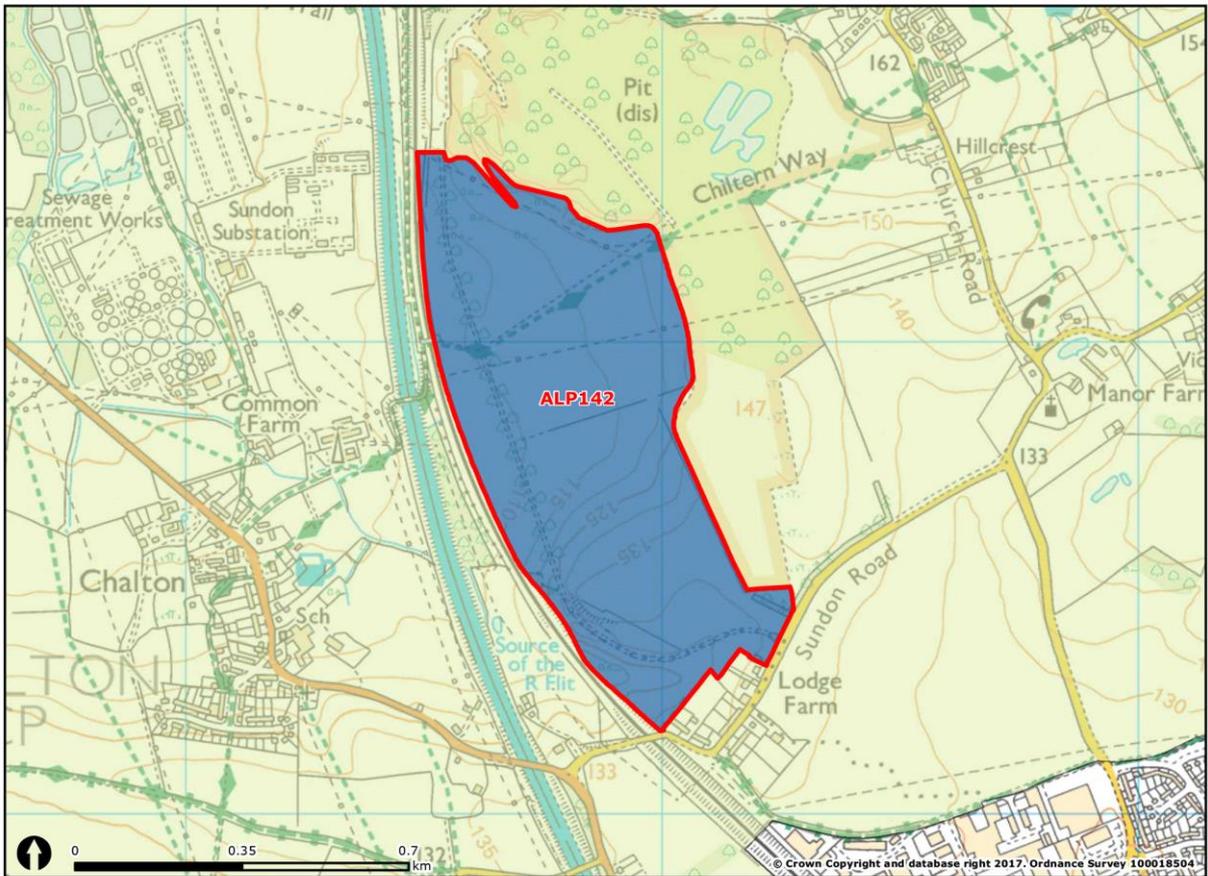


Luton



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



Site description

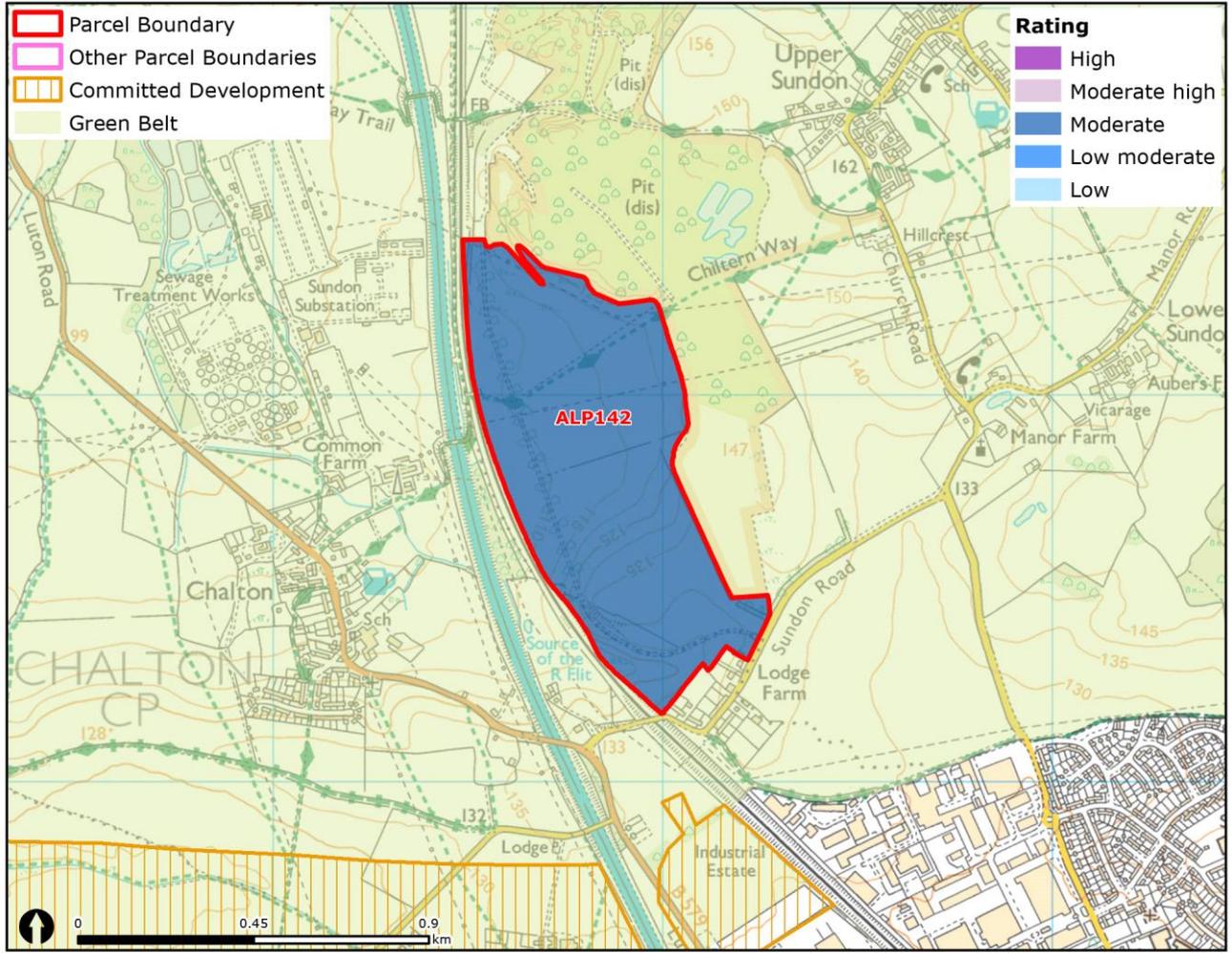
The site adjoins the Midlands Main Line railway and the M1 which run in parallel along the western boundary from the northern edge of Luton. It comprises large arable fields bounded by mature tree lines with small pastoral fields at the southern end, and contains no built development. The land rises sharply towards the eastern boundary, beyond which is an area of disused pits (Sundon Quarry) to the north and east which has been restored as woodland. A small cluster of residential properties adjoining the parcel along Sundon Road, but screened by a woodland belt, lie within the Green Belt. The defined urban edge of Luton is 300m to the south of the parcel and consists of a large scale industrial units running alongside the M1 and the mainline railway. To the west of the M1 the inset edge of Houghton Regis (a committed development area) is directly adjacent to the south-western corner of the site.

Relationship between site, settlement and countryside

The site's form is distinct from the urban area, and the M1 creates separation from the adjacent inset settlement edge at Houghton Regis, but the sharply sloping topography and the surrounding woodland means that the parcel is visually contained and has a relatively weak relationship with the wider countryside to the north and east. The M1 together with the railway line provides a strong barrier feature to the west separating the parcel from the industrial development north the village of Chalton (a sewage works and electrical substation) and the wider countryside beyond. The site is free of urban development but the transport corridor along the western boundary and the infrastructure beyond and the large pylons which cross the site exert an urbanising influence. The parcel is adjacent to Luton but due to its strong containment plays little role in the historic setting of the town.

Parcels

The site is assessed as a single parcel. Site NLP525 covers much of the same area except for a small area of woodland and pasture to the north of the site (assessed as NLP525b).



Looking south-east from railway bridge (Chiltern Way crossing point)

Parcel: ALP142 Parcel area (ha): 49.97

Stage 1 assessment

Stage 2 assessment

Parcel: L2
Highest contribution: Purpose 3 - Strong contribution

Parcel: n/a
Contribution:

Contribution to Green Belt purposes

Purpose	Comments
<p>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</p>	<p>Development here would relate to the expansion of the large, built-up area, but it has a degree of separation from both Houghton Regis, due to the M1, and Luton, from which it is separated by Green Belt settlement on Sundon Road and open land to the south of that. However the parcel's strong containment by the M1 and Midlands Mainline railway to the west, and the sharply rising topography and woodland to the east and north, means that it plays only a limited role in checking sprawl into the wider countryside.</p>
<p>Purpose 2: Preventing the merger of neighbouring towns</p>	<p>The parcel lies between Luton, immediately to the south of the parcel, and Flitwick, over 6km to the north. The inset village of Chalton is located west of the parcel on the other side of the M1/mainline transport corridor. Development of the parcel would not result in physical or visual coalescence between Luton and Flitwick, which are separated from Luton by the chalk escarpment running east-west between the two towns, therefore the parcel plays no significant role with respect to this purpose.</p>
<p>Purpose 3: Safeguarding the countryside from encroachment</p>	<p>The parcel undeveloped and represents a sizeable area of countryside that has some detachment from the existing inset settlement edge. However strong containment by rising topography and the restored woodland to the east and north, and by the transport corridor to the west, separates the parcel from the wider countryside. The M1 and Midlands mainline railway together with the infrastructure around the electric substation to the west of it exerts a strong urbanising influence over the parcel.</p>
<p>Purpose 4: Preserving the setting and special character of historic towns</p>	<p>The parcel is separated from Luton by intervening higher ground, and has a strong association with the adjacent transport corridor, so it makes no significant contribution to this purpose.</p>
<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>

Spatial options

Two spatial options for development are identified for Potential Growth Location L20 North Luton, of which the site forms part: growth in transport corridors and urban extension (from Luton). Both these development scenarios are viable options.

Potential alternative Green Belt boundaries

The edge of the parcel is clearly defined by the motorway and the woodland edges, but its detachment from the defined urban area means that it would weaken the existing boundary. The current boundary forms part of a consistent linear edge to north Luton and Houghton Regis.

Site: ALP142 - Land adj Sundon Quarry, Luton

Site size (ha): 49.97

Parcel: ALP142 **Parcel area (ha):** 49.97

Harm to Green Belt resulting from release

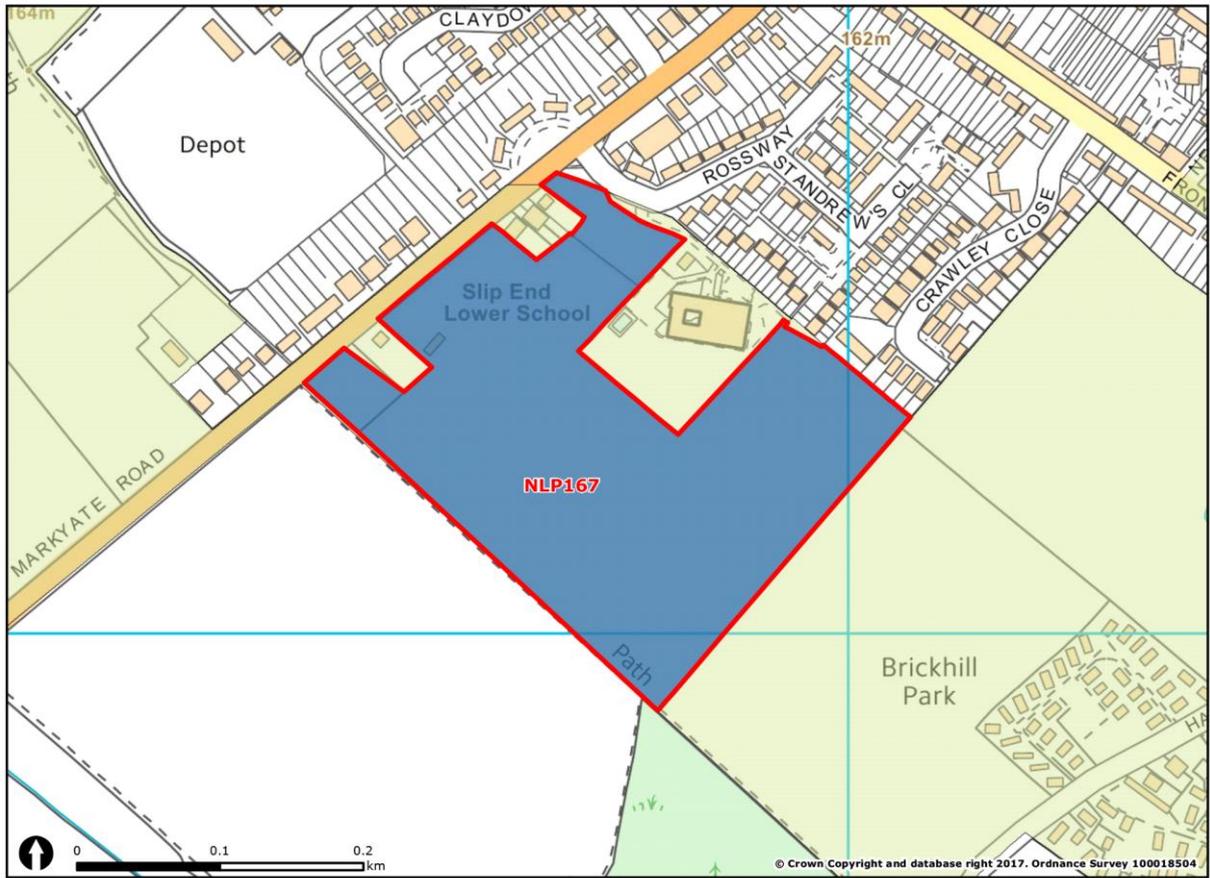
Scenario	Comments	Rating
Release of NLP142.	The parcel is considered to make a moderate contribution to Green Belt purposes, in preventing countryside encroachment. Its release in isolation would result in an inset area that has weak connectivity with main urban form, but the extent of containment around the parcel would limit the impact of this on the wider Green Belt. It would potentially weaken the contribution of the washed-over settlement on Sundon Road and the adjacent land to the south (assessed as parcel NLP426c).	Moderate

Cumulative release scenarios

ALP142 is a well-contained area, so its release in combination with the nearby NLP426 site, or parts of it, would not result in cumulative harm that would be greater than harm resulting from release of the sites in isolation.

