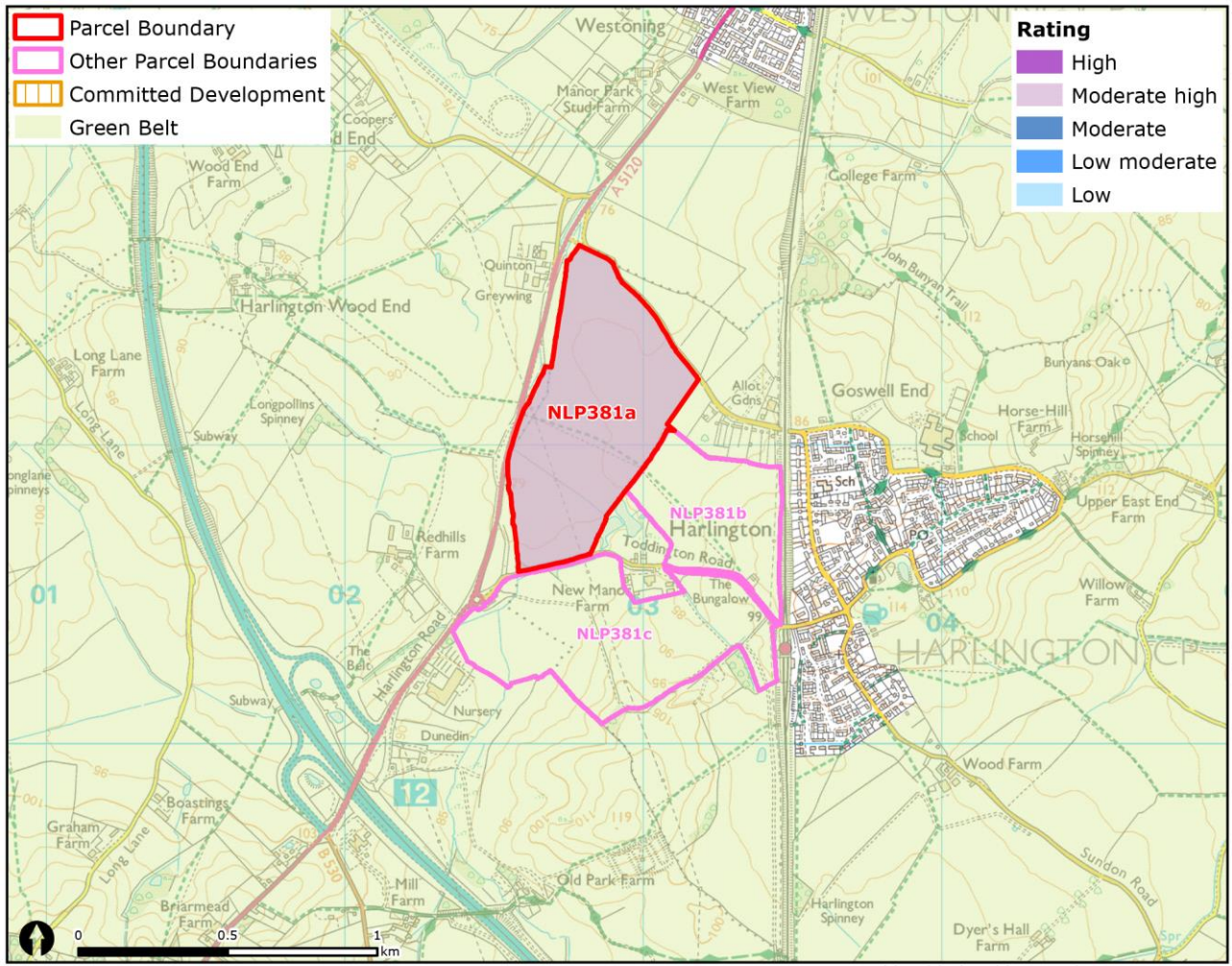
Relationship between site, settlement and countryside

Harlington is situated on a hill, but there is only limited intervisibility between site and settlement. The site is free of urban development, and the Midland Main Line railway, with large embankments, creates strong separation from the defined urban area. There are properties located along Westoning Road to the north, and a small number of properties along Toddington Road, but these are fairly well contained by trees and exert little urbanising influence. The site also has strong boundaries to the west, along the A5120 and the adjacent River Flit and associated floodplain, and the hedgerows and tree belts which enclose the site give it a degree of visual enclosure from adjacent isolated properties, such as the nursery to the south-west. The site forms part of a homogenous patchwork of agricultural land set between the Midland Main Line railway and the M1.

Parcels

This site is assessed as three parcels:

- NLP381a: arable farmland with weak internal subdivision but stronger boundaries along the A5120 to the west, Westoning Road to the north and Toddington Road to the south;
- NLP381b: an open arable field immediately west of the Main Line railway, which marks the urban edge of Harlington;
- NLP381c: three arable fields to the south of Toddington Road, and a smaller field adjacent to Harlington Station, on the urban edge.



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Looking north from Toddington Road, in the south-eastern corner of the parcel

Parcel: NLP381a Parcel area (ha): 38.72

Stage 1 assessment

Stage 2 assessment

Parcel: H3
Highest contribution: Purpose 3 - Relatively strong contribution

Parcel: n/a
Contribution:

Contribution to Green Belt purposes

Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is not adjacent to a large built-up town and development here would be associated with Harlington.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is not close to towns but makes up a significant part of the gap between Harlington and Westoning, which are inset villages between the towns of Flitwick and Luton, and therefore makes a moderate contribution to this purpose.
Purpose 3: Safeguarding the countryside from encroachment	The parcel has strong boundaries, but little relationship with Harlington. The railway line constitutes a strong separating factor but the parcel contains no built development and forms part of a wider area of similar arable farmland. 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 parcel does not form part of the setting of a historic town.
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

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlements, village extensions, and growth in a transport corridor. The site's location close to the settlement edge of Harlington means that village extension is likely to be the more viable development scenario.

Potential alternative Green Belt boundaries

The railway line constitutes a strong, defensible Green Belt boundary to Harlington. The A5120 Harlington Road that runs along the western boundary, whilst less of a visual barrier than the railway line, is nonetheless a relatively strong alternative boundary, with the River Flit and its floodplain adding to its strength.

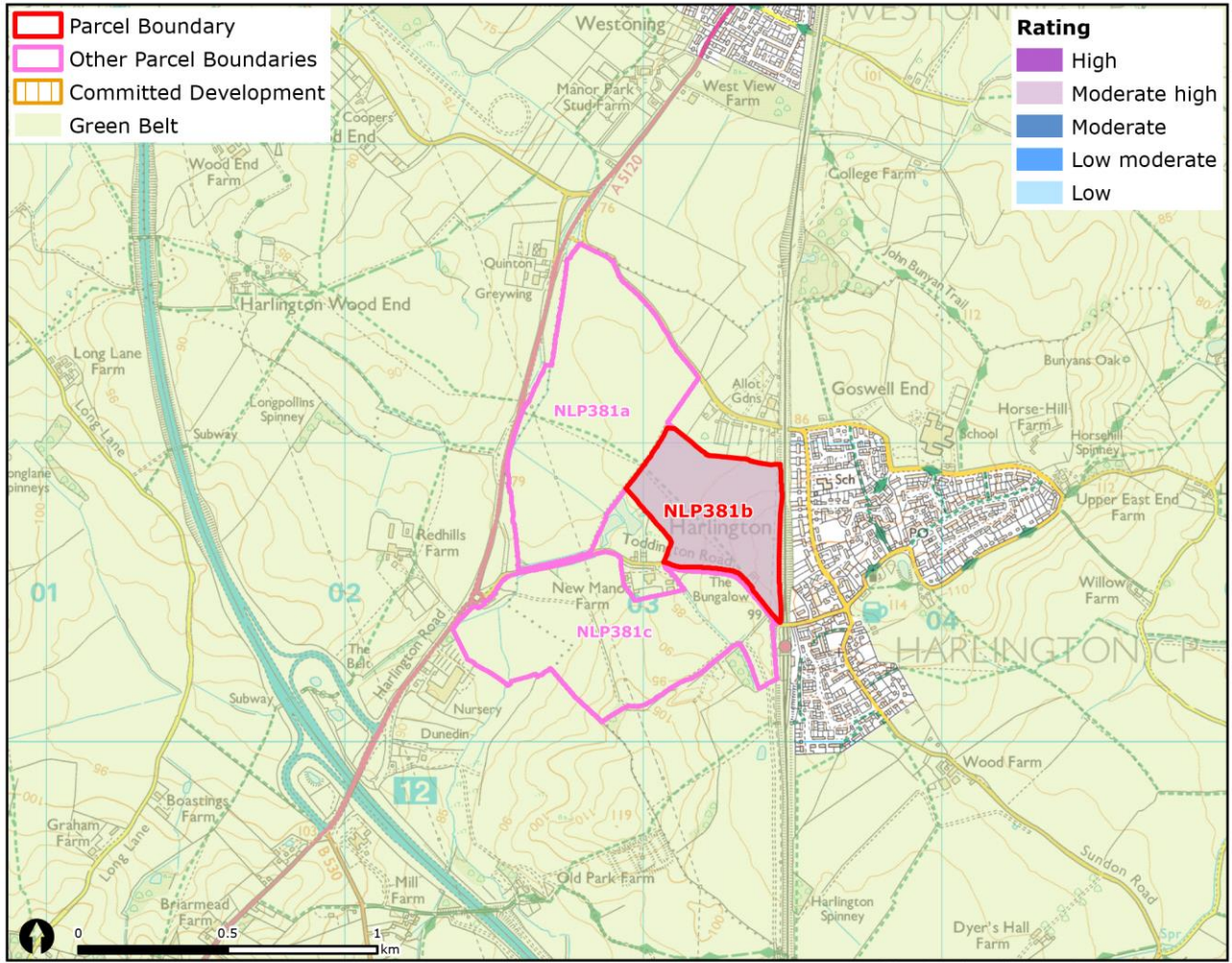
Site: NLP381 - Land to the west of Harlington

Site size (ha): 93.27

Parcel: NLP381a Parcel area (ha): 38.72

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP381a, either in isolation or as part of an expansion out from Harlington (i.e. including NLP381b).	Development in this parcel would constitute countryside encroachment, and would have a moderate impact on settlement separation. Although this area has strong boundaries it is distinct from the existing settlement and forms part of a wider area of similar countryside, and its release would weaken what is currently a strong, consistent Green Belt boundary along the railway line.	Moderate high