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

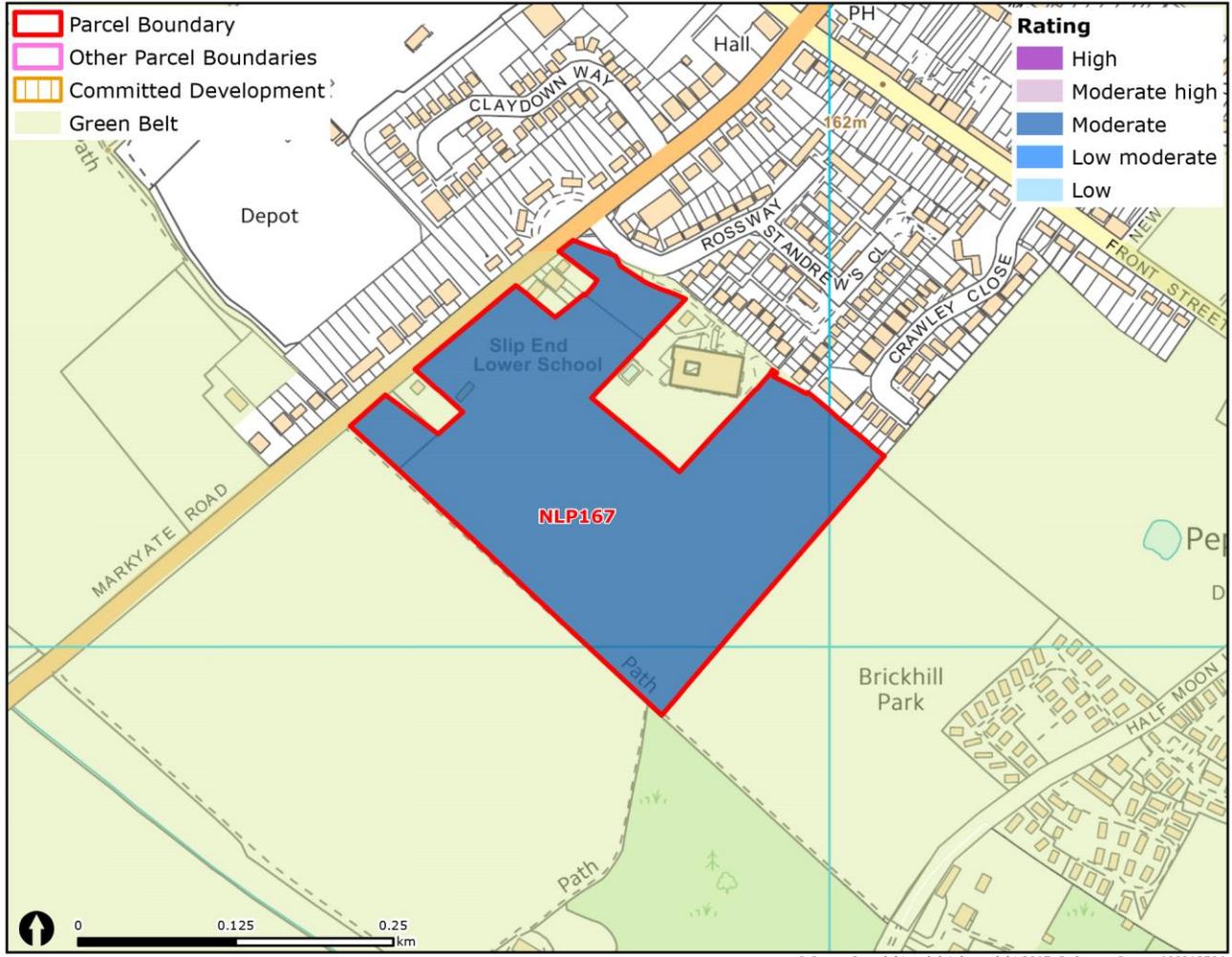
The parcel comprises an arable field and woodland copse on the south western edge of the inset village of Slip End. Strong hedgerows and tree cover along field boundaries separate the edge of the site from the inset settlement along Markyate Road and around Slip End Lower School, which is also within the Green Belt, but there is little separation from the residential properties along Crawley Close in the south east of the settlement. The outer edges of the site are defined by field boundary hedgerows. The M1 motorway runs north-south along a dry chalk valley, 700m east of the parcel separating it from Stockwood Park, which lies on the southern edge of Luton. To the south east the land falls away towards a narrow, steep-sided valley, part of a wider network of valleys which run out from the high chalk ridge to the south of Dunstable.

Relationship between site, settlement and countryside

The motorway forms a strong barrier to the east, containing the urban edge of Luton which is located beyond the golf course at Stockwood Park. There is no development within the site but development at Pepperstock and the change in landform to the south west, create some separation from the wider countryside.

Parcels

There are no significant changes within the site and so it is assessed as a single parcel of land.



Looking south from footpath near Markyate Road

Parcel: NLP167 Parcel area (ha): 6.87

Stage 1 assessment

Stage 2 assessment

Parcel: SE1
Highest contribution: Purpose 1 & 3 - Moderate contribution

Parcel: SE1a
Contribution: Moderate

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 Slip End and would not be associated with the large urban area of Luton/Dunstable/Houghton Regis due its lack of proximity to the urban edge, location on the south west of the village and separation provided by the M1 corridor and the chalk valley to the north east. Therefore the parcel plays no role with respect to this purpose.
Purpose 2: Preventing the merger of neighbouring towns	The parcel is located 1.5km south west of the settlement edge of Luton/Dunstable/Houghton Regis. Development of this small parcel which would not cause coalescence between neighbouring towns.
Purpose 3: Safeguarding the countryside from encroachment	The field is bordered on two sides by development associated with Slip End, which has an urbanising influence, and development at Pepperstock adds containment in the wider context. However the sloping landform creates a relationship between the parcel and the countryside to the south-west.
Purpose 4: Preserving the setting and special character of historic towns	The distance of the parcel from Luton and its separation by the M1 means that the parcel does not form part of the historic setting of the 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 L26, of which the site forms part: Village extension (of Slip End), growth in transport corridors (along the M1) and urban intensification around transport hubs. However, the site's location on the south west side of Slip End, away from the M1 corridor, means that village extension is the only viable development scenario.

Potential alternative Green Belt boundaries

The woodland block in the northern corner of the site, together with the strong tree cover around the school, help to strengthen the existing boundary. The parcel's hedgerows would therefore form a weaker edge.

Site: NLP167 - Land south of Markyate Road, Slip End, Luton

Site size (ha): 6.87

Parcel: NLP167 **Parcel area (ha):** 6.87

Harm to Green Belt resulting from release

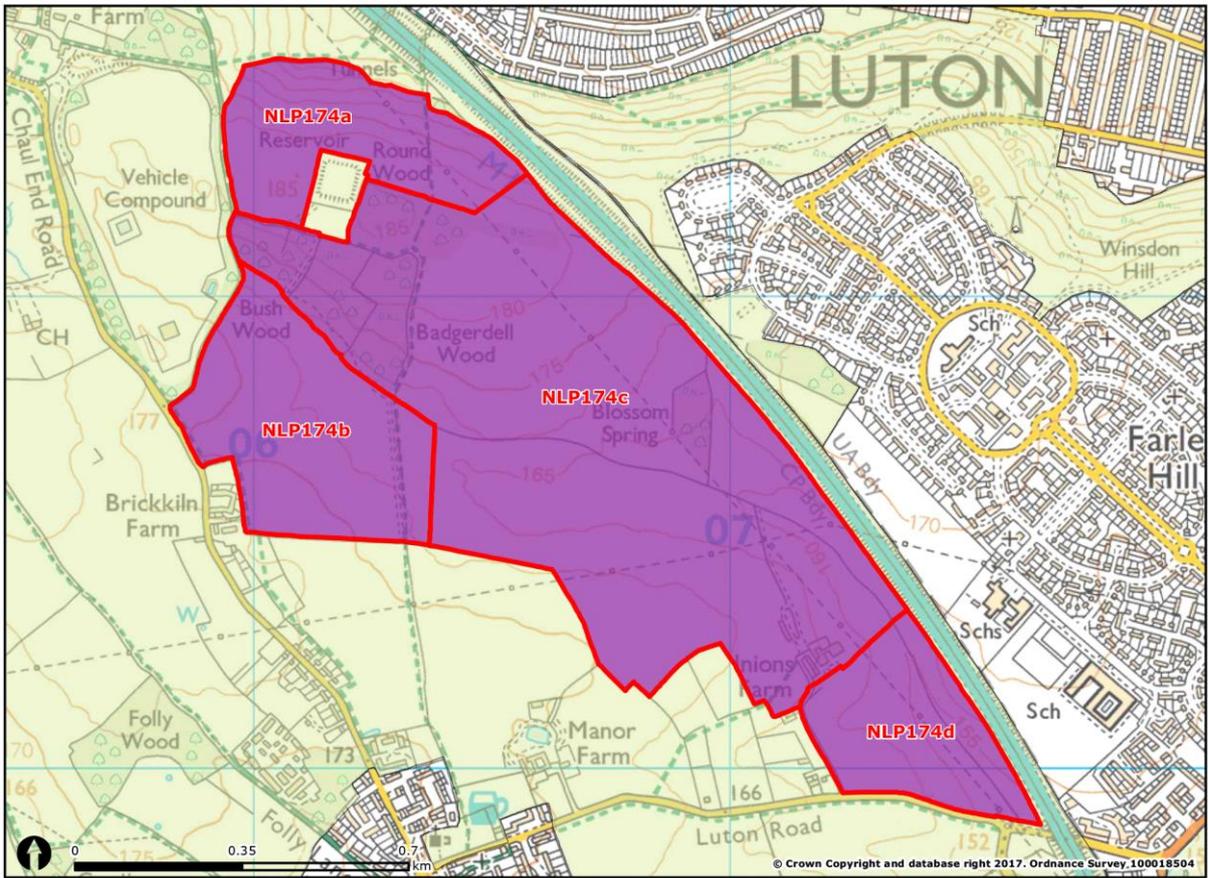
Scenario	Comments	Rating
Release of NLP167 in isolation.	Development of this parcel would result in some encroachment on countryside, although the extent of development in the vicinity limits the extent of this. Its release would represent some weakening of Green Belt boundary strength, and would weaken the contribution of adjacent Green Belt land to the south east.	Moderate

Cumulative release scenarios

NLP167 is located in close proximity to NLP239, ALP069 and NLP436. NLP167 is somewhat separated from these sites by the inset settlement. It is considered the harm resulting from their combined release would not be significantly greater than that of NLP436 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 adjacent to the M1 which separates it from the settlement edge of Luton and approximately 400m north east of Caddington. The site extends south from the distinctive chalk escarpment along the settlement edge with large arable fields separated by scrubby hedgerows and occasional woodland blocks. A large vehicle compound at Chaul End, just beyond the site's north western boundary, has planning permission for strategic development but there is no proposal to remove it from the Green Belt.

The M1 forms the long eastern boundary of the site with mature tree belts running along both sides of the motorway. Minor roads connecting Caddington to Luton, including Chaul End Road and Luton Road, form part of the southern and western boundaries respectively with roadside trees creating separation with the wider countryside to the south and west.

Development is limited to a single farmstead, Inions Farm, in the south of the site. A number of farms (Chaul End Farm, Brickkiln Farm and Manor Farm) lie just north, south and west of the site boundary. A covered reservoir on the hilltop adjacent to Round Wood is excluded from the site.