Looking north-east from Toddington Road at south-western corner of parcel

Parcel: NLP381b Parcel area (ha): 18.39

Stage 1 assessment	Stage 2 assessment
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<p>Parcel: H3</p> <p>Highest contribution: Purpose 3 - Relatively strong contribution</p>	<p>Parcel: n/a</p> <p>Contribution:</p>
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Contribution to Green Belt purposes	
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Purpose	Comments
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<p>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</p>	<p>The parcel is not adjacent to a large built-up town and development here would be associated with Harlington.</p>
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<p>Purpose 2: Preventing the merger of neighbouring towns</p>	<p>The parcel is not close to towns but makes up part of the gap between inset villages between Flitwick and Luton and therefore makes a limited contribution to the perceived separation.</p>
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<p>Purpose 3: Safeguarding the countryside from encroachment</p>	<p>The parcel has little visual relationship with Harlington, with the railway line forming strong separation from the defined urban area. There are crossing points on Westoning Road to the north and Toddington Road to the south, and linear development alongside the former has some urbanising characteristics, but strong tree cover separates this from the parcel. The railway infrastructure has some adverse impact on countryside character, but the parcel contains no built development and forms part of a wider area of similar arable farmland. Any new development within this parcel would be perceived as encroachment into the countryside.</p>
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<p>Purpose 4: Preserving the setting and special character of historic towns</p>	<p>The parcel does not form part of the setting of a historic town.</p>
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<p>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</p>	<p>All parcels are considered to make an equal contribution to this purpose.</p>
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Spatial options

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlements, village extensions, and growth in a transport corridor. The site's location close to the settlement edge of Harlington means that village extension is likely to be the more viable development scenario.

Potential alternative Green Belt boundaries

The railway line constitutes a strong, defensible Green Belt boundary to Harlington. The parcel's western hedgerow edge would constitute a weaker boundary, although it is bolstered at its southern end by strong tree cover around a large residential property. The A5120 Harlington Road that runs along the western boundary of the adjacent parcel (NLP381a), adjacent to the River Flit and its floodplain, is a stronger alternative, but encompasses a much larger area of open countryside.

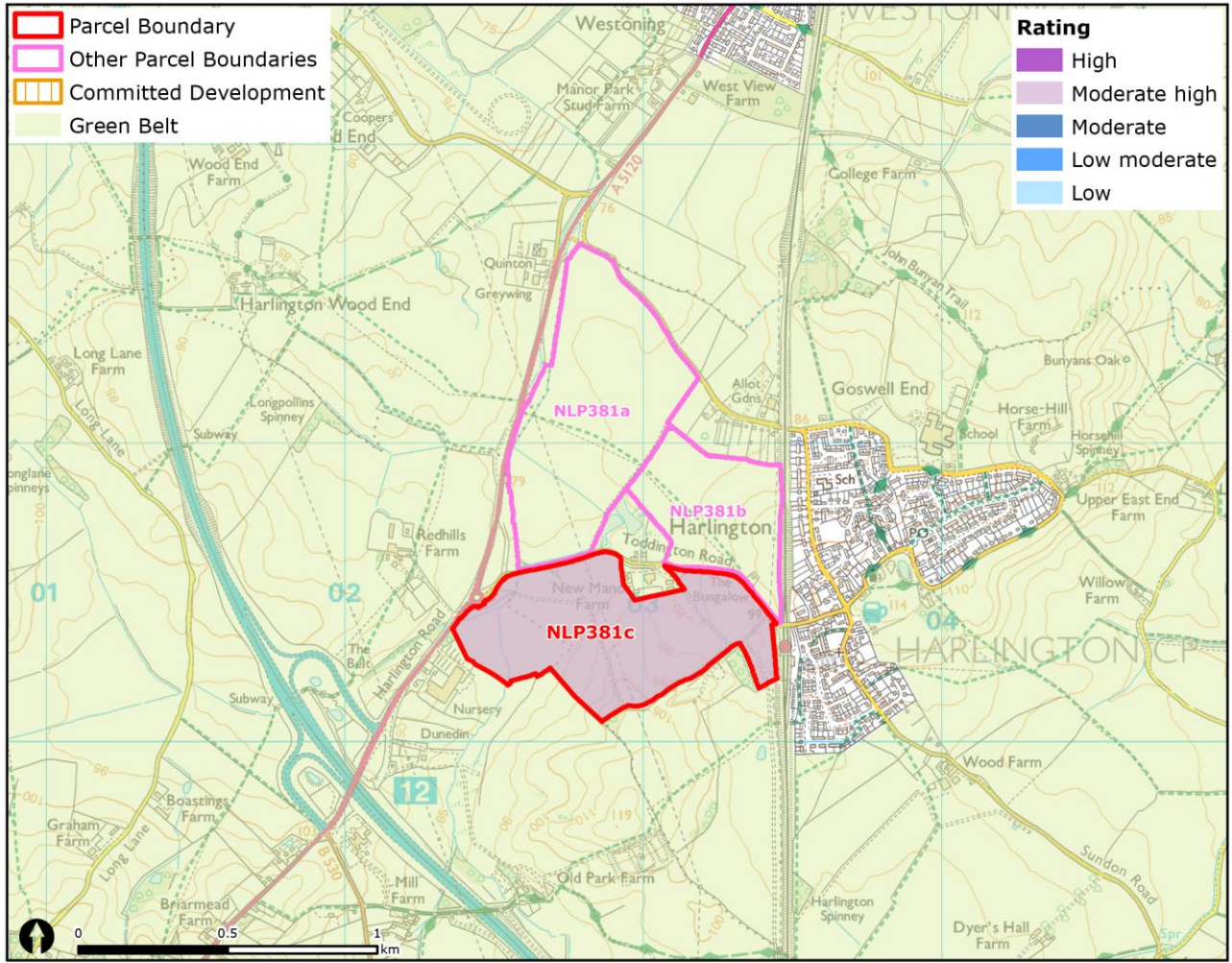
Site: NLP381 - Land to the west of Harlington

Site size (ha): 93.27

Parcel: NLP381b **Parcel area (ha):** 18.39

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP381b in isolation.	Development in this parcel would constitute countryside encroachment, and although it is a fairly well-defined area its release would significantly weaken what is currently a strong, consistent Green Belt boundary along the railway line.	Moderate high



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Looking south-west from eastern edge of parcel on Toddington Road

Parcel: NLP381c Parcel area (ha): 36.15

Stage 1 assessment	Stage 2 assessment
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<p>Parcel: H3</p> <p>Highest contribution: Purpose 3 - Relatively strong contribution. A small area, west of the River Flit, lies within broad area A, rated strong for purpose 3.</p>	<p>Parcel: n/a</p> <p>Contribution:</p>
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Contribution to Green Belt purposes	
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Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is not adjacent to a large built-up town and development here would be associated with Harlington.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is not close to towns but makes up part of the gap between inset villages between Flitwick and Luton and therefore makes a limited contribution to the perceived separation.
Purpose 3: Safeguarding the countryside from encroachment	The parcel has only a limited relationship with the urban edge at Harlington: the railway line constitutes a strong separating factor, and a watercourse running through the north-eastern part of the parcel marks a dip, beyond which the landform rises to form the northern slopes of a hill that is distinct from that on which Harlington sits. To the west the land falls again down to the River Flit, leaving the south-western corner of the parcel, adjacent to the Poplars Garden Centre, isolated by floodplain from the rest of the parcel. The parcel contains no built development aside from farm buildings, which do not impact on openness, and forms part of a wider area of similar arable farmland, although the Poplars Garden Centre can be considered to have some urbanising influence. 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 parcel does not form part of the setting of a historic town.
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

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlement, village extension and growth in a transport corridor (railway, M1, A5120). The proximity of the site to Harlington suggests that any strategic scale development would relate to the village, although some distinction can be made with regard to the field adjacent to Poplars Garden Centre, which has stronger separation from the settlement, through topography and floodplain.

Potential alternative Green Belt boundaries

The railway line constitutes a strong, defensible Green Belt boundary to Harlington. There is a crossing point on Toddington Road, but no urbanising development to the west of it. The parcel has relatively well-defined boundaries, but these are weaker than the railway line.