Relationship between site, settlement and countryside

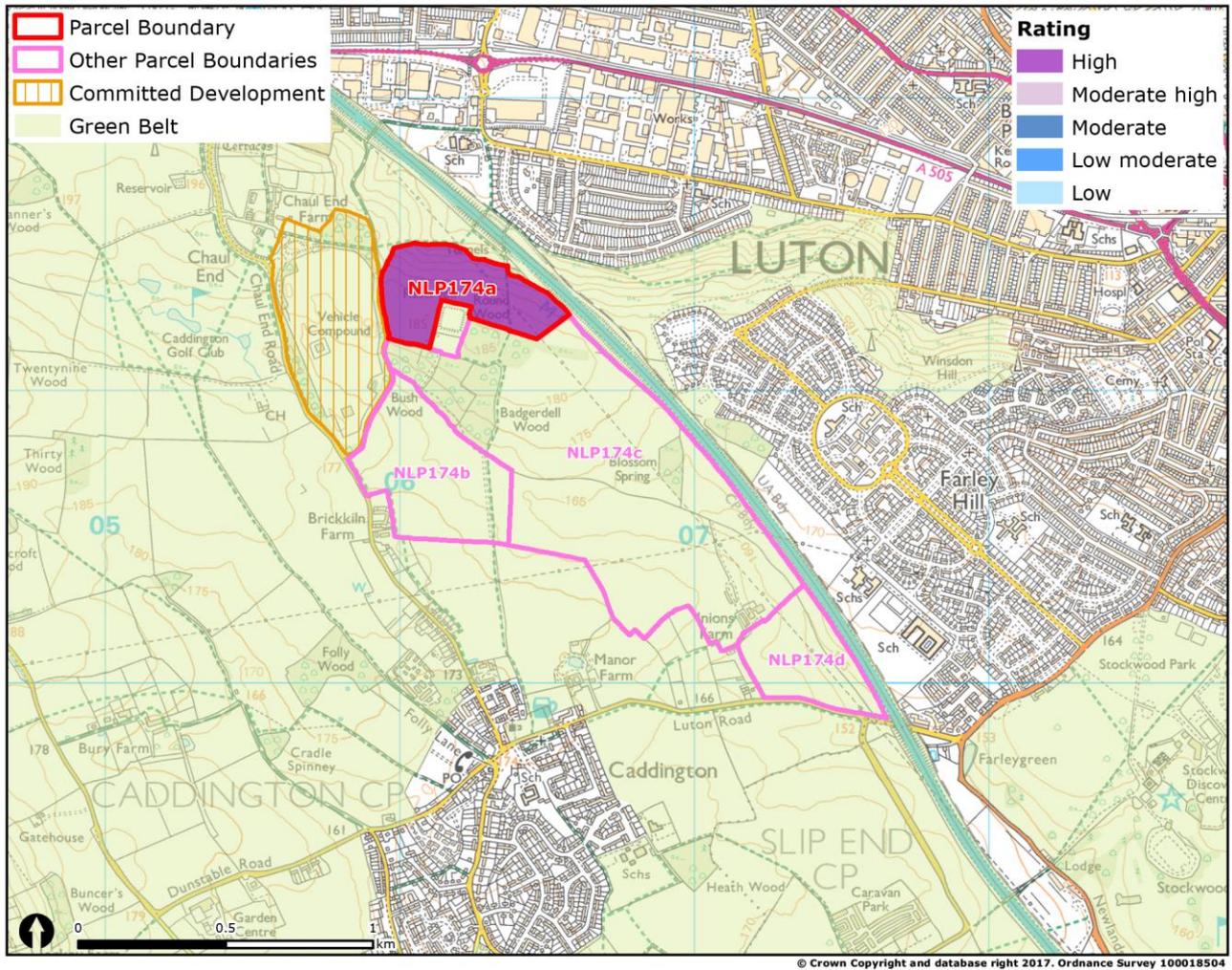
The site is located on a broad elevated plateau extending from the chalk escarpment that runs along the settlement edge of Dunstable and Luton which forms a strong natural boundary feature between the countryside and the settlement edge, reinforced by the route of the M1. The presence of the motorway and the large pylons that cross the site are an urbanising influence. The proximity of the site to Caddington and the roads leading into the village, results in some separation of the site from the wider countryside to the south west, however due to the sloping topography and intervening fields between the site and the village, the site relates more strongly to the countryside than to the settlement.

Parcels

This site is assessed as four separate parcels:

- NLP174a: covers a small field bounded by woodland to the north of the site
- NLP174b: covers the small arable field to the west of the site
- NLP174c: covers two large arable fields bounded to the east by the M1
- NLP174d: covers two small fields to the south of the site bounded to the east by the M1

Site NLP436 covers much of the same area but is more extensive, extending to Slip End to the south and Chaul End to the north.



Looking west across parcel towards woodland at Chaul End

Parcel: NLP174a Parcel area (ha): 13.57

Stage 1 assessment

Stage 2 assessment

Parcel: L6
Highest contribution: Purpose 1 & 4 - 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 adjacent to the large built-up area but is separated by the M1 motorway and by a significant change in landform. There is no direct road link, so it has a more direct relationship with the committed development at Chaul End, but development here would be too physically close to the large, built-up area to not be associated with it, and would therefore constitute significant sprawl.
Purpose 2: Preventing the merger of neighbouring towns	The nearest town is Luton, immediately to the east of the parcel, but as acknowledge in the methodology Luton/Dunstable/Houghton Regis have already coalesced and development of this parcel would not result in physical or visual coalescence with any other town. Therefore the parcel plays no role with respect to this purpose.
Purpose 3: Safeguarding the countryside from encroachment	The M1 and the chalk escarpment provide strong separation from the settlement edge of Luton. Topography and tree cover contain this parcel, giving it a strong visual relationship with Luton and a degree of separation from the wider countryside but also from the adjacent committed development site (the former vehicle compound).
Purpose 4: Preserving the setting and special character of historic towns	Containment by chalk hills is a principal characteristic of the historic setting of Luton, and the hilltop woodland on the southern edge of the site (Round Wood) is a prominent landscape element. The elevated slopes of the escarpment in this parcel therefore make a significant contribution to this purpose.
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

Four spatial options for development are identified for Potential Growth Location L24 West Luton, of which the site forms part: village extension (from Caddington), growth in transport corridors, urban extensions (from Luton) and urban intensification around public transport hubs. Development in this location would be considered to represent an expansion of the committed development at Chaul End, and also growth in a transport corridor.

Potential alternative Green Belt boundaries

The edges of the parcel are clearly defined by the motorway to the east and woodland edges except for the short south eastern boundary which is open. Release of the parcel would in effect remove Green Belt separation between the parcel and Luton, significantly weakening the consistent edge that the motorway currently provides.

Site: NLP174 - Inions Farm (Bushwood), west of Luton

Site size (ha): 119.16

Parcel: NLP174a **Parcel area (ha):** 13.57

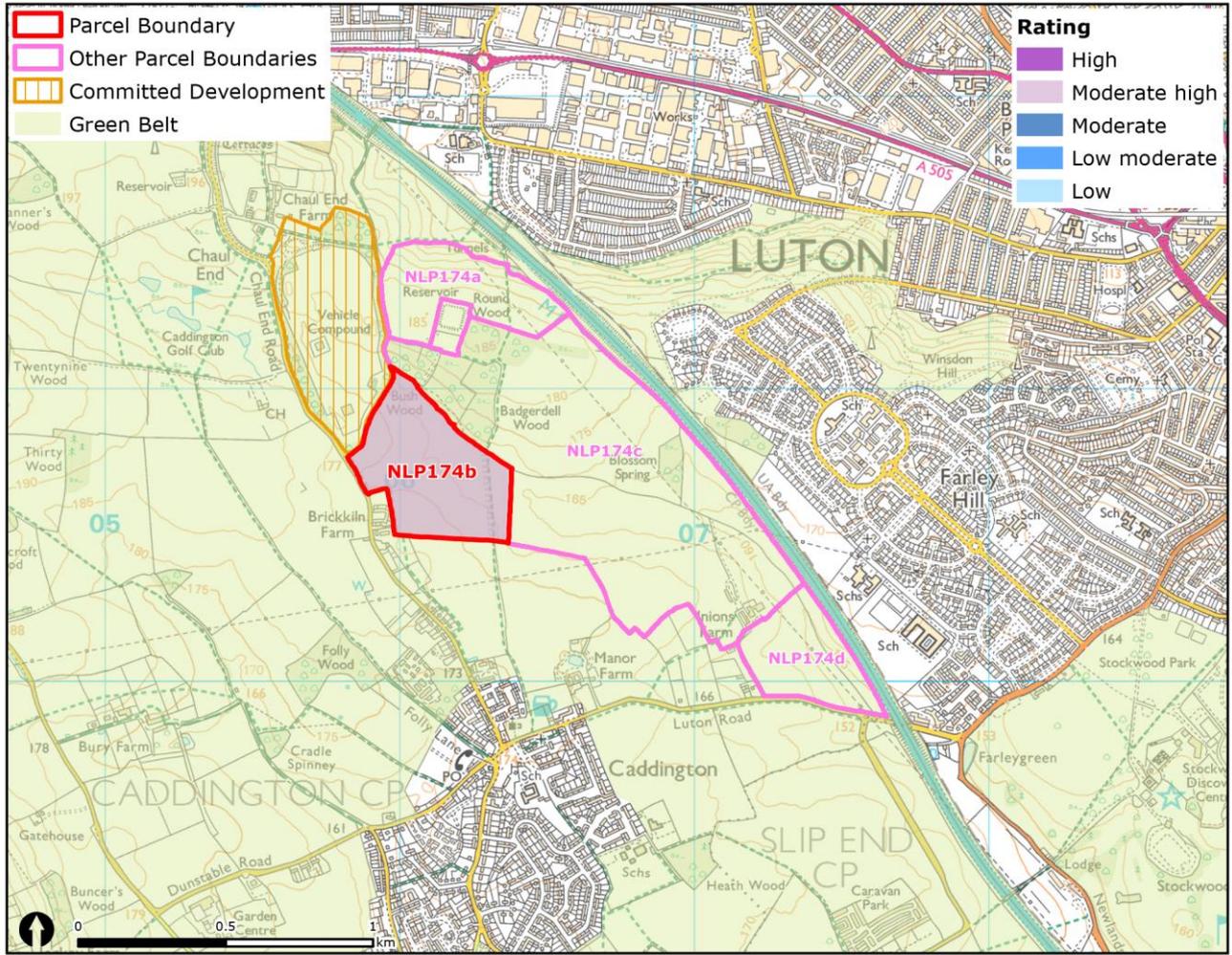
Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP174a in isolation	Although this parcel is to a degree contained from the surrounding countryside it is distinctly separate from Luton and also separated by a tree belt from the committed development site at Chaul End. The parcel's exposed location with respect to Luton is distinct from the contained setting of the Chaul End development, and plays a significant role in preventing perception of sprawl and in preserving the town's historic setting. Although the parcel is fairly contained in landscape terms it would nonetheless represent a weakening of the M1 Green Belt boundary.	High

Site: NLP174 - Inions Farm (Bushwood), west of Luton

Site size (ha): 119.16

Parcel: NLP174b Parcel area (ha): 19.47



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Looking south-east from Chaul End Road toward the edge of Luton at Farley Hill (only the foreground area, up to

the edge of the wood on the left, is in the parcel)

Parcel: NLP174b Parcel area (ha): 19.47

Stage 1 assessment

Stage 2 assessment

Parcel: L6
Highest contribution: Purpose 1 & 4 - 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 close to the large, built-up area of Luton/Dunstable/Houghton Regis, but woodland on high ground to the north, and open farmland to the east, create some separation. In this context the M1 and the rising landform can be considered to add to the separation between the parcel and the large, built-up area.
Purpose 2: Preventing the merger of neighbouring towns	The nearest town is Luton, immediately to the east of the parcel, but as acknowledge in the methodology Luton/Dunstable/Houghton Regis have already coalesced and development of this parcel would not result in physical or visual coalescence with any other town. Therefore the parcel plays no role with respect to this purpose.
Purpose 3: Safeguarding the countryside from encroachment	The parcel sits on the broad plateau above the chalk escarpment that runs along the southern settlement edge of Dunstable/Luton and forms part of the homogenous agricultural landscape which extends west from the parcel into the wider surrounding countryside. The M1 corridor marks a clear distinction between the parcel and the settlement edge and expansion westwards can be consider an intrusion into the wider landscape. The relatively flat field is contained by woodland to the north and a strong tree belt separates it from the committed development site at Chaul End (the former vehicle compound). The Brick Kiln Barns residential development on Chaul End Road has a minor urbanising influence, but the parcel is still considered to have a stronger relationship with countryside than with urban development, and therefore makes a significant contribution to preventing countryside from encroachment.
Purpose 4: Preserving the setting and special character of historic towns	The hilltop woodland and scarp slope to the east make a greater contribution to the historic setting of Luton, but openness of the higher chalk downland nonetheless makes some contribution to the wider rural setting of the 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

Four spatial options for development are identified for Potential Growth Location L24 West Luton, of which the site forms part: village extension (from Caddington), growth in transport corridors, urban extensions (from Luton) and urban intensification around public transport hubs. Development in this parcel would relate to the expansion of Chaul End and would represent growth in a transport corridor.

Potential alternative Green Belt boundaries

The western edge of the site is clearly defined by Chaul End Road, and woodland defines the northern boundary. The eastern boundary runs along a hedged field edge and so is more open. There are no existing alternative Green Belt boundaries within the site so its release would constitute the creation of a new inset area.