Site: NLP381 - Land to the west of Harlington

Site size (ha): 93.27

Parcel: NLP381c **Parcel area (ha):** 36.15

Harm to Green Belt resulting from release

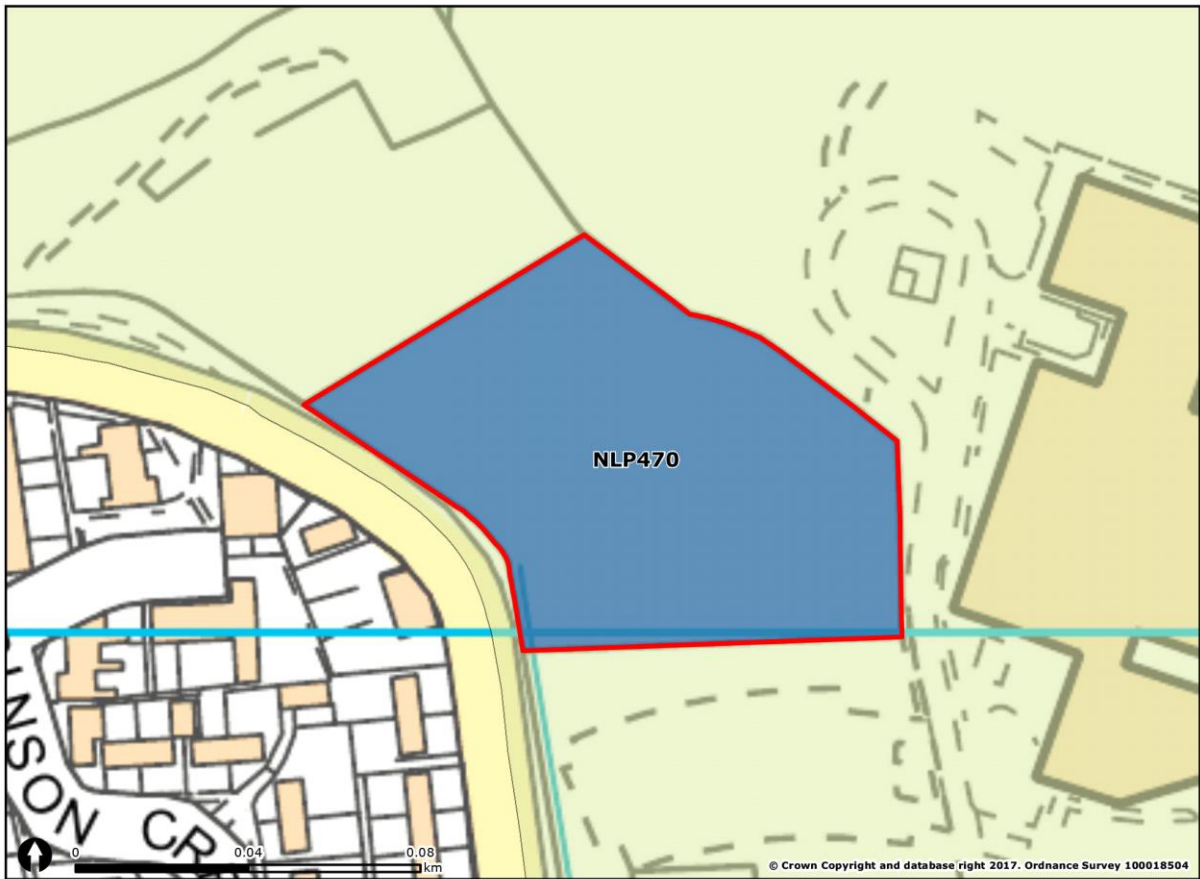
Scenario	Comments	Rating
Release of NLP381c in isolation.	Landform and the railway create strong separation from Harlington. Expansion of Harlington into this area would constitute a significant change in the form of the settlement, and an encroachment on countryside that would also weaken the contribution of land to the north (parcel NLP381b) by increasing its containment.	Moderate high

Cumulative release scenarios

There is little intervisibility and a strong degree of separation between sites NLP381, ALP181/NLP107 and NLP303/ALP123, due intervening settlement, residential housing and the railway, lined with mature trees. It is considered that the release of NLP381 in combination with ALP181/NLP107 and/or ALP123/NLP303 would not lead to an additional level of harm to the Green Belt over and above the level expected from releasing of each area individually. NLP381 and NLP317, on the southern edge of Westoning, form part of the same settlement gap between Westoning and Harlington, but as these settlements in turn only form part of the larger gap between the towns of Luton and Fliwick there would be no significant additional cumulative harm.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating
<p>Release of NLP381 in its entirety.</p>	<p>The site constitutes a sizeable area of most arable farmland that, although contained within the wider landscape by the A5120 and the River Flit, is separated from Harlington by the Midlands Main Line railway. Expansion into this area would constitute a significant change in the form of the village, encroaching on countryside and also, by reducing the separation between Harlington and Westoning, reducing the gap between towns.</p>	<p>Moderate high</p>



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



Site description

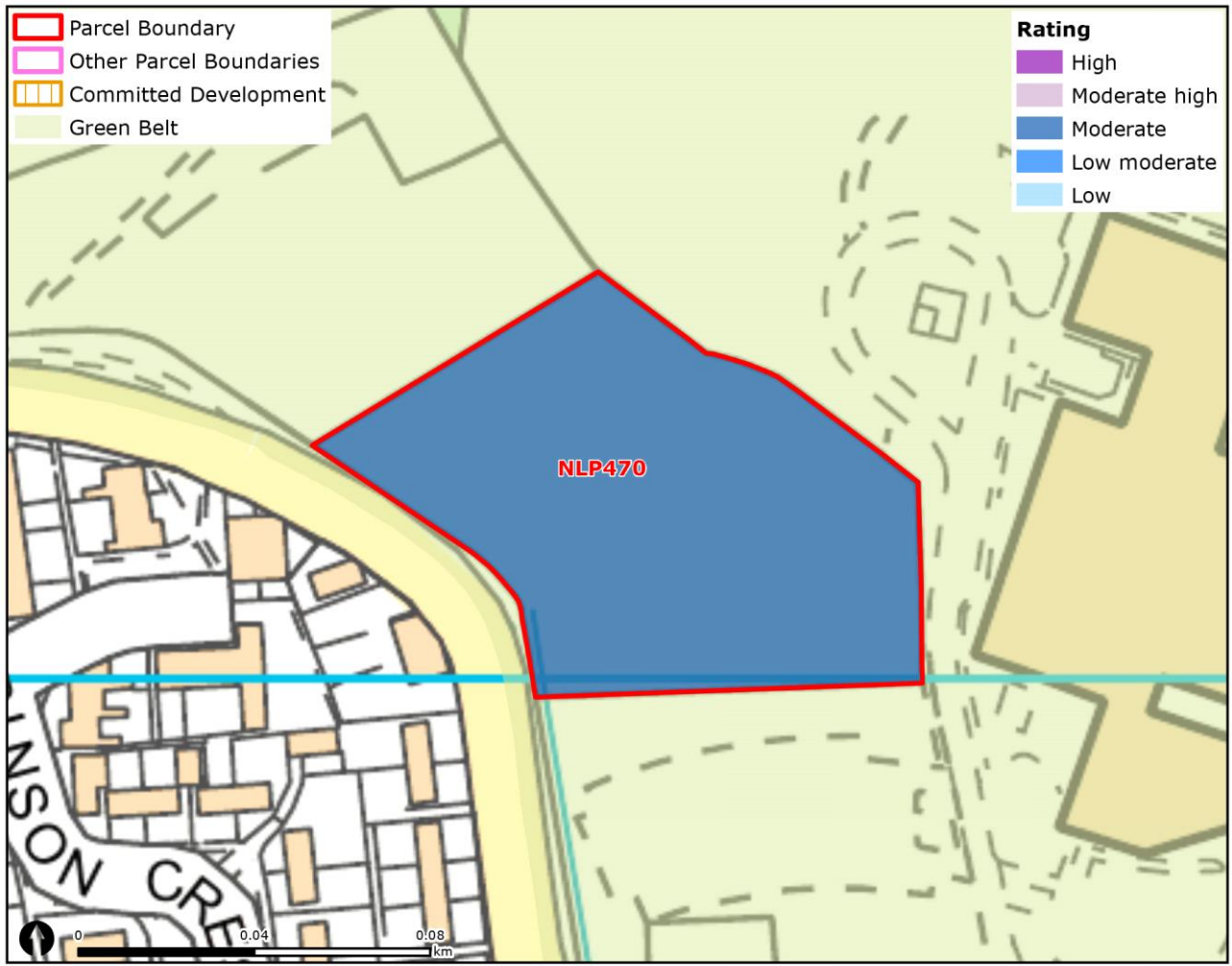
The site comprises a relatively small pasture field located adjacent to the northern edge of the settlement of Harlington. The site is bound by mature hedgerow with trees to the west of the site lined along Goswell End Road and in the north-eastern corner. Less dense gappy hedgerow is located along the north-western side of the site. The south-east of the site is bound by paddock fencing, beyond which are the buildings and car park of Harlington Upper School.

Relationship between site, settlement and countryside

Mature hedgerow with trees define west of the site lined along Goswell End Road and the road itself provide separation between the inset settlement to the south-east as it forms the valley bottom with land to the north sloping up away from the village. The less dense hedgerow to the north-west creates a sense of openness and provides views into the pastureland adjacent, which along with the undeveloped nature of the site creates a relationship with the countryside. The school car park and buildings to the south-east although washed over, have some urbanising influence due to the weak boundary of paddock fencing providing limited separation. As such, the site relates both to the settlement and the surrounding countryside.

Parcels

This site is assessed as one parcel.



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Looking north from Goswell End Road along the western boundary.

Parcel: NLP470 **Parcel area (ha):** 0.83

Stage 1 assessment

Stage 2 assessment

Parcel: H1
Highest contribution: Purpose 3 - 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	The parcel does not make a significant contribution to the extent of any countryside gaps between towns.
Purpose 3: Safeguarding the countryside from encroachment	The site is open and undeveloped and displays characteristics of the countryside. However, a lack of strong separating features to the south-east result in a sense of urban encroachment from the adjacent school building and car park. Development of this site would represent a degree of encroachment into the countryside.
Purpose 4: Preserving the setting and special character of historic towns	The parcel does not form part of the setting of an historic town.
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

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlement, village extension and growth in a transport corridor. However, the site’s location adjacent to the settlement edge of Harlington, and the absence of any landscape elements that could create clear separation between existing and new development, mean that village extension is the only viable development scenario.

Potential alternative Green Belt boundaries

The boundaries of the site would constitute weaker Green Belt boundaries than the existing boundary formed by Goswell End Road and mature trees / hedgerow. The southern and south-eastern boundaries alongside the school are particularly exposed and because the school has some urbanising characteristics, there would not be a clear distinction between inset development and the countryside

Site: NLP470 - Land off Goswell End Rd (Parcel 1)