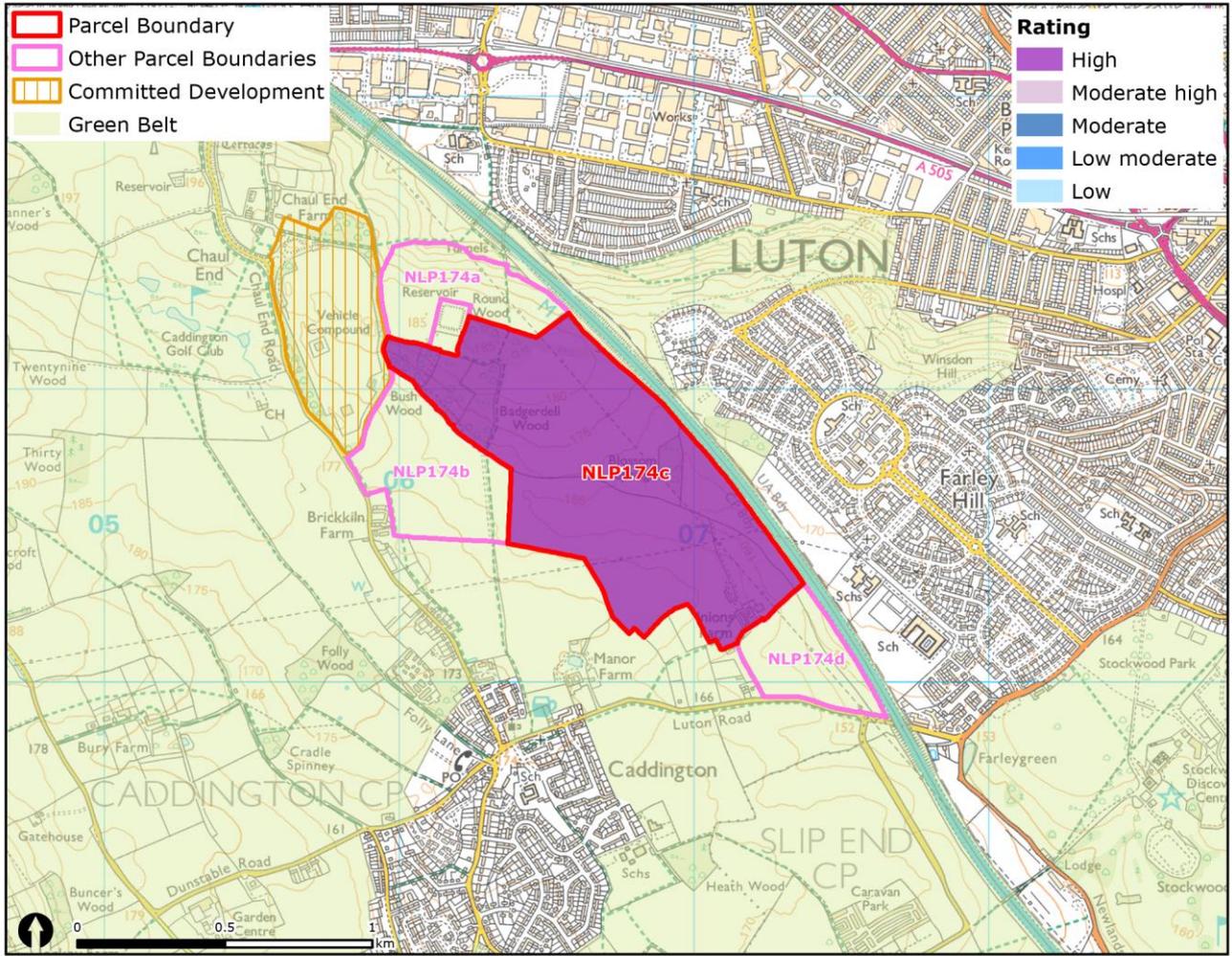
Site: NLP174 - Inions Farm (Bushwood), west of Luton

Site size (ha): 119.16

Parcel: NLP174b **Parcel area (ha):** 19.47

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP174b in isolation	Release of the parcel would constitute countryside encroachment, creating a new area of inset development that would weaken the Green Belt contribution of the adjacent field to the south, by increasing its containment by built development. It would also reduce the justification for retaining the committed Chaul End development site's Green Belt status. The steep scarp slopes and wooded high ground would retain separation from Luton.	Moderate high



Looking south-east from footpath alongside Round Wood

Parcel: NLP174c Parcel area (ha): 74.30

Stage 1 assessment **Stage 2 assessment**

Parcel: L6	Parcel: n/a
Highest contribution: Purpose 1 & 4 - Relatively strong contribution	Contribution:

Contribution to Green Belt purposes

Purpose	Comments
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Purpose 1: Checking the unrestricted sprawl of large, built-up areas	The parcel is adjacent to the large built-up area but is separated by the M1 motorway. The landform slopes up towards Chaul End, but woodland on the hilltop in the north-western part of the parcel is strongly distinct from the committed development site at the former vehicle storage compound. Development here would be too physically close to the large, built-up area to not be associated with it, and would therefore constitute significant sprawl.
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Purpose 2: Preventing the merger of neighbouring towns	The nearest town is Luton immediately to the east of the parcel but as acknowledge in the methodology Luton/Dunstable/Houghton Regis have already coalesced and development of this parcel would not result in physical or visual coalescence with any other town. However, although it is not classified as a 'town', development in this parcel would reduce the gap between the village of Caddington and Luton.
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Purpose 3: Safeguarding the countryside from encroachment	The M1 creates strong physical separation from Luton, and the parcel's undulating arable fields interspersed with woodland blocks relate more strongly to the wider plateau landscape, forming part of a rural landscape which stretches westwards from the M1, towards Kensworth. The parcel therefore makes a significant contribution to preventing countryside encroachment.
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Purpose 4: Preserving the setting and special character of historic towns	Containment by chalk hills is a principal characteristic of the historic setting of Luton, and the hilltop woodland on the southern edge of the site (Round Wood) is a prominent landscape element. The slopes above the escarpment in this parcel therefore make a significant contribution to this purpose.
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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.
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Spatial options

Four spatial options for development are identified for Potential Growth Location L24 West Luton, of which the site forms part: village extension, growth in transport corridors, urban extensions (from Luton) and urban intensification around public transport hubs. Development in this location could be considered to represent an expansion of the urban area of Luton, or represent growth in a transport corridor. See assessment of site NLP426 for consideration of this land in association with expansion of Caddington.

Potential alternative Green Belt boundaries

The eastern edge of the parcel - the Green Belt boundary - is clearly defined by the motorway. Release of the parcel would in effect remove Green Belt separation between the parcel and Luton, significantly weakening the consistent edge that the motorway currently provides. Field boundaries around the site would constitute weaker edges.

Site: NLP174 - Inions Farm (Bushwood), west of Luton

Site size (ha): 119.16

Parcel: NLP174c **Parcel area (ha):** 74.30

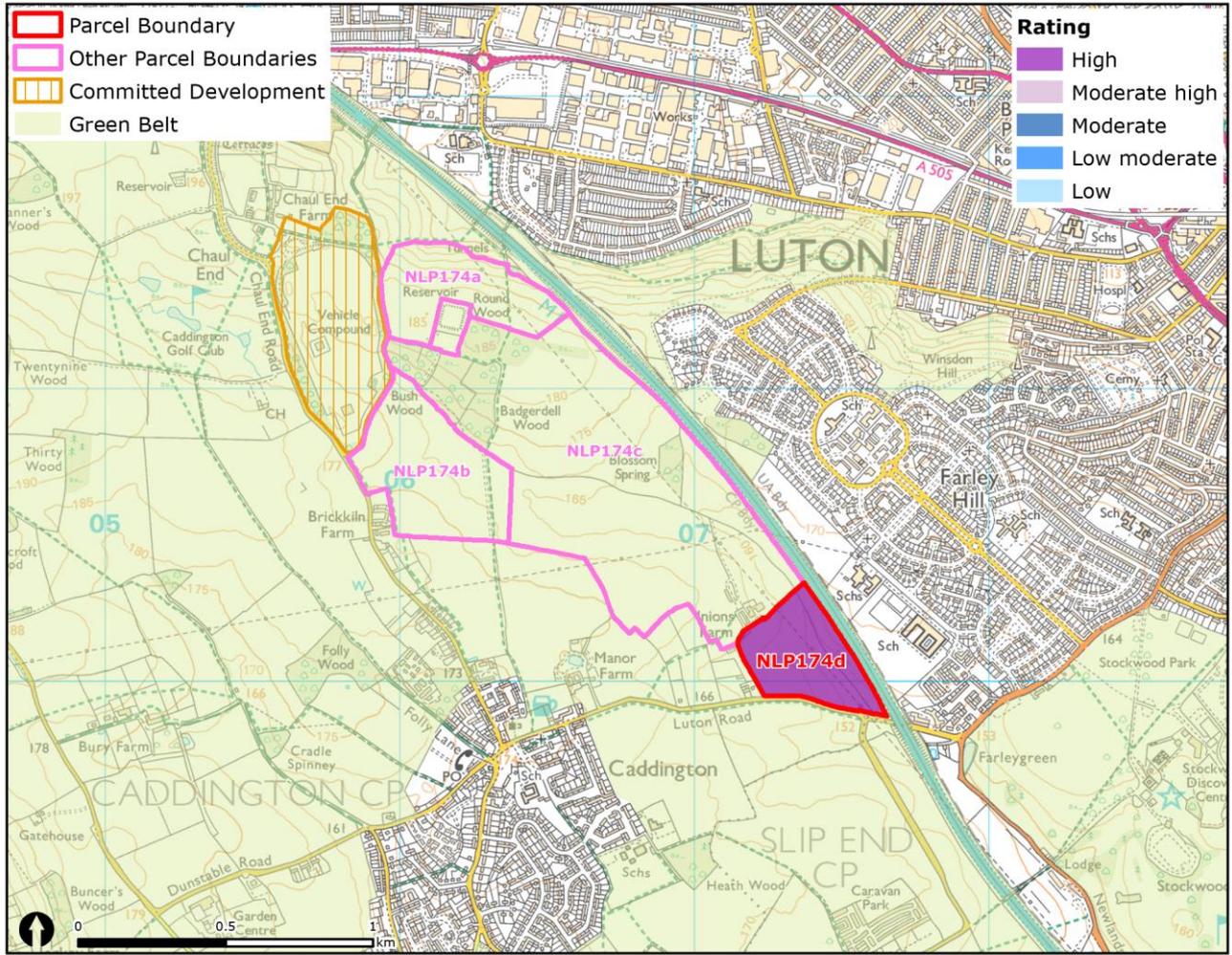
Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP174c in isolation	NLP174c makes a significant contribution to preventing countryside encroachment and restricting the sprawl of Luton into the countryside. Release of the parcel would not significantly weaken the contribution of adjacent farmland to the west or south, however it would remove the existing containment provided by the strong Green Belt boundary along the chalk escarpment and M1 corridor, and would be detrimental to Luton's historic setting.	High

Site: NLP174 - Inions Farm (Bushwood), west of Luton

Site size (ha): 119.16

Parcel: NLP174d Parcel area (ha): 11.81



Looking north-east from south-eastern corner of parcel, towards Inions Farm and the edge of Luton beyond

Parcel: NLP174d Parcel area (ha): 11.81

Stage 1 assessment **Stage 2 assessment**

Parcel: L6	Parcel: n/a
Highest contribution: Purpose 1 & 4 - Relatively strong contribution	Contribution:

Contribution to Green Belt purposes

Purpose	Comments
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Purpose 1: Checking the unrestricted sprawl of large, built-up areas
 The parcel is adjacent to the large, built-up area but is separated from it by a significant boundary, the M1. Any development in this parcel would be close enough to Luton to be directly associated with it, particularly with Luton Road providing a direct link beneath the motorway, so the parcel plays a significant role in preventing sprawl.

Purpose 2: Preventing the merger of neighbouring towns
 The nearest town is Luton immediately to the east of the parcel but as acknowledge in the methodology Luton/Dunstable/Houghton Regis have already coalesced and development of this parcel would not result in physical or visual coalescence with any other town. However, although it is not classified as a 'town', development in this parcel would significantly reduce the gap between the village of Caddington and Luton.

Purpose 3: Safeguarding the countryside from encroachment
 The open fields of the parcel link to a wider, undulating arable landscape. However, its location between the development edge of Luton and the inset village of Caddington also creates urbanising influence.

Purpose 4: Preserving the setting and special character of historic towns
 The hilltop woodland and scarp slope to the north make a greater contribution to the historic setting of Luton, but openness of the chalk downland nonetheless makes some contribution to the wider rural setting of the 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

Four spatial options for development are identified for Potential Growth Location L24, of which the site forms part: village extension, urban extension, urban intensification around a transport hub and growth in a transport corridor. Development in this parcel would relate directly to Luton, although see assessment of site NLP436 for consideration of development in association with expansion of Caddington.

Potential alternative Green Belt boundaries

The eastern edge of the site is clearly defined by the M1, and hedgerows define the northern and western edges of the site, with the southern edge along Luton Road. The boundaries of the parcel would form a weaker settlement edge than the M1.

Site: NLP174 - Inions Farm (Bushwood), west of Luton

Site size (ha): 119.16

Parcel: NLP174d **Parcel area (ha):** 11.81

Harm to Green Belt resulting from release

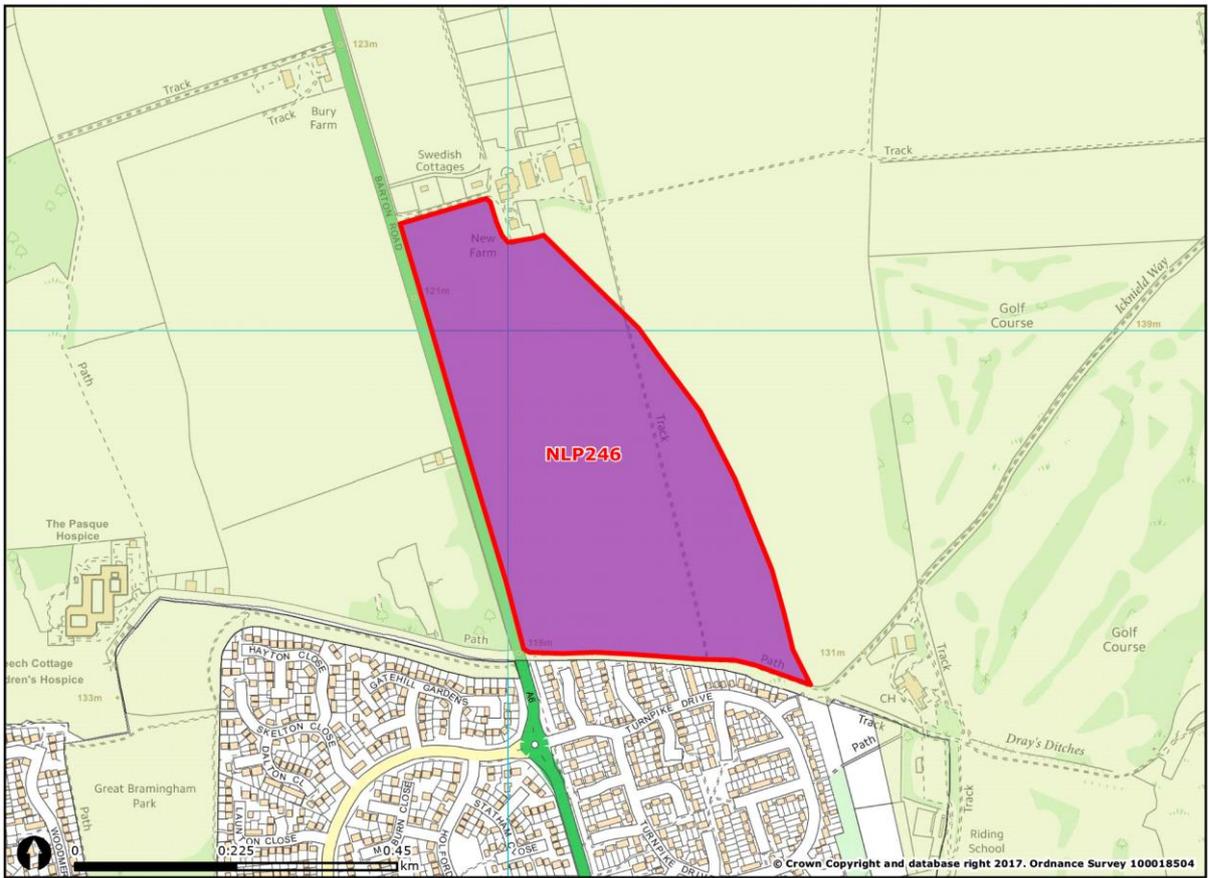
Scenario	Comments	Rating
Parcel NLP174d in isolation	Although this parcel is subject to some urbanising influence, because of its location in relation to Luton and Caddington, the M1 is a strong and consistent boundary feature. Release of this parcel would allow a significant expansion of the large, built-up area that would also weaken the separation between Luton and Caddington, reducing the contribution of the remaining open land between the two settlements.	High

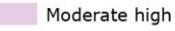
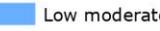
Cumulative release scenarios

See NLP436 assessment for consideration of release encompassing land within NLP174 and the area to the south (which is part of NLP436). Release of NLP174 in combination with NLP439 has not been considered as there is no physical or visual interrelation between the two sites due to the intervening chalk escarpment, and NLP436 has strong containment from the wider Green Belt.

Harm to Green Belt resulting from release of site

Scenario	Comments	Rating
Release of NLP174 in its entirety.	The site as a whole constitutes a large area of Green Belt that is distinct from the edge of Luton, with the M1 and the landform creating strong separation. Its release would constitute a significant weakening of the Green Belt edge, reducing the contribution of adjacent Green Belt land between the site and Caddington.	High



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



Site description

Part of a open arable field to the north of Luton. The parcel is separated from the settlement edge by a public right of way along the Ickniel Way, part of an ancient trackway which forms a consistent northern edge to Luton. The busy A6 (Barton Road) which runs from the settlement edge of Luton to the rural settlement of Streatley and Barton-le-Clay forms the western boundary. An isolated farmstead (New Farm) marks the northern extent. The eastern boundary extends across the large regular field along the boundary of the Chilterns AONB but has no boundary feature marking its extent. Hedgerows and a tree belt, beyond the site boundary, separate the field from the South Bedfordshire golf course to the east.

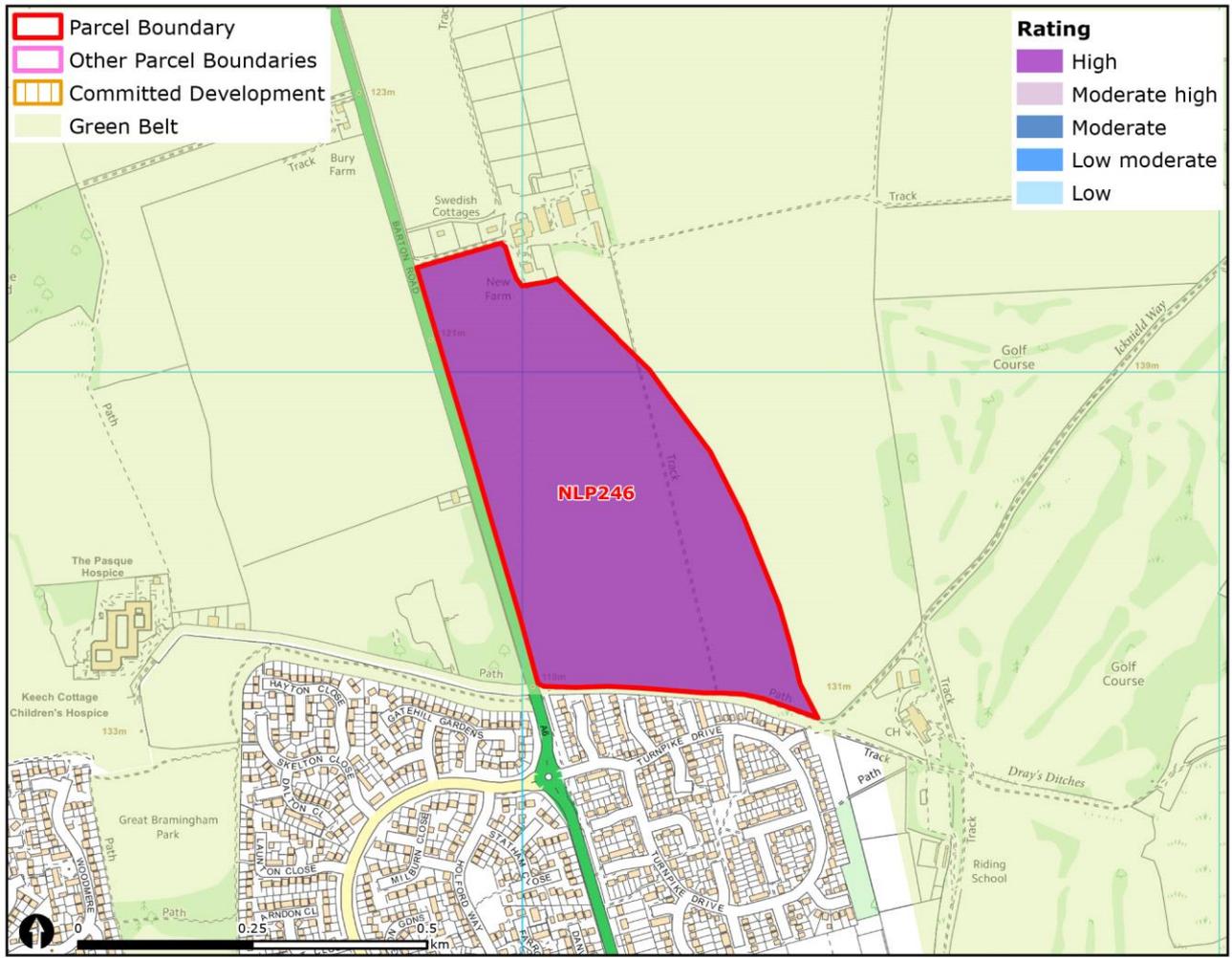
The landform within the site is gently undulating but rises east of the site across the South Bedfordshire Golf Club which sits on the lower western slopes of the chalk escarpment of Galley Hill.

Relationship between site, settlement and countryside

The Thiodweg trackway, and the vegetation north and south of it, runs along the line of Dray's Ditches (a scheduled Iron Age boundary earthwork) forming a 50m wide strip along the southern boundary of the site. This creates a strong northern edge to the settlement and clear separation between the 20th century housing estate and the site. However, the flatter terrain of the site creates some distinction from the surrounding hills and the rising escarpment to Galley Hill and Warden Hill. The containment of the parcel to the west along A6 and to the east beyond the site, along the wider field boundary, reduces the relationship of the site with the wider countryside.

Parcels

The track that runs north-south across the field does not mark any significant change in the relationship between the site, settlement and countryside, so the site is assessed as a single piece of land.



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Looking north-east across parcel towards Galley Hill

Parcel: NLP246 Parcel area (ha): 20.21

Stage 1 assessment

Stage 2 assessment

Parcel: L3
Highest contribution: Purpose 1 & 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 adjacent to the built-up area of Luton although it relates to the wider countryside due to its open eastern boundary. Development here would represent expansion of Luton into the countryside.
Purpose 2: Preventing the merger of neighbouring towns	The parcel forms part of the gap between Luton and Streatley but development of this parcel would result in little of no perception of the narrowing of the gap between neighbouring towns as Streatley is not considered a 'town' for the purposes of this assessment. The larger towns to the north of Luton, including Barton-Le-Clay and Flitwick, are visually separated from Luton by the chalk escarpment running east-west north of Luton.
Purpose 3: Safeguarding the countryside from encroachment	The parcel has a strong sense of separation from the settlement due to the strength of the boundary features along the settlement edge and lacks urbanising development. Development here would represent expansion into the countryside, close to the foot of the chalk escarpment.
Purpose 4: Preserving the setting and special character of historic towns	The parcel's openness contributes to the relationship between the settlement and characteristics identified as contributing to the historic setting (particularly in relationship to the Icknield Way and Dray's Ditches which form part of Scheduled Monument). Development of the parcel would detract from the town's historic character.
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

Two spatial options for development are identified for Potential Growth Location L20, of which the site forms part: growth in a transport corridor (M1, A6). Development here would constitute an urban extension.

Potential alternative Green Belt boundaries

The existing inner Green Belt boundary along the settlement edge is strengthened by its position south of the Dray's Ditches (Scheduled Monument) and the relationship with the consistent northern settlement edge of Luton. Extending the Green Belt boundary to the parcel edge would weaken it, particularly along the eastern parcel edge where there are no existing boundary features.

Site: NLP246 - Land at east of the A6 (Barton Rd), Luton

Site size (ha): 20.21

Parcel: NLP246 **Parcel area (ha):** 20.21

Harm to Green Belt resulting from release

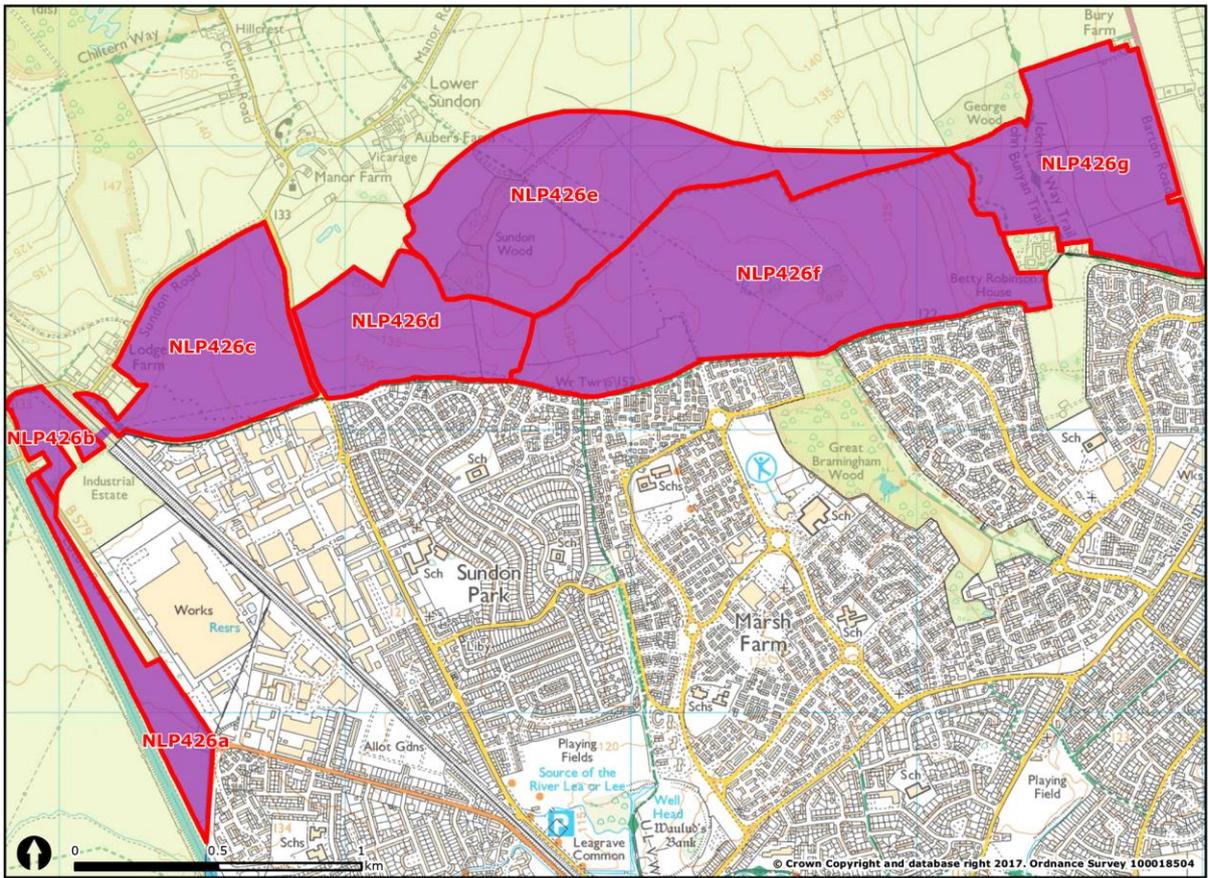
Scenario	Comments	Rating
Release of NLP246 in isolation	The parcel has a sense of separation from the settlement due to the strength of the boundary features, and lacks urbanising development. The relatively flat terrain creates some distinction from the surrounding hills, but any release of land here would breach the consistent northern edge of Luton, detracting from the town's historic setting and weakening the contribution of adjacent land to the west of the A6.	High

Cumulative release scenarios

NLP246 is adjacent to the large site NLP426. The release of both NLP246 and the adjacent part of NLP426 in isolation is assessed as causing high harm to the Green Belt and the harm resulting from their combined release would not be significantly greater. In both instances the impact on Green belt purposes is similar.

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

A large site that wraps around the northern settlement edge of Luton, extending from the M1 in the west to the A6 in the east. The site largely comprises of a gently rolling landscape of large arable fields, levelling out in some areas. The landscape is generally open but interspersed by areas of woodland including the ancient woodland at Sundon Wood.

The site is bound to the west and east by these major north-south transport corridors and to the south by a public right of way along the Thiodweg Way, part of an ancient trackway which forms a consistent northern edge to Luton. The settlement edge largely consists of 20th century housing estates, with large scale industrial estates to the north west alongside the M1 and the Midlands Mainline railway. The northern boundary of the site extends across the large regular fields with no boundary features marking its extent.

Relationship between site, settlement and countryside

The public right of way along the southern boundary of the site creates a defined northern edge to the settlement and separation between the housing estates and the site, although its form and historic character are stronger at the eastern end than the western end.

The expansive character of the site and its rising, undulating topography create a distinction between settlement and countryside that increases with elevation and distance from the urban fringe and contributes to the town's historic setting, although the western end of the site has greater containment by the road and rail network.

Parcels

The site is assessed as seven parcels of land:

- Parcel NLP426a is part of a narrow strip of flat arable land which runs between the B579 and the M1. The northern end of this parcel is being developed as part of a major new road project involving a new junction on the M1 and the A5 to M1 link (Dunstable Northern Bypass), and some of the land to the west of the B579 has been approved for development.

- Parcel NLP426b is a small area between the M1 and the Midland mainline railway, north of an area of land adjacent to the Luton Industrial Estate on which development has been approved. This parcel is being developed as part of the a major new road project involving a new junction on the M1 and the A5 to M1 link (Dunstable Northern Bypass).

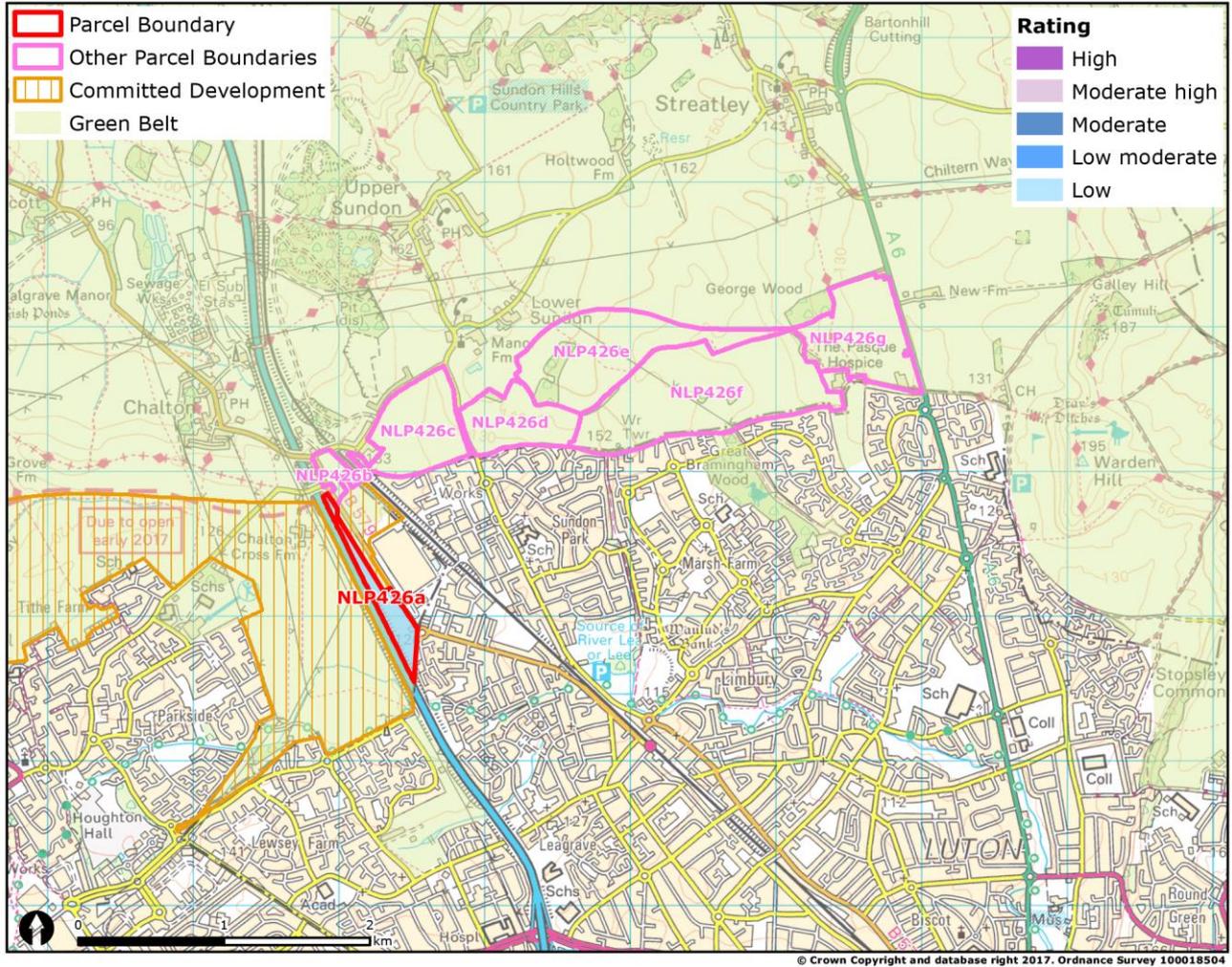
- Parcel NLP426c covers a large flat arable field which is enclosed by overgrown gappy hedgerows along the busy Sundon Road to the north and Sundon Park Road to the east. Hedgerows along the edge of the Luton Industrial Estate form the southern boundary. There is no development within the site but there are a number of residential properties and a small farm (Lodge Farm) located along Sundon Road just beyond the western boundary of the parcel.

- Parcel NLP426d is a large arable field which extends north from the settlement edge of Luton, separated by an intermittent line of mature trees from the 20th century housing along Chestnut Avenue, Sycamore Close, Epping and Mendip Way. The gently undulating land rises up towards the Sundon Wood which is located on the north east boundary. Pastoral land on the southern edge of the village of Lower Sundon marks the northern boundary. The western boundary is formed by an overgrown hedgerow along Sundon Park, a busy road which in future will link to the new motorway junction on the M1. The eastern boundary has no extent boundary features but extends to the further agricultural fields beyond the parcel boundary. Due to the wooded boundaries and rising topography there is only limited visual connection with the wider landscape beyond the parcel boundary to the north and east.

- Parcel NLP426e is separated from the settlement boundary of Luton being located along the northern boundary of the site. The parcel consists of large open arable fields either side of Sundon Woods and north of the hedged public footpath which runs between the Sundon Wood and George Wood. The Chilterns AOBN extends into this parcel and these large fields form part of a homogenous visually open arable landscape that extends north across the rolling chalk farmland.

- Parcel NLP426f covers two open arable fields, interspersed by mature woodland coppices, that runs along the northern settlement boundary of the Luton. The parcel extends from the field boundary just west of the Water Tower in the west, to Robinson House hospice in the east. Occasional hedgerow trees separate the parcel from the 20th century housing west and east of Great Bramingham Wood. The remaining boundaries are formed by low hedgerows with some mature hedgerow trees. These large fields form part of a homogeneous, visually open, arable landscape that defines the character of the rolling chalk farmland which extends north from Luton.

- Parcel NLP426g is located immediately north of Luton, extending between the A6 and a tree-lined public right of way running north-south between Betty Robinson House hospice and George Wood. The parcel consists of three open arable field separated from the settlement edge by a public right of way along the tree-lined Icknield Way/John Bunyan Trail. George Wood and the tree lined farm track to Bury Farm form the northern boundary. There is no development within the parcel but the Betty Robinson House lies just beyond south west corner of the parcel and Bury Farm lies at the north east corner. Although the wooded boundaries to the west and north provide a degree of visual containment, the rising topography beyond the A6 results in a visual link between these large arable fields and the rolling chalk farmland to the east and the escarpment at Warden Hill.



Looking south from the central eastern edge of the parcel

Parcel: NLP426a Parcel area (ha): 12.68

Stage 1 assessment

Stage 2 assessment

Parcel: L1
Highest contribution: Purpose 1 - Strong contribution

Parcel: L1a
Contribution: Moderate

Contribution to Green Belt purposes

Purpose	Comments
Purpose 1: Checking the unrestricted sprawl of large, built-up areas	This narrow parcel extends along the M1 adjacent to the settlement edge of Luton, which comprises a number of warehouse units within an industrial estate. The parcel relates more strongly to the urban area than to the countryside due to its proximity to the large built-up area, ongoing development of the road network at the new junction of the M1 in the north of the parcel, and the presence of the M1 along the long western boundary of the site which creates a strong boundary feature separating the parcel from the wider open countryside to the north west.
Purpose 2: Preventing the merger of neighbouring towns	The nearest town is Luton, immediately to the east of the parcel, and Houghton Regis lies 900m to the west although the committed urban extension of the town extends to the M1, so the motorway remains the only barrier between the two towns. However, as acknowledged in the methodology, Luton/Dunstable/Houghton Regis have already coalesced. The inset settlement of Chalton is located beyond the parcel to the north west. Flitwick and other towns to the north, are visually separated from Luton by the chalk escarpment running east-west between the two towns. Development of this parcel would not result in physical or visual coalescence with any other town therefore the parcel plays no role with respect to this purpose.
Purpose 3: Safeguarding the countryside from encroachment	This narrow flat parcel runs along the settlement edge of Luton and there is no significant separation from the warehousing associated with the North Luton Industrial Estate which has a strong urbanising influence over the parcel. The M1 creates strong containment to the west separating the parcel from a small number of arable fields to the west which are themselves crossed by the ongoing development of the A5 to M1 link. The existing settlement edge of Houghton Regis extends northwards, and the committed urban extension of the town extend to the motorway, meaning that there is little relationship between the parcel and the wider countryside. The parcel relates strongly to the settlement edge and makes little contribution to this purpose.
Purpose 4: Preserving the setting and special character of historic towns	This parcel lacks features which contribute to historic setting and therefore makes no contribution to the setting of Luton.
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

Two spatial options for development are identified for Potential Growth Location L20 North Luton, of which the site forms part: growth in transport corridors and urban extension (from Luton). Both these development scenarios are viable options.

Potential alternative Green Belt boundaries

The M1 forms a clear boundary to the west but recently committed development means that the parcel's eastern edge only partially follows the B579. A new boundary along the northern edge of the parcel, clearly defined by the new bridge over the M1 or the associated slip road, would simplify the Green Belt edge, making it consistent with the

Site: NLP426 - North Luton SUE

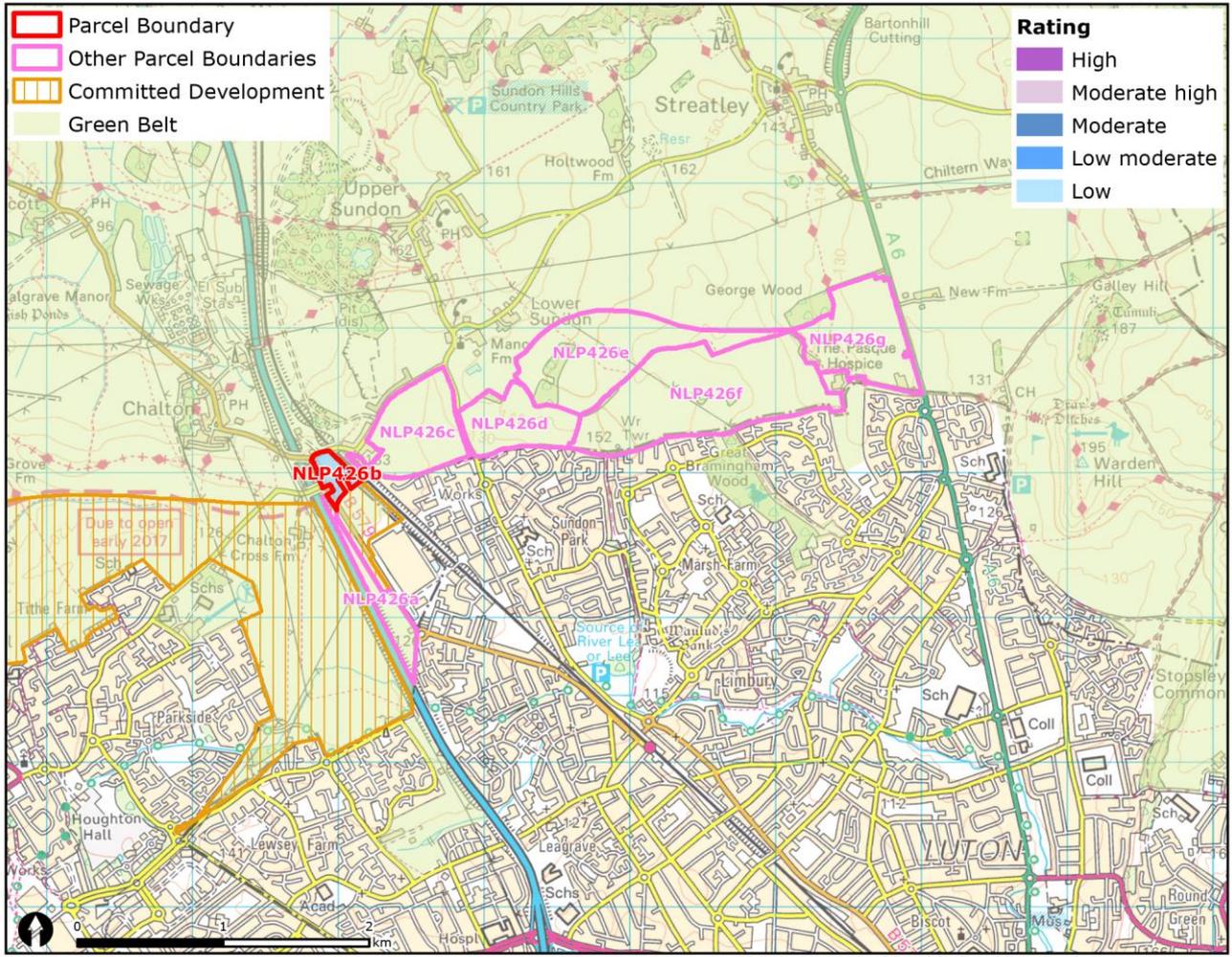
Site size (ha): 283.81

boundary of committed development to the west of the M1, marked by the road currently under construction.

Parcel: NLP426a **Parcel area (ha):** 12.68

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP426a	The parcel relates strongly to the settlement edge of Luton and is contained by major roads. Release of the parcel would have little impact on Green Belt purposes, would not weaken the contribution of any other Green Belt land in the vicinity (the fields to the west of the motorway are already committed development), and would create a stronger boundary.	Low



Looking north-west from new alignment of B579; the road and planted bund are within the parcel

Parcel: NLP426b Parcel area (ha): 5.78

Stage 1 assessment	Stage 2 assessment
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<p>Parcel: L1</p> <p>Highest contribution: Purpose 1 - Strong contribution</p>	<p>Parcel: L1a</p> <p>Contribution: Moderate</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 subject to major construction works to create the A5 to M1 link and the corresponding junction on the M1. This, linked to the existing Sundon Road, will form a boundary feature that will play a role in preventing sprawl, but any remaining open land within the parcel will make no contribution to this purpose.</p>
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<p>Purpose 2: Preventing the merger of neighbouring towns</p>	<p>The parcel extends from the settlement edge of Luton and Houghton Regis lies 900m to the west but development of the parcel would result in little or no perception of the narrowing of the gap between neighbouring towns as these settlements, as acknowledge in the methodology, have already coalesced. The inset settlement of Chalton is located beyond the settlement to the west. Flitwick and other towns to the north are visually separated from Luton by the chalk escarpment running east-west between the two towns. The parcel play no role with respect to this purpose.</p>
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<p>Purpose 3: Safeguarding the countryside from encroachment</p>	<p>The road construction will leave no significant areas of open land.</p>
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<p>Purpose 4: Preserving the setting and special character of historic towns</p>	<p>The parcel lacks features which contribute to historic setting of Luton and therefore makes no contribution to this purpose.</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 make an equally significant contribution to this purpose.</p>
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Spatial options

The parcel's infrastructure use leaves no scope for any further strategic development.

Potential alternative Green Belt boundaries

The existing Green belt edge to the north of the industrial estate is rendered redundant by the recently committed development immediately to the south of the parcel, which takes the developed edge up to the new road. The new road would form a strong Green Belt boundary, but a narrow strip of open land will remain between the committed development edge, the slip road, the railway line and Sundon Road. A new Green Belt edge could either follow the committed development edge, linking across the railway line to the urban edge to the east, or could follow Sundon Road and the railway line to exclude the narrow strip from the Green Belt.

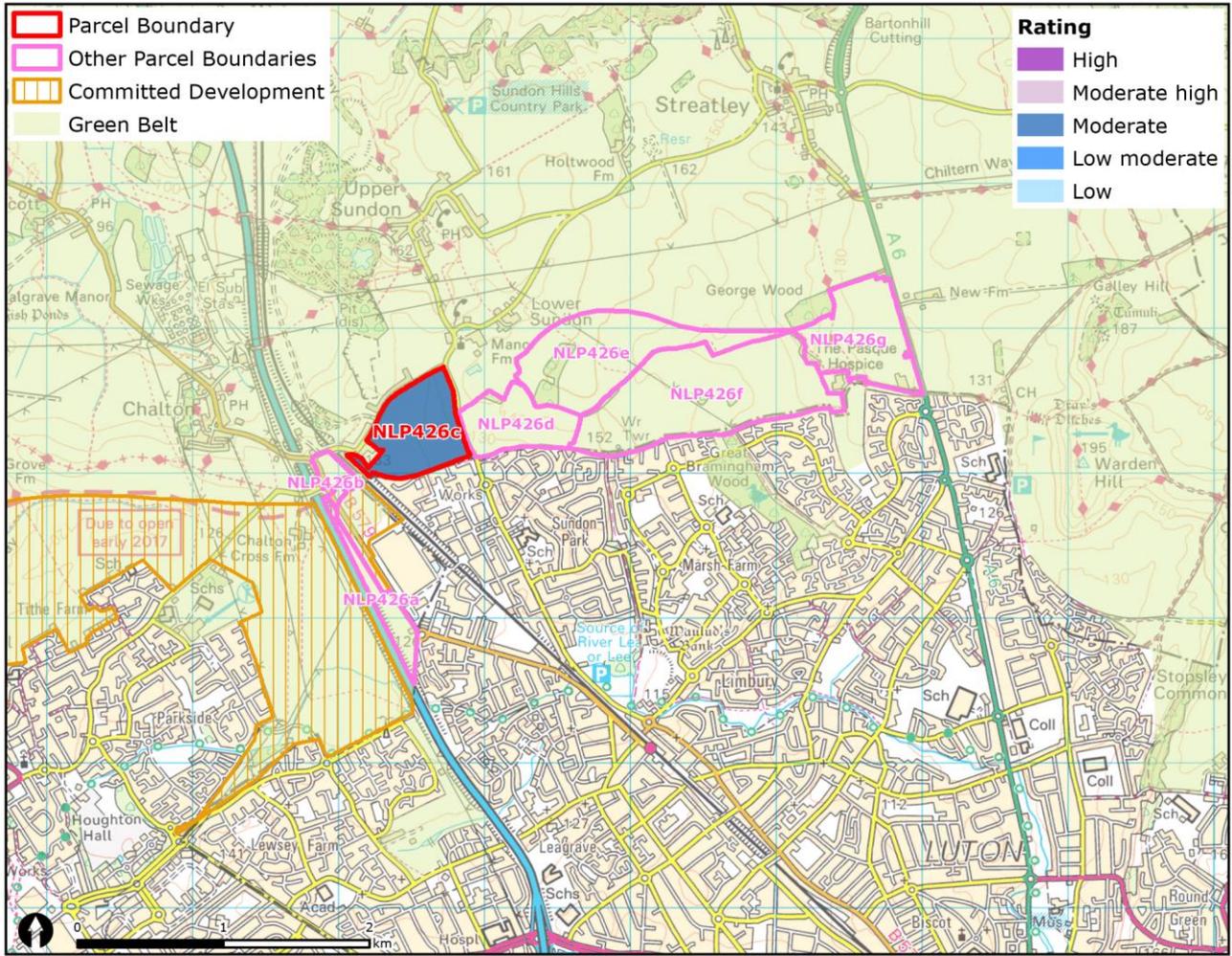
Site: NLP426 - North Luton SUE

Site size (ha): 283.81

Parcel: NLP426b **Parcel area (ha):** 5.78

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP426b in isolation	The parcel makes no contribution to Green belt purposes. A new boundary can be drawn to link with the Green Belt edges to the west of the M1 (i.e. out to the new bypass) and east of the railway line.	Low



Looking west from south-eastern corner of the parcel, towards buildings on Sundon Road close to the railway line

Parcel: NLP426c Parcel area (ha): 35.37

Stage 1 assessment	Stage 2 assessment
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<p>Parcel: L2</p> <p>Highest contribution: Purpose 3 - 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 Midlands mainline railway on the western boundary, and busy roads (with only intermittent tree lines) to the north and east which will link directly to the new junction on the M1, create boundary features which contain the parcel and separate it from the wider open countryside. Whilst development would represent expansion of Luton the parcel boundaries, including Sundon Park Road to the east, limit the extent to which it would be perceived as unrestricted sprawl.</p>
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<p>Purpose 2: Preventing the merger of neighbouring towns</p>	<p>The nearest town is Luton, immediately to the south of the parcel. Flitwick and other towns to the north are visually separated from Luton by the chalk escarpment running east-west to the north of the parcel, between the two towns. Development of this parcel would not result in physical or visual coalescence with any other town and therefore the parcel plays no role with respect to this purpose.</p>
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<p>Purpose 3: Safeguarding the countryside from encroachment</p>	<p>Intermittent trees along the line of a former hedgerow on the urban edge do not provide any significant separation from the large warehouse units and offices associated with the North Luton Industrial Estate. The industrial estate, together with the busy road network surrounding the field, and built development on the western edge of the parcel adjacent to the mainline railway, has an urbanising influence over the parcel. However, the field forms part of a homogenous agricultural landscape that extends north from Luton, so expansion northwards can be considered an intrusion into the wider rolling chalk farmland with its small rural settlements of Lower and Upper Sundon. The parcel therefore makes some contribution to preventing countryside encroachment.</p>
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<p>Purpose 4: Preserving the setting and special character of historic towns</p>	<p>The public right of way along the settlement edge, runs along the route of an historic routeway. However in this location the path is a metalled roadside pavement and lacks any features which contribute visibly to the historic setting of Luton.</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

Two spatial options for development are identified for Potential Growth Location L20 North Luton, of which this site forms part: growth in transport corridors and urban extension (from Luton). Both these development scenarios are viable options.

Potential alternative Green Belt boundaries

The existing Green Belt boundary is clearly defined along Camford Way and forms part of a consistent linear settlement edge which currently extends along the whole of northern Luton. Although release of this parcel would disrupt this existing settlement boundary, the parcel's northern edge on the Sundon Road, a busy link road to the new M1 motorway junction, would provide a strong boundary feature.

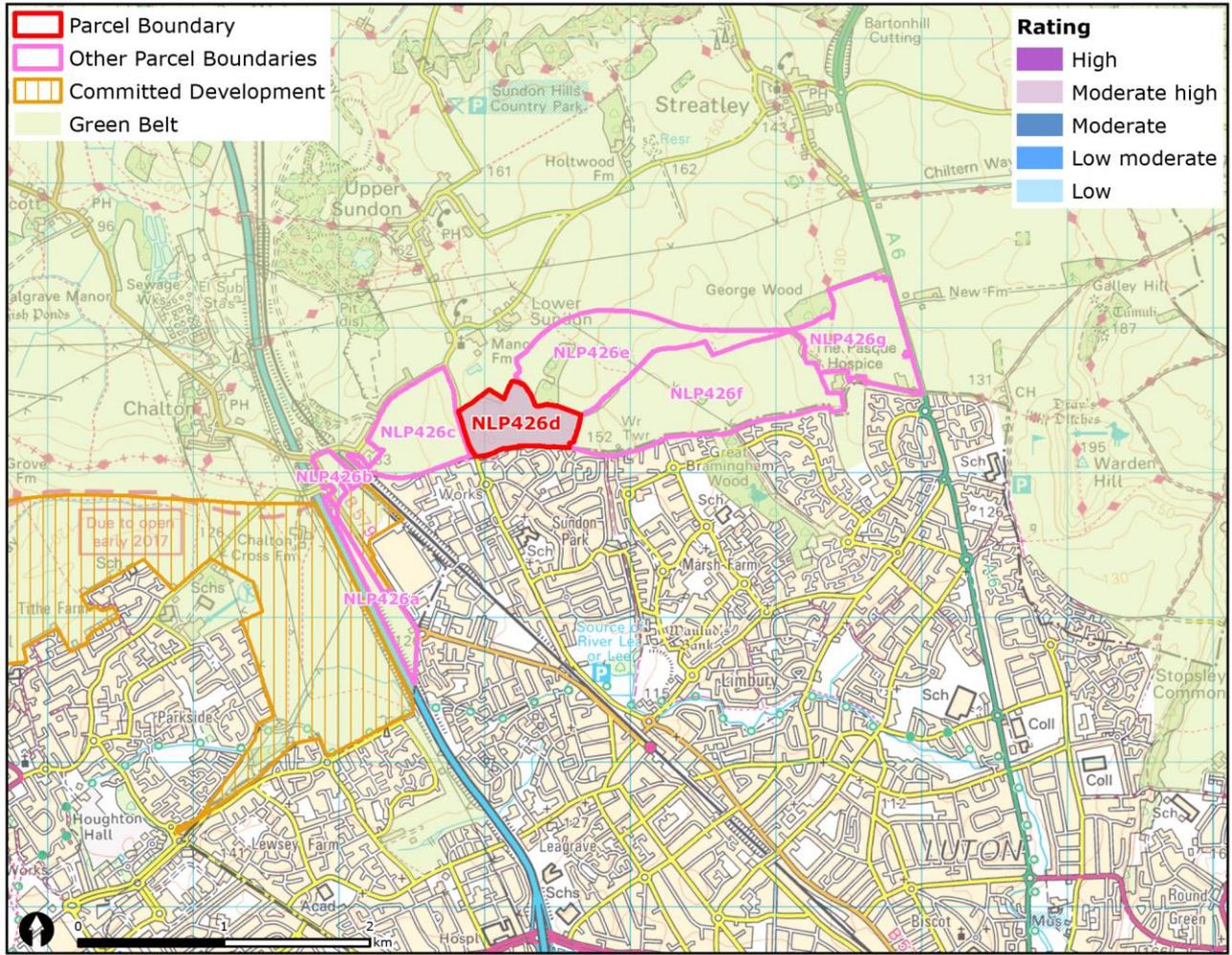
Site: NLP426 - North Luton SUE

Site size (ha): 283.81

Parcel: NLP426c **Parcel area (ha):** 35.37

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP426c in isolation	The undeveloped nature of the parcel means that it relates to the wider countryside and contributes to the purposes of the Green Belt. Although the current boundary forms part of a consistent linear edge to north Luton, the parcel is contained by strong boundaries including the Midland mainline railway, and busy roads which in future will link into the new junction on the M1. Its release would not have significant adverse impact on the contribution of adjacent Green Belt land.	Moderate



Looking north-east across parcel towards Sundon Wood, from the south-western corner by Chestnut Avenue

Parcel: NLP426d Parcel area (ha): 26.91

Stage 1 assessment	Stage 2 assessment
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<p>Parcel: L2</p> <p>Highest contribution: Purpose 3 - 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 adjacent to the large built up area and development here would relate to the expansion of Luton. The open boundary with the settlement edge to the south and the containment from the wider countryside by the busy Sundon Park Road to the west results in some separation of the parcel from the wider countryside. Due to the wooded boundaries and rising topography there is only limited visual connection with the wider landscape beyond the parcel boundary to the north. However the more open boundary to the east results in some relationship with the wider countryside.</p>
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<p>Purpose 2: Preventing the merger of neighbouring towns</p>	<p>Development of the parcel would result in little perception of the narrowing of the gap between neighbouring towns because the larger towns to the north of Luton, including Harlington and Flitwick, are separated by the chalk escarpment running east-west which would limit the impact. Although development of this parcel would result in coalescence with the rural settlement of Lower Sundon, the settlement is not considered a 'town' for the purposes of this assessment.</p>
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<p>Purpose 3: Safeguarding the countryside from encroachment</p>	<p>The proximity of the adjacent residential settlement edge has some urbanising influence on the parcel particularly as the trees that line the residential area offer little separation, however, there is no urban development within the parcel itself and the openness and topography of the parcel give it a stronger relationship with the wider downland countryside. Development here would represent encroachment into the countryside.</p>
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<p>Purpose 4: Preserving the setting and special character of historic towns</p>	<p>The public right of way along the settlement edge, runs along the route of an historic routeway. However in this location the path is a metalled roadside pavement and lacks any features which contribute visibly to historic setting of Luton.</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 make an equally significant contribution to this purpose.</p>
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Spatial options

Two spatial options for development are identified for Potential Growth Location L20 North Luton, of which the site form part: growth in transport corridors and urban extension (from Luton). Given the location of the parcel, only urban extension represents a viable option.

Potential alternative Green Belt boundaries

The existing inner Green Belt boundary along the settlement edge of Luton is relatively strong and consistent along the whole length of the northern edge of Luton. Extending the boundary outwards to the edge of the parcel would represent a weaker boundary, particularly to the north and east. The western boundary of the site is more clearly defined by the busy Sundon Park Road. The release of this parcel would create a narrow Green Belt gap between Luton and the village of Lower Sundon and would potentially weaken the contribution of parcels to the east. The consistent line of the public right of way which defines the northern settlement edge of Luton results in the parcel relating more strongly to the wider countryside.

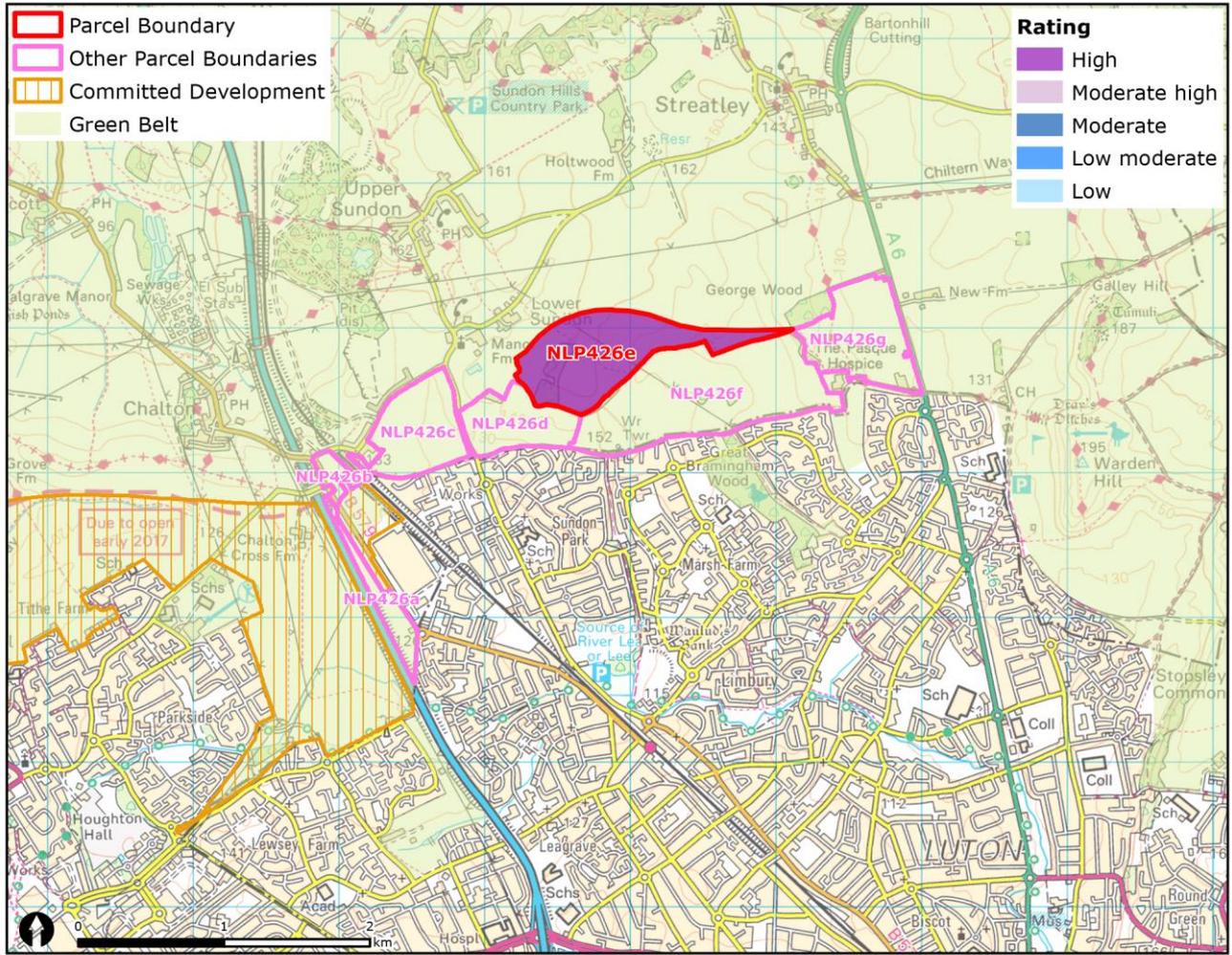
Site: NLP426 - North Luton SUE

Site size (ha): 283.81

Parcel: NLP426d **Parcel area (ha):** 26.91

Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of NLP426d in isolation	The parcel relates more strongly to the wider countryside and release of the parcel would potential weaken the consistent northern settlement edge of Luton. Release of this parcel would increase containment of land to the west, reducing its contribution to Green Belt, but would have less adverse impact on the more expansive rural area to the east.	Moderate high



Looking north-west from water tower towards Sundon Wood (the parcel lies beyond the hedgerow that crosses

the centre of the view)

Parcel: NLP426e Parcel area (ha): 57.69

Stage 1 assessment	Stage 2 assessment
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<p>Parcel: L2</p> <p>Highest contribution: Purpose 3 - 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 combination of higher ground and woodland belts, including the ancient woodland at Sundon Woods creates strong separation from the urban area. Release of the parcel, causing near-coalescence with Lower Sundon, would constitute significant sprawl of Luton into the countryside.</p>
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<p>Purpose 2: Preventing the merger of neighbouring towns</p>	<p>Development of this parcel would result in some narrowing of the gap between Luton and Flitwick, which is the nearest town to the north. However the intervening chalk escarpment which runs east-west and the size of the remaining gaps would limit the perceived impact. Development of this parcel would result in coalescence with the rural settlement of Lower Sundon, however the settlement is not considered a 'town' for the purposes of this assessment.</p>
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<p>Purpose 3: Safeguarding the countryside from encroachment</p>	<p>The separation of the parcel from the settlement edge means that there is little urbanising influence and it relates more strongly to the undulating chalk farmland to the north than the urban settlement to the south, so development here would represent significant encroachment into the countryside.</p>
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<p>Purpose 4: Preserving the setting and special character of historic towns</p>	<p>The openness and the undulating rural slopes of the higher ground within this parcel contribute to Luton's contained landscape setting. Development on this high ground would detract from the town's historic character.</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 make an equally significant contribution to this purpose.</p>
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Spatial options

Two spatial options for development are identified for Potential Growth Location L20 North Luton, of which the site forms part: growth in transport corridors and urban extension (from Luton). The site boundary stops short of Streatley Road and Manor Road, suggesting that development would form part of an urban extension out from Luton.

Potential alternative Green Belt boundaries

The existing inner Green Belt boundary along the settlement edge of Luton is relatively strong and consistent along the whole length of the northern edge of the town. The parcel's outer edge runs through large, open arable fields, and is not defined on the ground.

Site: NLP426 - North Luton SUE

Site size (ha): 283.81

Parcel: NLP426e Parcel area (ha): 57.69

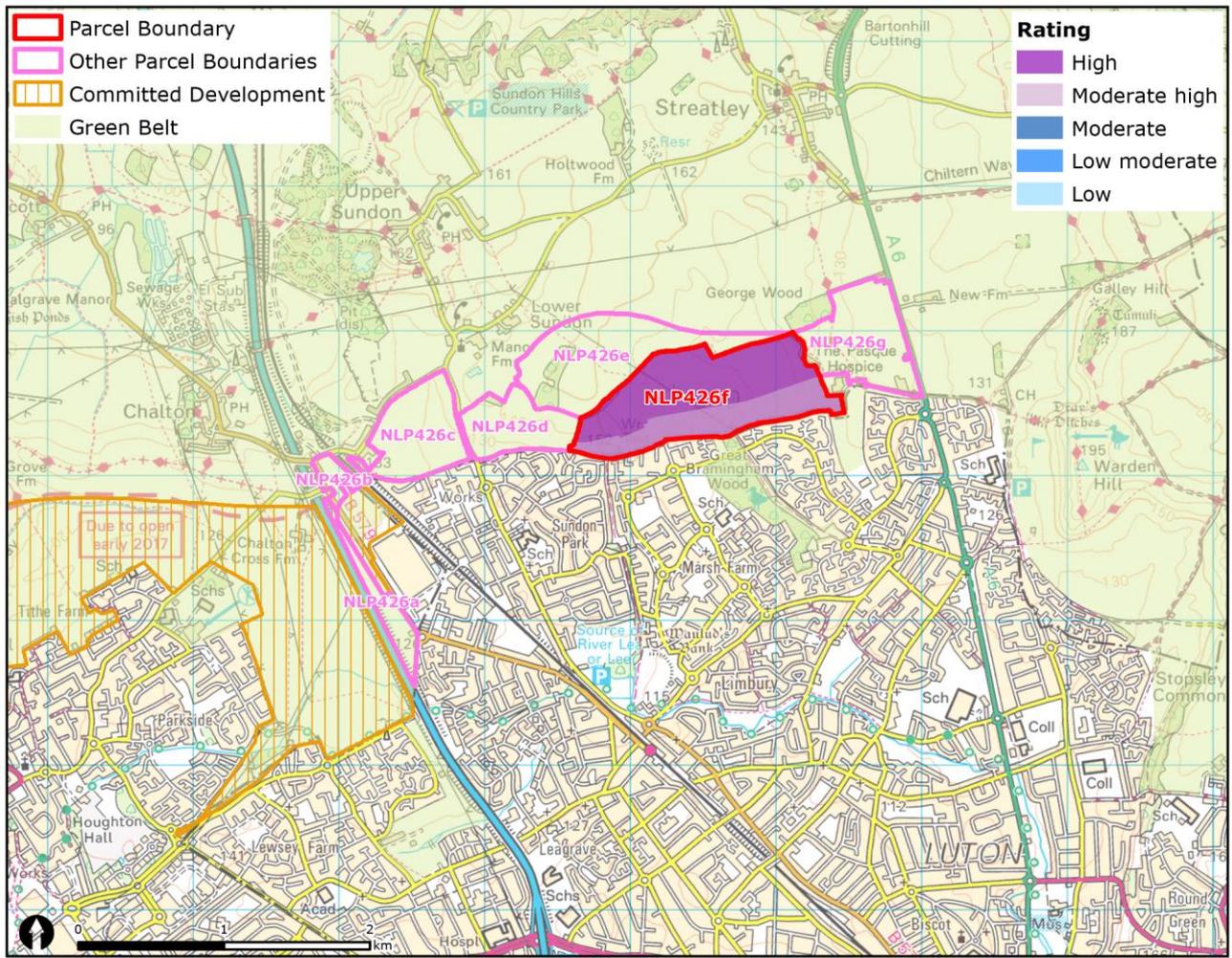
Harm to Green Belt resulting from release

Scenario	Comments	Rating
Release of Parcel NLP426e in conjunction with expansion out from the edge of Luton (parcels NLP426d and NLP426f).	The parcel relates more strongly to the wider countryside and release of the parcel would weaken the consistent northern settlement edge of Luton. Extending the boundary of the Green Belt to the northern edge of the parcel would represent a significant extension of the urban area weakening the contribution of adjacent Green Belt and detracting from the historic setting of the town.	High

Site: NLP426 - North Luton SUE

Site size (ha): 283.81

Parcel: NLP426f Parcel area (ha): 89.74



Looking west along settlement edge from south-eastern corner of parcel