Site size (ha): 0.83

Parcel: NLP470 **Parcel area (ha):** 0.83

Harm to Green Belt resulting from release

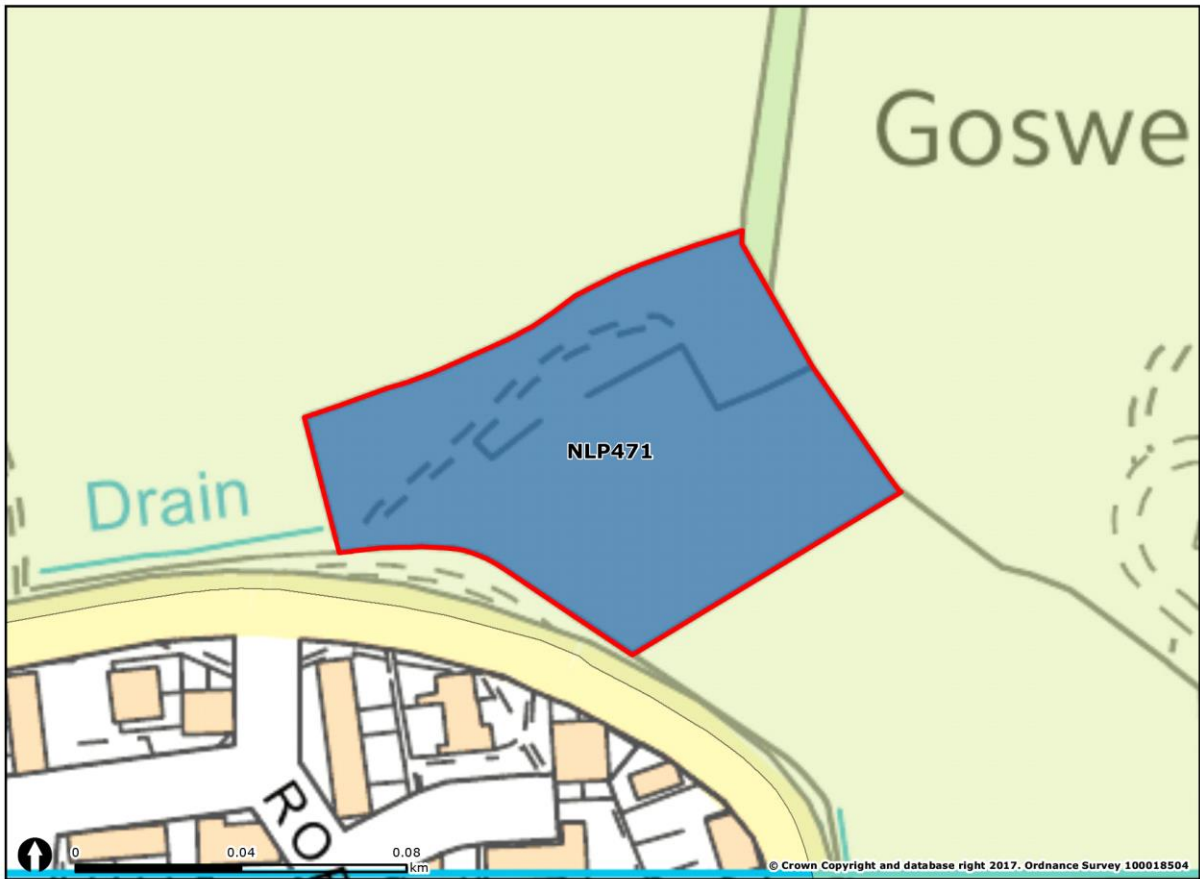
Scenario	Comments	Rating
Release of NLP470 in isolation.	This site is considered to make some contribution to protecting the countryside from encroachment but makes a negligible contribution to all other Green Belt purposes. The site is distinguished from the settlement by Goswell End Road which constitutes a strong settlement boundary to the south. Removal of this boundary by release of the site would weaken the small field to the north-west. Additionally there would be a lack of distinction between the released site and the adjacent school - which has some urbanising influences, and so the justification for retaining the washed over status of the school could be reduced.	Moderate

Cumulative release scenarios

NLP470 is located adjacent NLP471 and in close proximity to ALP123 and NLP379/ALP355. NLP471, ALP123 and NLP470 are assessed in isolation as causing moderate harm to the Green Belt whilst NLP379/ALP355 is assessed as causing moderate high harm. It is considered the harm resulting from their combined release would not be significantly greater than that of NLP379/ALP355 in isolation.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating



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



Site description

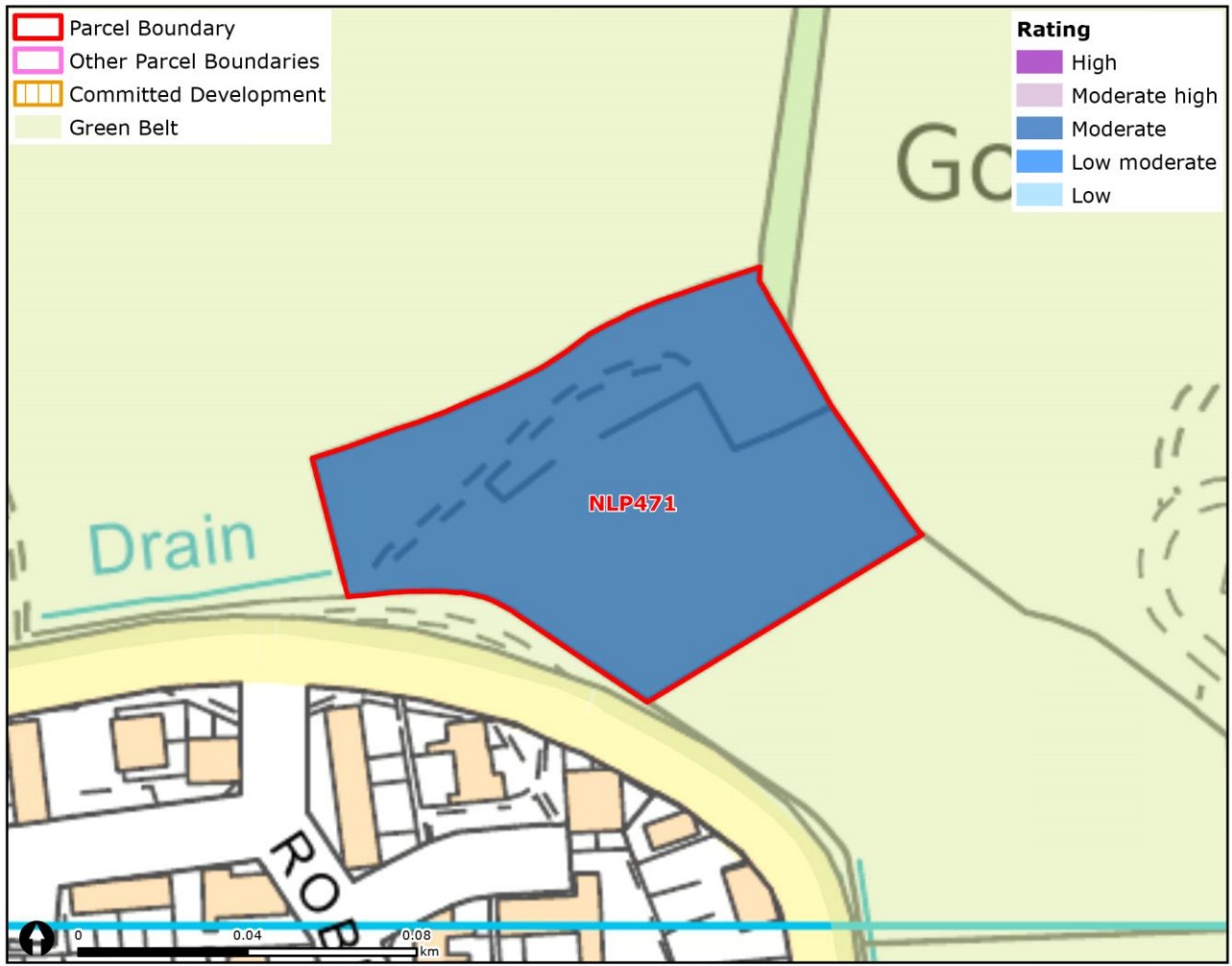
The site comprises of a relatively small pasture field located on the northern edge of the inset settlement of Harlington. The site is bound to the north-east by mature trees; to the south-west by hedgerow and hedgerow trees that line Goswell End Road; and to the north-west and south-east by less dense gappy hedgerow. Along the north-western edge of the site there are three temporary storage containers.

Relationship between site, settlement and countryside

The site is open and undeveloped. Hedgerow lining Goswell End Road to the south-west and Goswell End Road itself provide a sense of separation from Harlington as it forms the valley bottom with land to the north sloping up away from the village. As a result, there are no urbanising influences on the site. Less dense gappy hedgerow to the north-west creates a sense of openness towards the arable fields in this direction thereby providing a significant relationship with the countryside beyond.

Parcels

This site is assessed as one parcel.



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Looking north east from Goswell End Road from the southeastern corner of the site.

Parcel: NLP471 **Parcel area (ha):** 0.81

Stage 1 assessment

Stage 2 assessment

Parcel: H1
Highest contribution: Purpose 3 - 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 area 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	The parcel does not make a significant contribution to the extent of any countryside gaps between towns.
Purpose 3: Safeguarding the countryside from encroachment	The site displays the characteristics of the countryside being open and undeveloped with little sense of urban encroachment. The parcel relates significantly to the wider countryside and the southern boundaries provide a sense of separation from the inset settlement. Therefore, development would represent encroachment into the countryside.
Purpose 4: Preserving the setting and special character of historic towns	The parcel does not form part of the setting of an historic town.
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

Three spatial options for development are identified for Potential Growth Location L12, of which the site forms part: new settlement, village extension and growth in a transport corridor. However, the site’s location adjacent to the settlement edge of Harlington, and the absence of any landscape elements that could create clear separation between existing and new development, mean that village extension is the only viable development scenario.

Potential alternative Green Belt boundaries

An alignment of the Green Belt along hedgerow around the site would overall constitute a weaker Green Belt boundary than the existing boundary along Goswell End Road. There are no alternative Green Belt Boundaries within this parcel.

Site: NLP471 - Land off Goswell End Rd, (Parcel 2)

Site size (ha): 0.81

Parcel: NLP471 **Parcel area (ha):** 0.81

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP471 in isolation.	This site is considered to make a contribution to preventing encroachment into the countryside but does not contribute significantly to other Green Belt purposes. Mature trees to the north-east of the site would mean releasing it from the Green Belt would not result in any significant weakening of the contribution of school playing fields to the north-east. However, the less robust boundaries to the north-west and south-east would lead to weakening of the contribution of the adjoining land to the west and particularly to the south-east as this area of the Green Belt would be enclosed on two sides by inset development and the third by Harlington Upper School. Currently Goswell End Road provides a strong settlement edge to Harlington, if the site were to be released this would breach this boundary further weakening the Green Belt on the northern side of the road, including reducing the justification for retaining the washed over status of the school.	Moderate

Cumulative release scenarios

NLP471 is located adjacent to ALP123 and NLP470 and in close proximity to NLP379/ALP355. NLP471, ALP123 and NLP470 are assessed in isolation as causing moderate harm, whilst NLP379/ALP355 are assessed as causing moderate high harm. It is considered the harm resulting from their combined release would not be significantly greater than that of NLP379/ALP355 in isolation.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating