

Parcel: NLP426f Parcel area (ha): 89.74

## Stage 1 assessment

**Parcel:** L2

**Highest contribution:** Purpose 3 - Strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is located adjacent to the large built up area and development here would relate to the expansion of Luton. The parcel is only separated from the settlement edge to the south by occasional hedgerow trees. However, the low hedgerows, and intermittent hedgerow trees along the remaining boundaries provide little separation between the parcel and the rolling farmland beyond the parcel to the north, west and east, so that despite its proximity to Luton, the parcel relates more strongly to the wider countryside and its release would constitute significant sprawl into the countryside.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	The 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 Flitwick, are separated by the chalk escarpment running east-west which would limit the impact.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	The proximity of the adjacent residential settlement edge has some urbanising influence on the parcel particularly as the occasional hedgerow trees on the boundary offer little separation. However, there is no urban development within the parcel itself and openness and undulating topography of the parcel give it a stronger relationship with the wider downland countryside. Development here would represent significant encroachment into the countryside.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	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.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	All parcels make an equally significant contribution to this purpose.

## 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 expansion (from Luton). Development in this location would constitute urban extension.

## Potential alternative Green Belt boundaries

The existing inner Green Belt boundary along the settlement edge of Luton is relatively strong and development would disrupt the consistent line of the public right of way which runs along the whole length of the northern edge of the town. Extending the boundary outwards to the edge of the parcel, defined by hedgerows, would represent a weakening of the boundary. The eastern boundary of the site is more clearly defined by the wooded area which extends from Bramingham Park and the tree line along the ridge top footpath between Betty Robinson House hospice and George Wood. The hedgerow around the smaller field could form an alternative boundary (although still weaker than the existing Green Belt edge).

**Site:** NLP426 - North Luton SUE

**Site size (ha):** 283.81

**Parcel:** NLP426f **Parcel area (ha):** 89.74

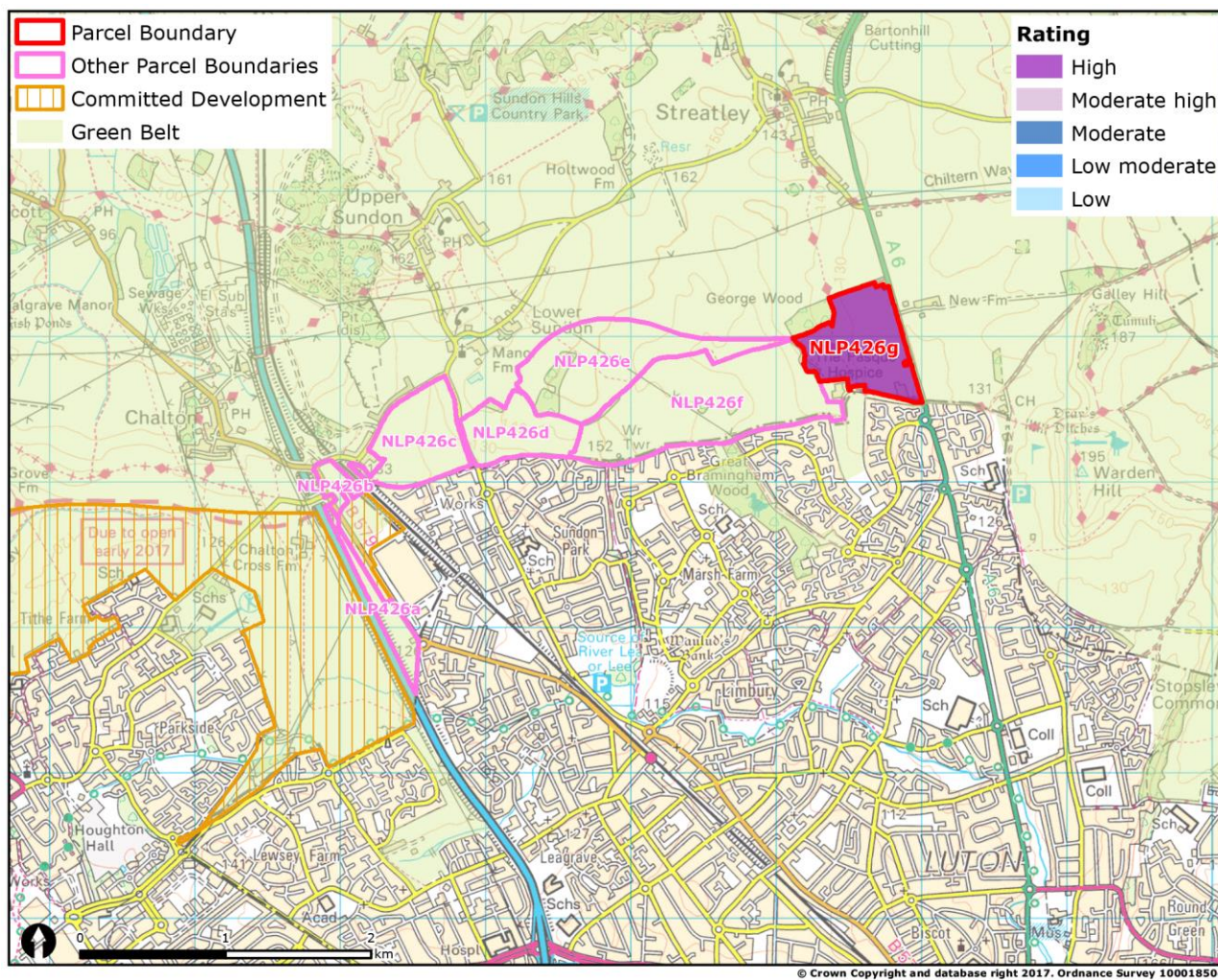
### Harm to Green Belt resulting from release

Scenario	Comments	Rating
<b>Release of NLP426f in isolation</b>	This large, undulating parcel with open boundaries relates more strongly to the wider countryside and release would weaken the consistent northern settlement boundary of Luton, detracting from the historic setting of the town. Loss or enclosure of the two woodland copses in the main field would also add to the sense of encroachment. The release of this parcel would weaken the contribution of parcels to the west and east.	<b>High</b>
<b>Release of the southern part of NLP426f in isolation</b>	Retention of openness on the higher ground adjacent to NLP426e, and of the land north of the two woodland spinneys in the centre of the NLP426f would reduce harm slightly. However, in the absense of any existing east-west boundary feature, any new Green Belt boundary would weaker than the existing boundary.	<b>Moderate high</b>

Site: NLP426 - North Luton SUE

Site size (ha): 283.81

Parcel: NLP426g Parcel area (ha): 41.73



Looking north-west from footpath adjacent to hospice on southern edge of parcel

Parcel: NLP426g Parcel area (ha): 41.73

## Stage 1 assessment

**Parcel:** L2

**Highest contribution:** Purpose 3 - Strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is located adjacent to the large built-up area of Luton. The parcel is separated from the settlement edge by a public right of way, Icknield Way, along the line of an Iron Age earthwork which forms a 50m wide strip south of the parcel boundary. This creates clear separation between the town and the parcel. Development here would represent expansion of Luton across this strong boundary and into the countryside.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	The parcel forms part of the gap between Luton and Streatley but development would result in little or no perception of the narrowing of the gap between neighbouring towns, as Streatley is not considered a 'town' for the purposes of the assessment. The larger towns to the north of Luton, including Barton-le-Clay and Flitwick, are visually and physically separated from Luton the distinctive chalk escarpment running east-west to the north of Luton.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	There is no urban development within the parcel and the Iron Age earthworks and woodland strip either side of it create clear separation between the parcel and the settlement edge. Although the parcel is contained along its western and northern edge by woodland copes, hedgerows and trees, it has an open, elevated character and relates strongly to the rolling downland countryside, particularly with the chalk escarpment at Galley Hill and Warden Hill to the east of the A6. Development here would represent encroachment into the countryside.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	The parcel's openness and undulating rural slopes along with the scheduled monument along its southern boundary, contributes to Luton's landscape setting. Development of the parcel would detract from the town's historic character.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	All parcels would 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) and as an urban extension to Luton. Development here would constitute an urban extension.

## Potential alternative Green Belt boundaries

The edges of the parcel are clearly defined by the A6 to the east and by hedgerow and tree cover along the remaining boundaries. However, these boundaries would form a weaker settlement edge than the existing boundary along the Icknield Way and Dray's Ditches and would breach the consistent boundary line along the northern settlement edge of Luton.

**Site:** NLP426 - North Luton SUE

**Site size (ha):** 283.81

**Parcel:** NLP426g **Parcel area (ha):** 41.73

### Harm to Green Belt resulting from release

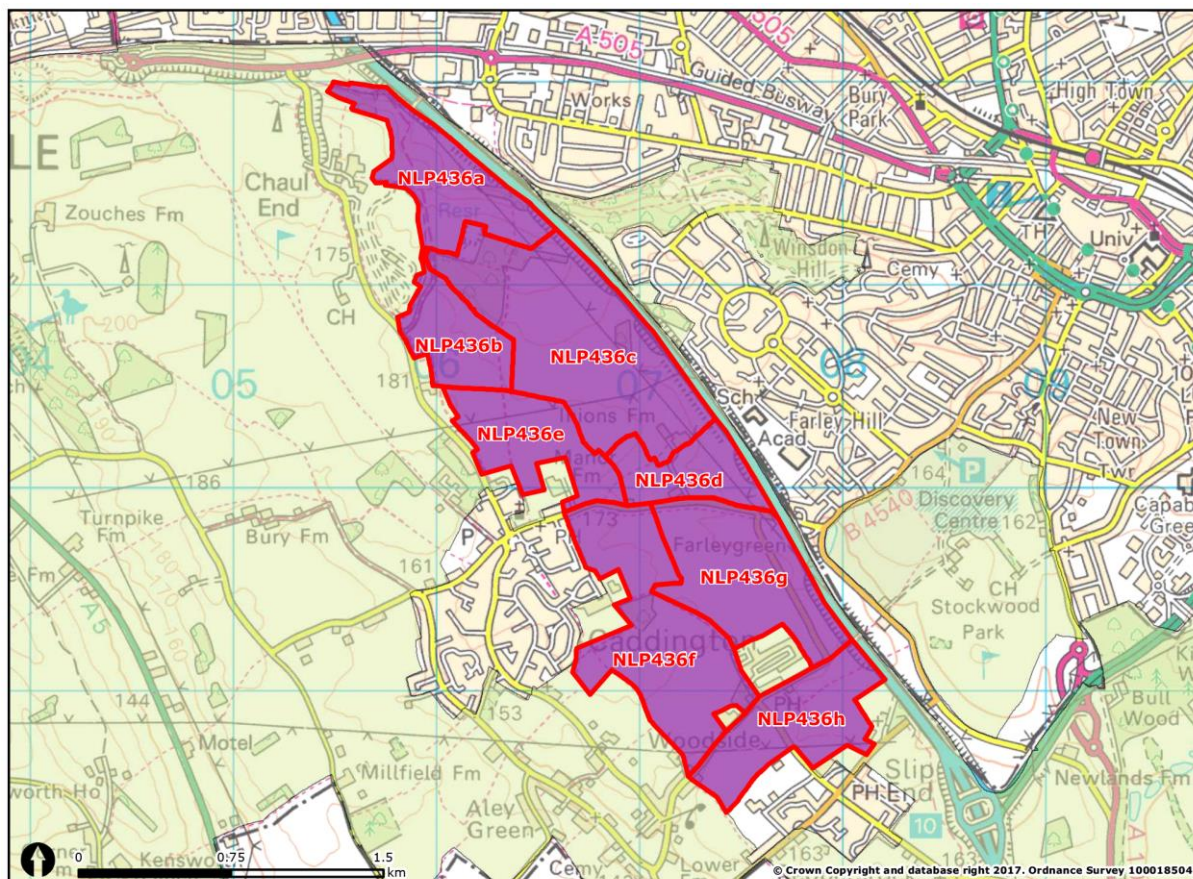
Scenario	Comments	Rating
<b>Release of NLP425g in isolation.</b>	The parcel relates strongly to the wider countryside and is clearly separated from the settlement edge. Its release would weaken the existing boundary along the northern settlement edge, and would therefore weaken the Green Belt contribution of the Green Belt to either side of the parcel.	<b>High</b>

**Cumulative release scenarios**

NLP426 in combination with ALP142/NLP525 at its western end and NLP246 at its eastern end. ALP142/NLP525 is a well-contained area, so its release in combination with NLP426, or parts of it, would not result in cumulative harm that would be greater than harm resulting from release of the sites in isolation. 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
<b>Release of ALP426 in its entirety.</b>	Much of this site relates more strongly to the wider countryside and release of the site in its entirety would weaken the existing consistent northern settlement edge of Luton. Extending the boundary of the Green Belt to the northern edge of the site between the M1 and the A6 would represent a significant extension of the urban area, detracting from the historic setting of Luton.	<b>High</b>
<b>Partial release of the site, consisting of NLP426a, b, c, d and southern part of f, and retaining an open green corridor along the existing settlement edge.</b>	A partial release of the southern part of the parcel below Sundon Wood and excluding the higher slopes to the north of the site would reduce encroachment, impact on historic setting and harm to adjacent Green Belt.	<b>Moderate high</b>



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



### Site description

The site comprises land between the western edge of Luton (defined by the M1), the inset settlements of Caddington and Slip End, and committed development within the Green Belt in a former vehicle compound at Chaul End. It contains large, arable fields separated by hedgerows, with several woodland blocks, principally on the higher, northern end of the site. Scrub covers the steeper slopes of the chalk escarpment that falls eastwards towards Luton. The M1 forms the long eastern boundary of the site, contained in places by mature tree belts but more open along some stretches. Minor roads connecting Caddington to Luton, including Chaul End Road and Luton Road, form part of the southern and western boundaries respectively.

Development within the site is limited to a single farmstead, Inions Farm, just north of Luton Road near Caddington, but the site entirely surrounds the settlement of Woodside (between Caddington and Slip End), most of which comprises a caravan park. A number of farmsteads and residential development within the Green Belt, e.g. out from Caddington along Chaul End Road, and at Lower Woodside, abut the site's boundaries.

### Relationship between site, settlement and countryside

The site is located on a broad, undulating plateau extending from the chalk escarpment that runs along the settlement edge of Dunstable and Luton and which forms a strong natural boundary feature between the countryside and this edge of the large, built-up area. This is reinforced by the route of the M1, which forms a consistent edge to Luton heading southwards, where there is less topographical distinction between the town and the countryside. Development, both inset and within the Green Belt, has some urbanising influence on the site, particularly towards the southern end, but this is a large area that has clear distinction from the edge of Luton, and which is for the most part in arable cultivation and undeveloped.

### Parcels

This site is assessed as eight separate parcels:

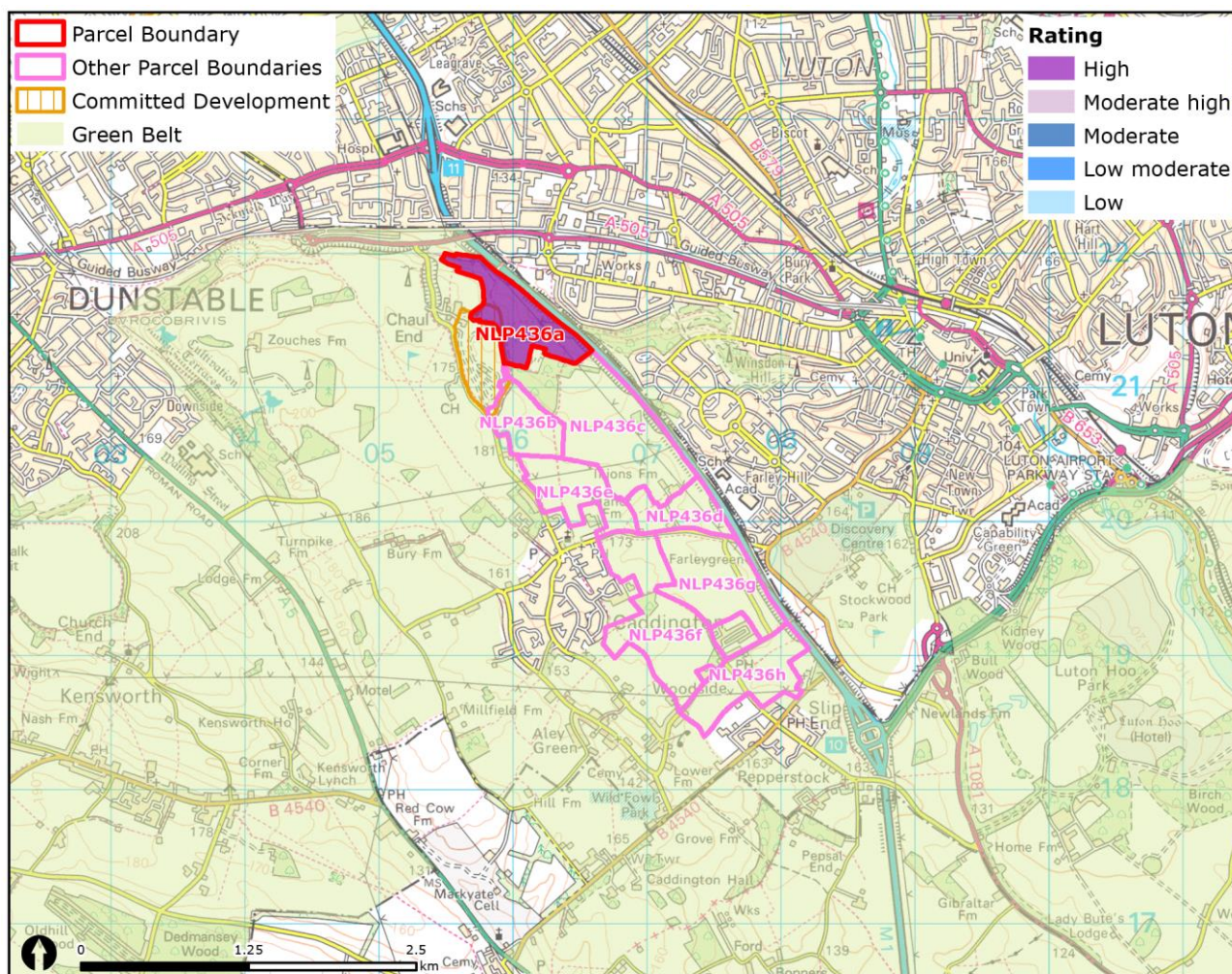
NLP436a (part of which is also assessed as NLP174a): a mixture of arable, woodland and scrub, mostly on the steep chalk scarp slope; bounded to the east by the M1 and extending north to the A505;  
 NLP436b: (also assessed as NLP174b) a small arable field off Chaul End Road to the west the site near Brickkiln Farm;  
 NLP436c: (also assessed as NLP174c): two large arable fields in the middle of the site bounded to the east by the M1;  
 NLP436d: (part of which is also assessed as NLP174d): fields south of Inions Farm, west of the M1 and north of Luton Road;  
 NLP436e: fields north-east of Caddington;  
 NLP436f: large arable fields between Caddington and Woodside;  
 NLP436g: arable land between the M1 and the Woodside Caravan Park;  
 NLP436h: arable fields to the south of Woodside Caravan Park.

Site NLP174 covers much of the same area but is less extensive, extending to the Luton Road to the south and the vehicle compound south of Chaul End to the north.

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436a Parcel area (ha): 33.79



Looking north-west from public footpath alongside Round Wood; the parcel is the light-coloured field in the

middle distance

Parcel: NLP436a Parcel area (ha): 33.79

## Stage 1 assessment

**Parcel:** L6

**Highest contribution:** Purpose 1 & 4 - Relatively strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is adjacent to the large built-up area but is separated by the M1 motorway to the east and the A505 to the north, 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.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	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.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	The parcel mostly consists of relatively steeply sloping land that is distinctly separate from the urban area as a result of its topography, land use and separation by major roads. Strong tree cover also creates separation from the committed development at Chaul End. However topography and tree cover also mean that the parcel has a degree of containment from the wider countryside to the west and south.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	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, and associated vegetation, therefore make a significant contribution to this purpose.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436a **Parcel area (ha):** 33.79

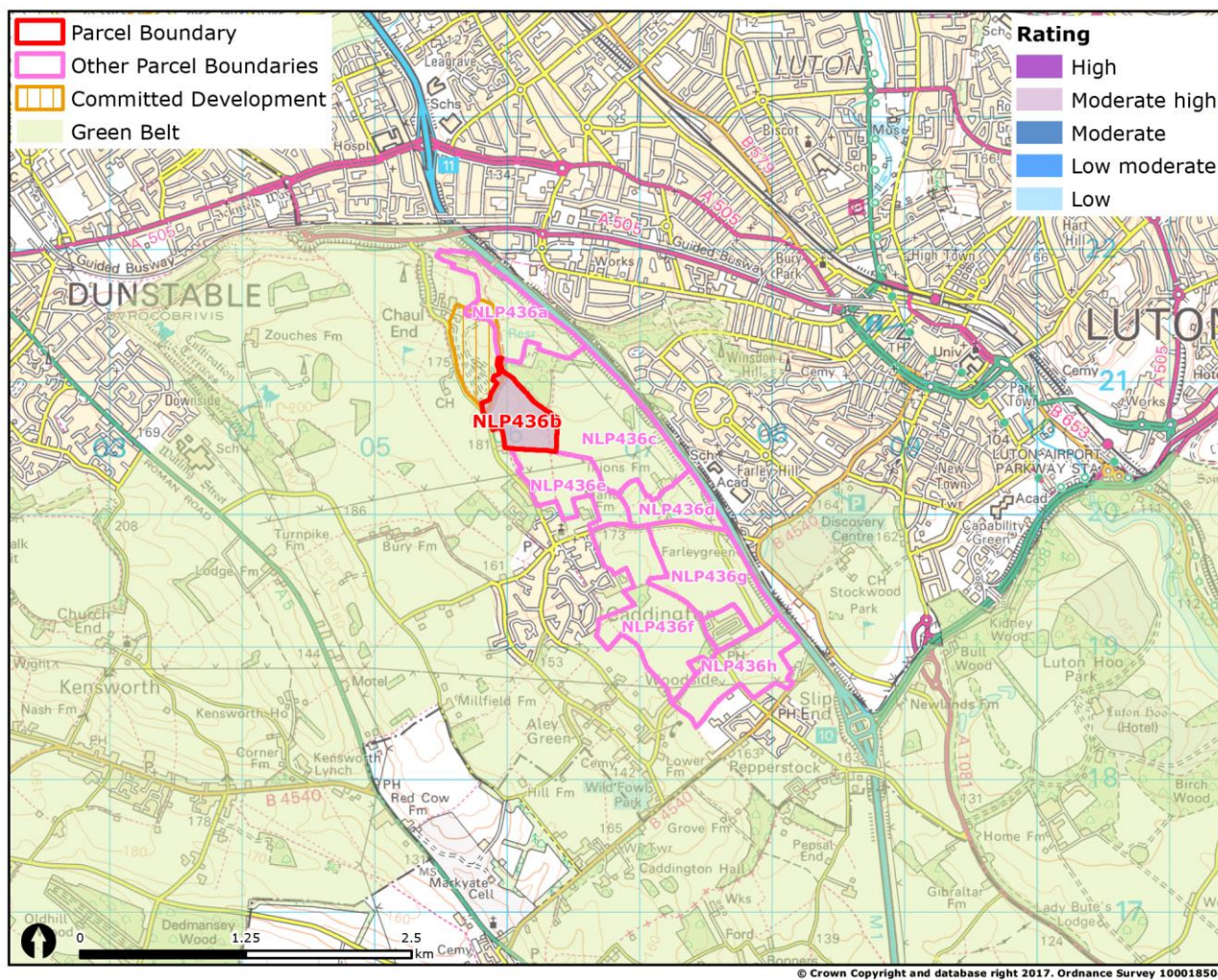
**Harm to Green Belt resulting from release**

Scenario	Comments	Rating
<b>Release of NLP436a in isolation</b>	Although this parcel is to an extent 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 significant weakening of the M1 Green Belt boundary.	<b>High</b>

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436b Parcel area (ha): 21.11



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

**Site:** NLP436 - West of Luton

**Site size (ha):** 315.28

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

**Parcel:** NLP436b **Parcel area (ha):** 21.11

#### Stage 1 assessment

**Parcel:** L6

**Highest contribution:** Purpose 1 & 4 - Relatively strong contribution

#### Stage 2 assessment

**Parcel:** n/a

**Contribution:**

#### Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	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.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	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.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	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.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	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.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436b **Parcel area (ha):** 21.11

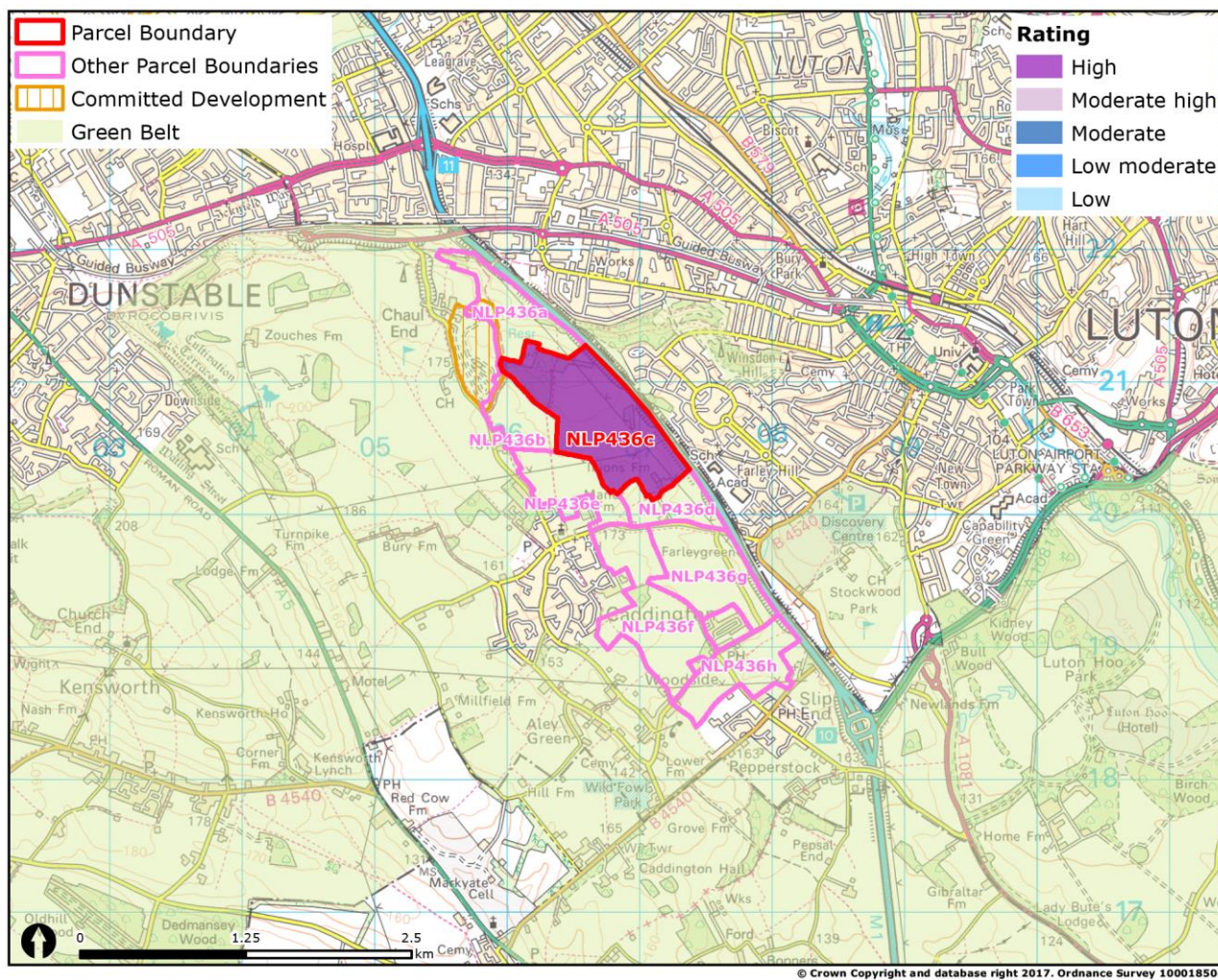
### Harm to Green Belt resulting from release

Scenario	Comments	Rating
<b>Release of NLP436b in isolation</b>	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.	<b>Moderate high</b>

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436c Parcel area (ha): 77.62



Looking south-east from footpath alongside Round Wood

Parcel: NLP436c Parcel area (ha): 77.62

## Stage 1 assessment

**Parcel:** L6

**Highest contribution:** Purpose 1 & 4 - Relatively strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	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.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	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.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	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.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	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.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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, 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:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436c **Parcel area (ha):** 77.62

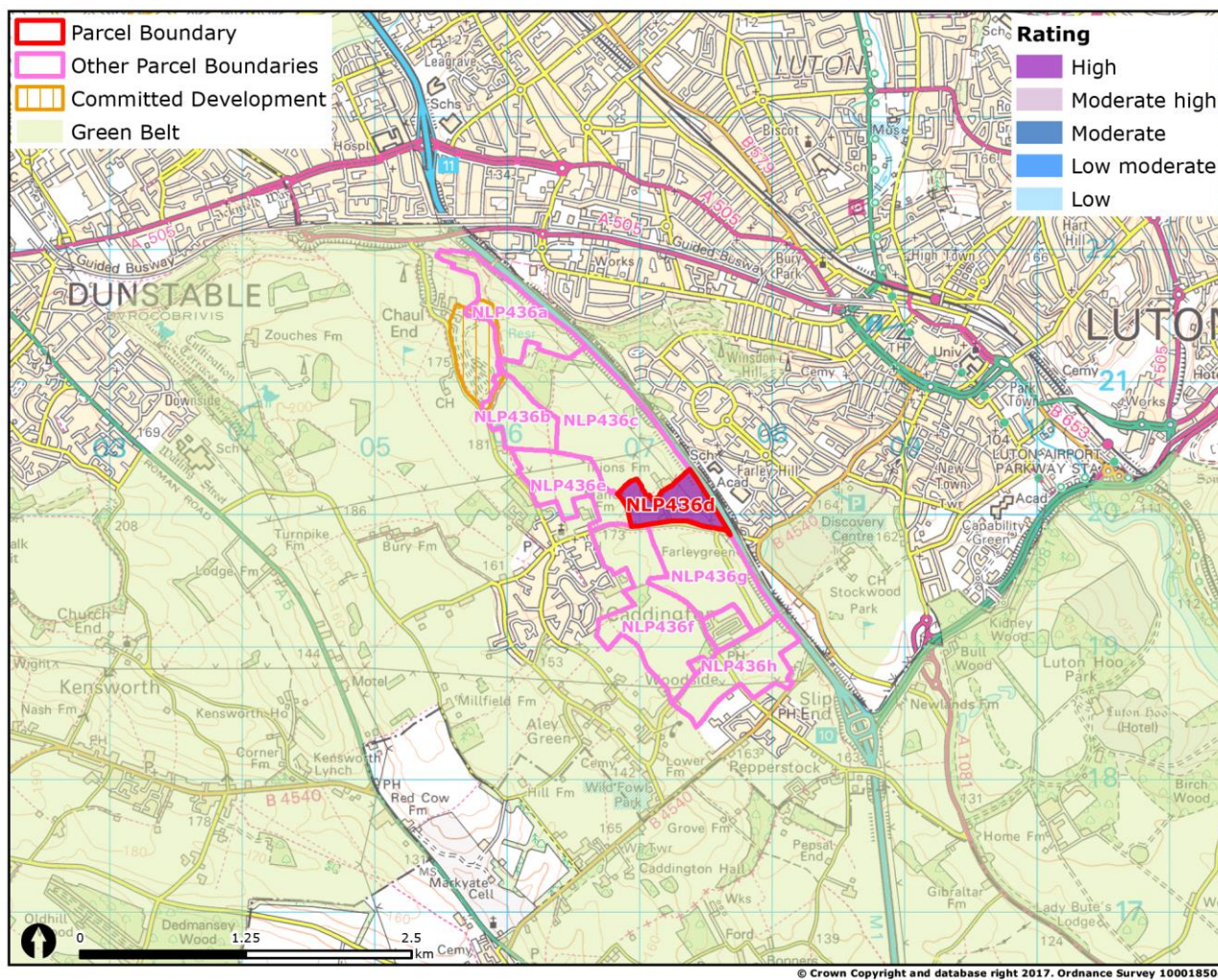
**Harm to Green Belt resulting from release**

Scenario	Comments	Rating
<b>Release of NLP436c in isolation</b>	NLP436c 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.	<b>High</b>

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436d Parcel area (ha): 19.69



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

Parcel: NLP436d Parcel area (ha): 19.69

## Stage 1 assessment

**Parcel:** L6

**Highest contribution:** Purpose 1 & 4 - Relatively strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	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.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	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.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	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.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	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.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436d **Parcel area (ha):** 19.69

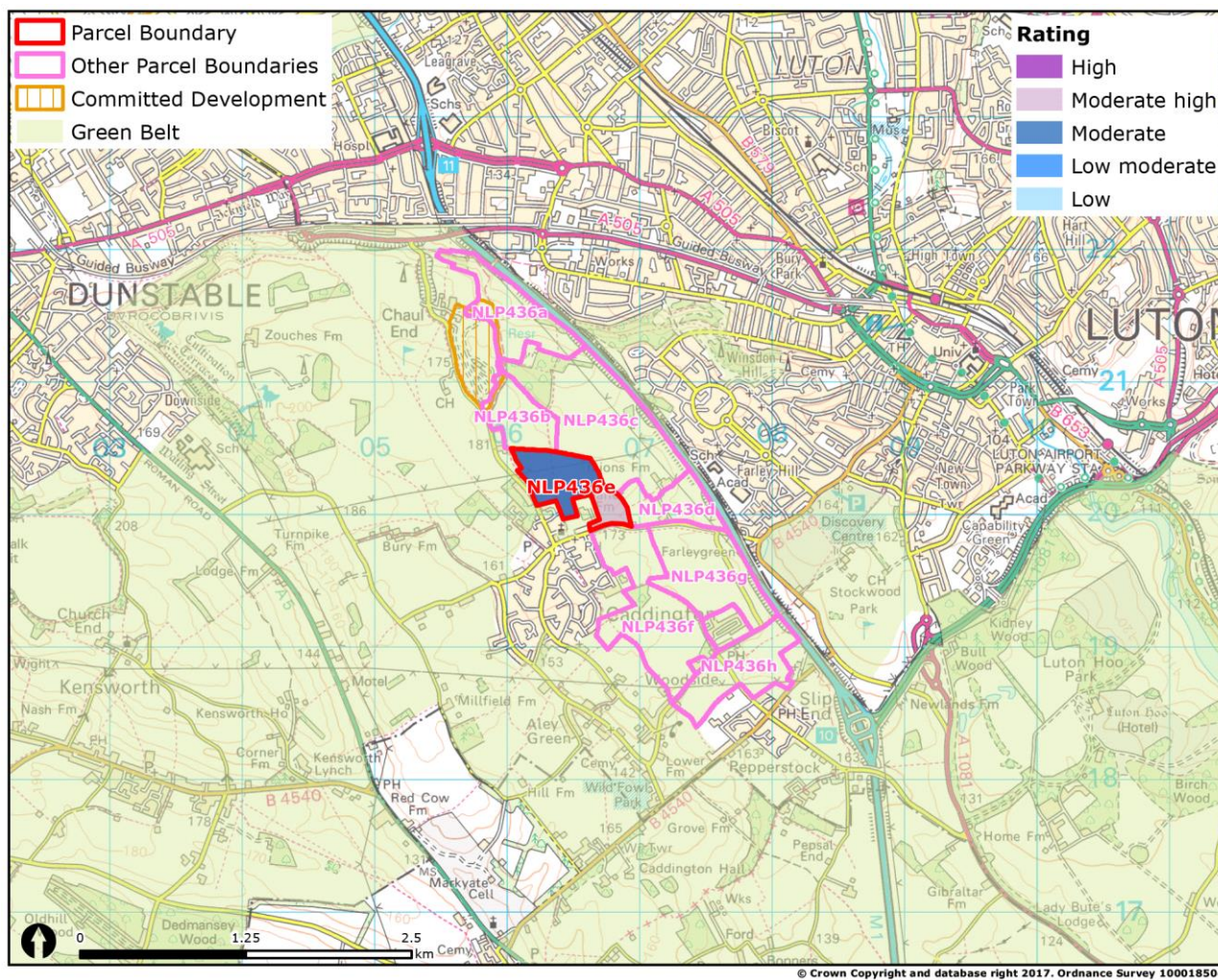
**Harm to Green Belt resulting from release**

Scenario	Comments	Rating
<b>Parcel NLP436d in isolation</b>	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.	<b>High</b>

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436e Parcel area (ha): 27.50



Looking north from south-western corner of parcel alongside Chaul End Road

Parcel: NLP436e Parcel area (ha): 27.50

## Stage 1 assessment

**Parcel:** L6

**Highest contribution:** Purpose 1 & 3 - Relatively strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is directly adjacent to the village of Caddington but close to the large, built-up area of Luton/Dunstable/Houghton Regis. Open farmland to the east, the M1 and the rising landform help to create separation between the parcel and the large, built-up area, but the gap is nonetheless narrow, with Luton Road providing a direct link beneath the motorway, so development reducing it further would to an extent be associated with expansion of Luton.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	The nearest town is Luton to the east of the parcel but as acknowledged 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 development in this parcel would reduce the gap between the village of Caddington and Luton.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	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 considered an intrusion into the wider landscape. However the extent of development in the locality, both inset and within the Green Belt (e.g. houses on Chaul End Road and Rushmore Close) has an urbanising influence which reduces contribution to this purpose.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	The hilltop woodland and scarp slope to the north-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.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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. Extension of Caddington would be most applicable to this location.

## Potential alternative Green Belt boundaries

The northern edge of Caddington is defined by fairly strong, well-treed hedgerows, which approximate to the edge of a ridge of higher ground, although the change in landform is not strongly marked. The parcel's hedgerow edges would constitute a slightly weaker Green Belt edge.

**Site:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436e **Parcel area (ha):** 27.50

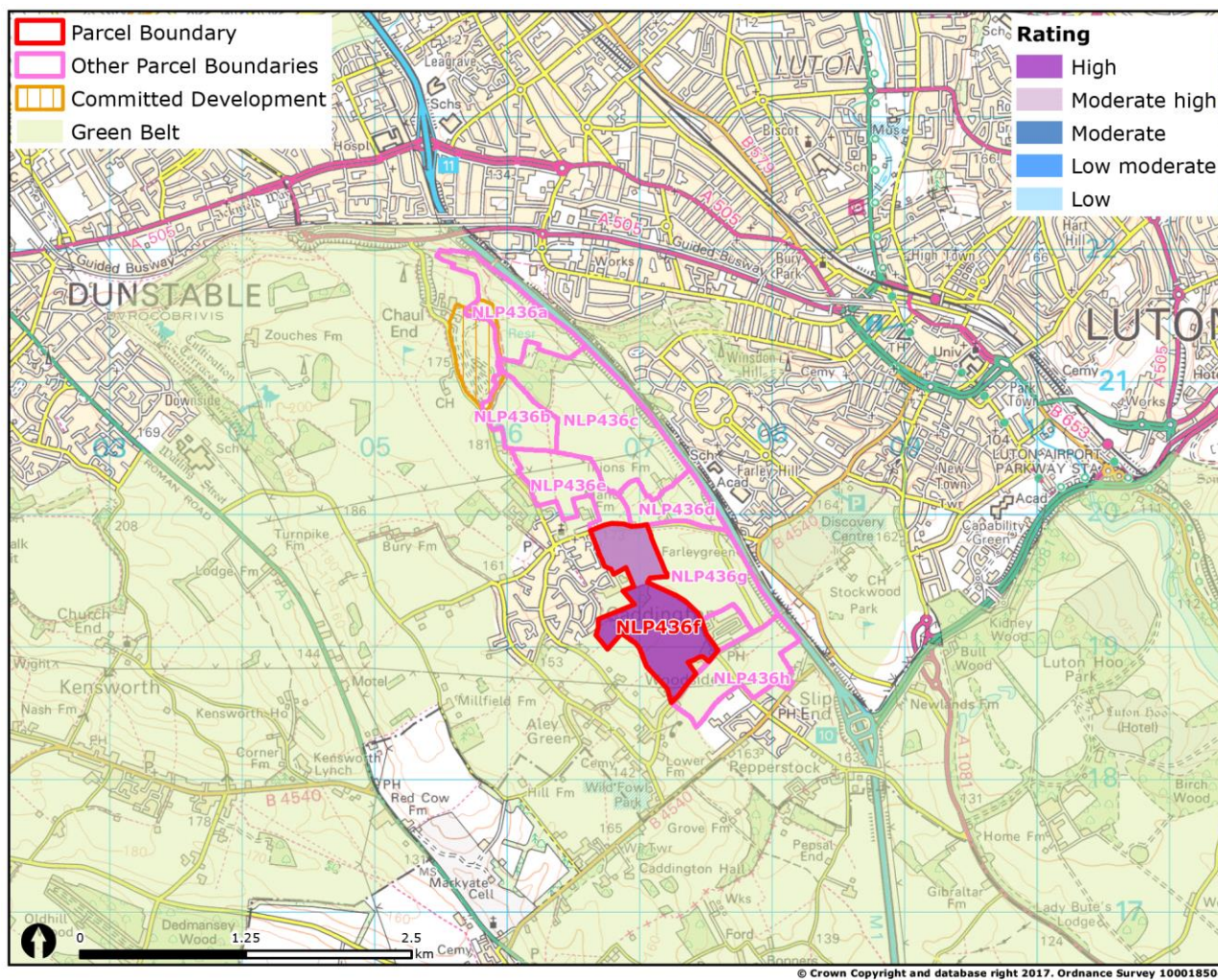
### Harm to Green Belt resulting from release

Scenario	Comments	Rating
<b>Release of parcel NLP436e in isolation</b>	Development of the parcel would constitute a moderate degree of countryside encroachment, and would detract from Luton's historic setting. Narrowing the gap between Caddington and Luton would weaken the Green Belt in terms of its role in preventing urban sprawl, and development in this parcel would further impinge on the countryside contribution of the remaining open land between Chaul End Road and Luton. Release of the parcel would leave little justification for retaining the Green Belt status of land between it and the northern edge of Caddington: Rushmore Close (assessed at Stage Two as making a 'weak' contribution to Green Belt purposes), Manor Farm, a small adjacent field (assessed as 'moderate' at Stage Two), and All Saints Church ('relatively weak' at Stage Two).	<b>Moderate high</b>
<b>Release of NLD436e other than the field to the east of Manor Farm.</b>	The field to the east of Manor Farm is the most significant in terms of contribution to the gap between Caddington and Luton, and therefore perception of urban sprawl. Release of just the fields to the west, adjacent to existing Green belt development that has some urbanising influence, would cause less harm but would still erode the strength of the countryside belt to the west of Luton.	<b>Moderate</b>

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436f Parcel area (ha): 56.65



Looking north from south-western corner of parcel near Woodside Road (Woodside Farm is to the right)

Parcel: NLP436f Parcel area (ha): 56.65

## Stage 1 assessment

**Parcel:** C1

**Highest contribution:** Purpose 1 & 3 - Relatively strong contribution

## Stage 2 assessment

**Parcel:** C1b

**Contribution:** The western edge of the parcel was part of C1b, which rated 'moderate'

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is directly adjacent to the village of Caddington but close to the large, built-up area of Luton/Dunstable/Houghton Regis. Open farmland to the east and the M1 help to create separation between the parcel and the large, built-up area, but the gap is nonetheless narrow, with Luton Road providing a direct link beneath the motorway, so development reducing it further would to an extent be associated with expansion of Luton.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	The nearest town is Luton 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 development in this parcel would reduce the gap between the village of Caddington and Luton and between Caddington and Slip End.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	The parcel slopes away from the edge of Caddington, forming part of a wider agricultural landscape. There are urbanising influences in the vicinity, including fairly exposed settlement edges at Caddington, and development in the Green Belt at Woodside and Lower Woodside, but the parcel itself constitutes a fairly large area of open farmland. Heath Wood at the south-eastern corner of the village is a prominent feature which adds to the distinction between settlement and countryside, and the M1 provides strong separation from nearby Luton.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	The hilltop woodland and scarp slope to the north-east make a greater contribution to the historic setting of Luton. Openness in this area makes a more limited contribution to the wider rural setting of the town.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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. However the parcel's location adjacent to Caddington mean that village extension is the most a viable option.

## Potential alternative Green Belt boundaries

The current settlement edge at Caddington is not strongly defined, but Heath Wood helps to strengthen it. The outer edges of the parcel, other than Luton Road to the north, would not constitute strong boundaries.

**Site:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436f **Parcel area (ha):** 56.65

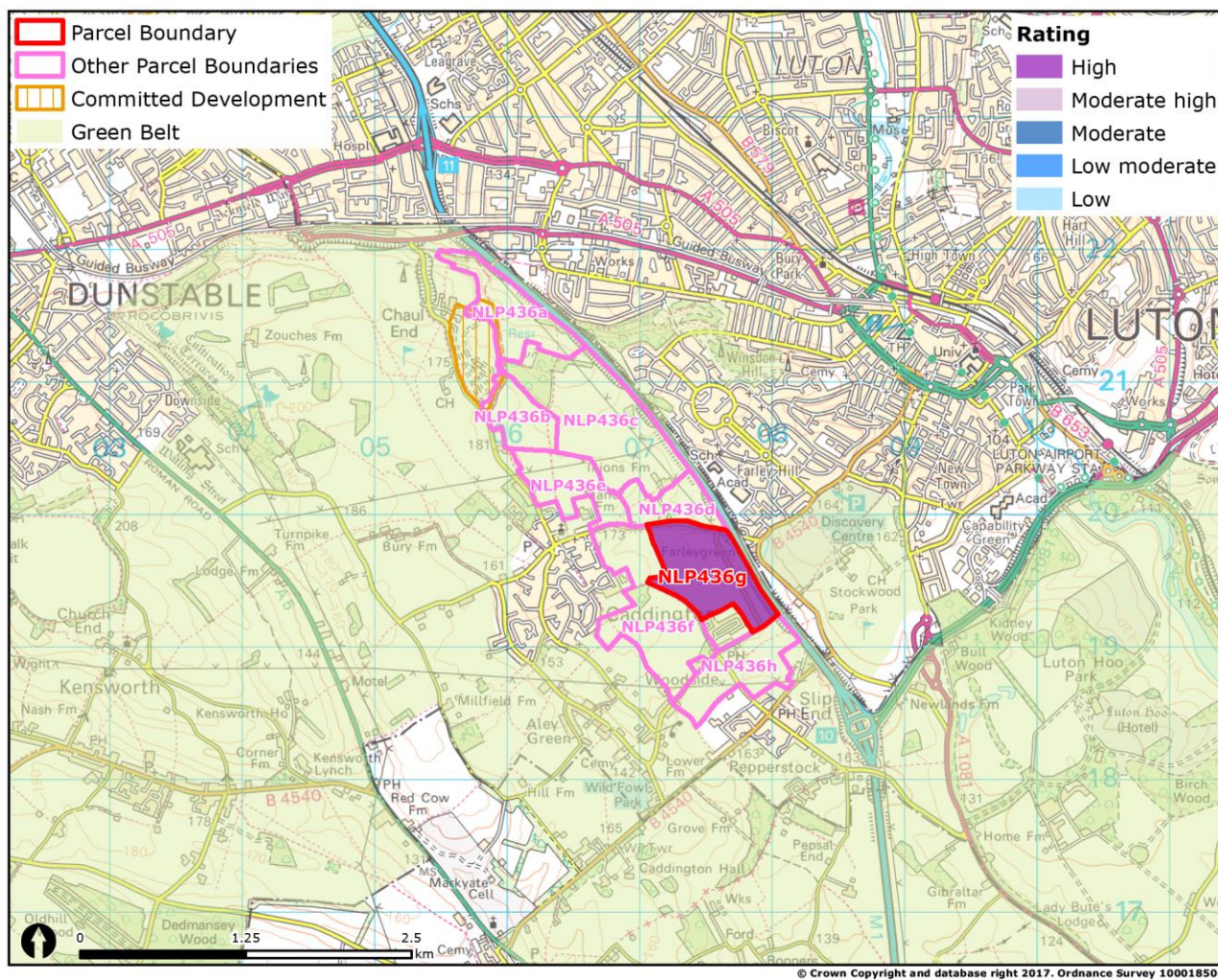
### Harm to Green Belt resulting from release

Scenario	Comments	Rating
<b>Release of NLP436f in isolation.</b>	Development of the parcel would constitute countryside encroachment that would narrow the gap between Caddington and Luton and between Caddington and Slip End, weakening the Green Belt in terms of its role in preventing urban sprawl. Release of this parcel would weaken the countryside contribution of the remaining open land between Caddington, Luton, Slip End and Aley Green, and would call into question the Green Belt status of Woodside and Lower Woodside. Adjacent to Caddington it would leave little justification for retaining the Green Belt status of Five Oaks Middle School and Caddington Village School.	<b>High</b>
<b>Release of just the northern part of NLP436f.</b>	Releasing just the land to the north of Heath Wood, retaining separation between Caddington and Slip End, would have a more limited urbanising impact.	<b>Moderate high</b>

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436g Parcel area (ha): 45.56



Looking north-west along Woodside Road, in the eastern part of the parcel, from the road-bend close to

Parcel: NLP436g Parcel area (ha): 45.56

## Stage 1 assessment

## Stage 2 assessment

**Parcel:** C1

**Highest contribution:** Purpose 1 & 3 - Relatively strong contribution

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is separated from the large, built-up area of Luton only by the M1. The motorway forms a strong boundary feature containing the settlement, but Luton Road provides a direct link beneath it, reducing the physical separation, so any development would be associated with expansion of Luton. The parcel therefore plays a significant role in preventing sprawl.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	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 development in this parcel would reduce the gap between Luton and the village of Caddington, threatening coalescence that would constitute further sprawl of the large, built-up area.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	The parcel slopes away from the edge of Caddington, forming part of a wider agricultural landscape. There are urbanising influences in the vicinity, including fairly exposed settlement edges at Caddington, and development in the Green Belt at Woodside Park, but the parcel itself constitutes a fairly large area of open farmland. Although the defined urban area of Luton is nearby the parcel is adjacent to the tree-fringed Stockwood Park rather than built development, so this and the M1 provide strong separation from the town.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	The elevated slopes of the escarpment in this parcel make a contribution to the setting of Luton.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	The hilltop woodland and scarp slope to the north-east, and Stockwood Park to the east, make a greater contribution to the historic setting of Luton. Openness in this area makes a more limited contribution to the wider rural setting of the town.

## 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 of the parcel could be associated with expansion of either Luton or Caddington but is too close to both to constitute isolated new development.

## Potential alternative Green Belt boundaries

The eastern edge of the site is strongly defined by the M1, so the hedgerow that forms the boundary to the west, combined with Luton Road and Woodside, would constitute a weaker boundary. Woodside Road runs through the parcel, isolating a narrower strip of farmland between it and the M1.

**Site:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436g **Parcel area (ha):** 45.56

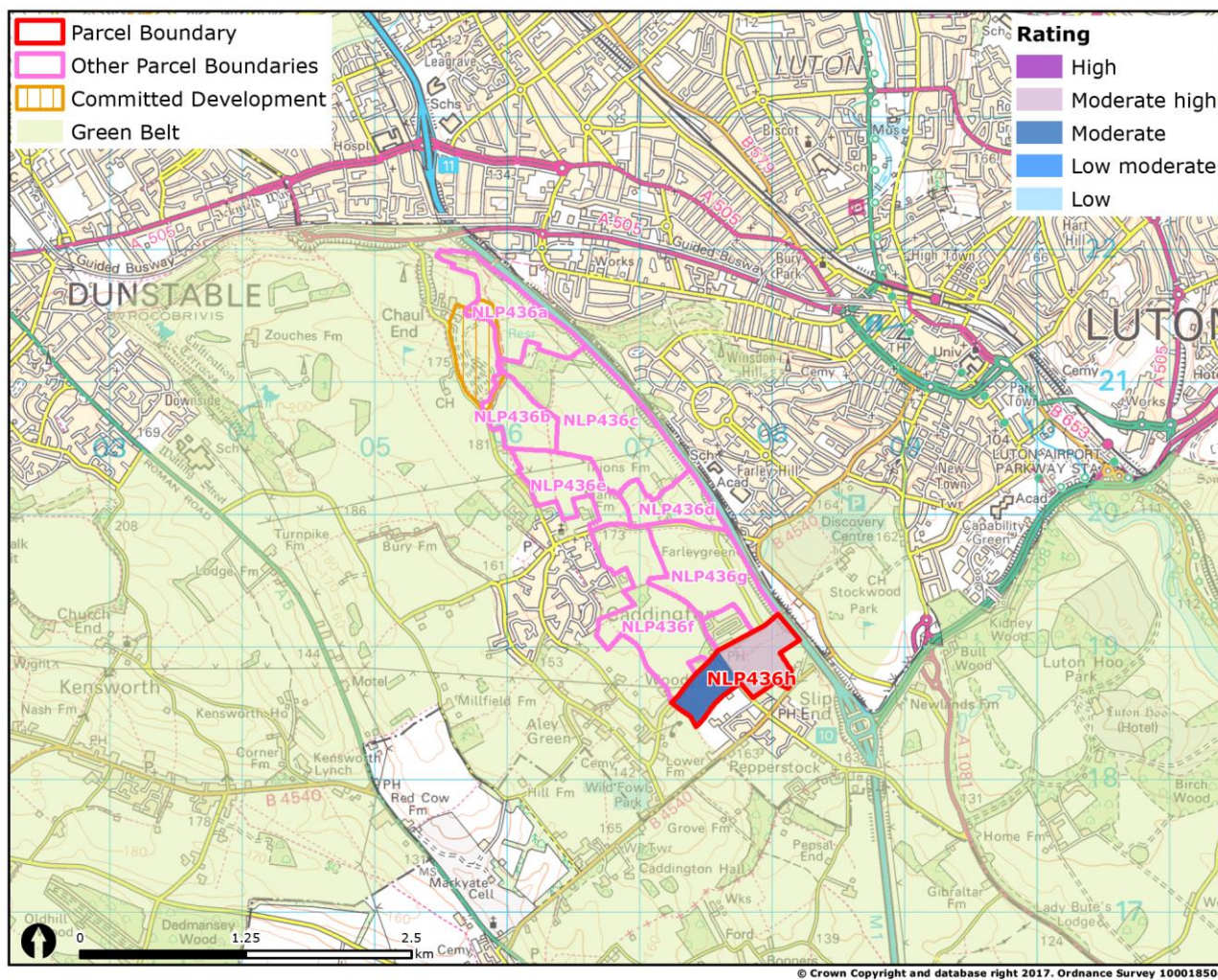
### Harm to Green Belt resulting from release

Scenario	Comments	Rating
<b>Release of NLP436g in isolation.</b>	Release of the parcel, altering the strong boundary provided by the M1, would weaken the role of the Green Belt in preventing urban sprawl and countryside encroachment by significantly reducing the Green Belt gap between Caddington and Luton and between Caddington and Slip End. Release of this parcel would call into question the Green Belt status of Woodside. Even a more limited release of land between the M1 and Woodside Road would, by breaching the M1 boundary, constitute the same level of harm.	<b>High</b>

Site: NLP436 - West of Luton

Site size (ha): 315.28

Parcel: NLP436h Parcel area (ha): 33.37



Looking south from Woodside Road, near the north-eastern corner of the parcel, towards Slip End

Parcel: NLP436h Parcel area (ha): 33.37

## Stage 1 assessment

**Parcel:** SE2

**Highest contribution:** Purpose 1 & 3 - Moderate contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is located adjacent to the northern settlement edge of the inset village of Slip End, but is also adjacent to the defined settlement of Luton. The southern edge of Luton is occupied by a large area of undeveloped space, Stockwood Park, and the M1 separates it from the parcel, so there is a degree of separation from the large, built-up area; however the physical gap is narrow, so development reducing it further would to an extent be associated with expansion of Luton.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	The nearest town is Luton 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 development in this parcel would reduce the gap between the village of Slip End and Luton and between Slip End and Caddington.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	The parcel forms part of a wider agricultural landscape, and the M1 and Stockwood Park provide separation from Luton, but there are adjacent urbanising influences which constitute a degree of containment: fairly exposed settlement edges at Slip End (with airport parking forming the urban edge), and development in the Green Belt at Woodside (where there is a large caravan park) and Lower Woodside.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	The hilltop woodland and scarp slope to the north, and Stockwood Park to the east, make a greater contribution to the historic setting of Luton. Openness in this area makes little contribution to the rural setting of the town.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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, growth in transport corridors, urban extensions (from Luton) and urban intensification around public transport hubs. The parcel's location means that development would be likely to relate to expansion of Slip End.

## Potential alternative Green Belt boundaries

Woodside Road and Church Road form relatively strong boundaries, and the western edge of the parcel aligns with the western edge of Slip End and existing housing at Woodside. However any change that takes the boundary away from the M1 will constitute a weakening of the strongly defined current edge.

**Site:** NLP436 - West of Luton

**Site size (ha):** 315.28

**Parcel:** NLP436h **Parcel area (ha):** 33.37

### Harm to Green Belt resulting from release

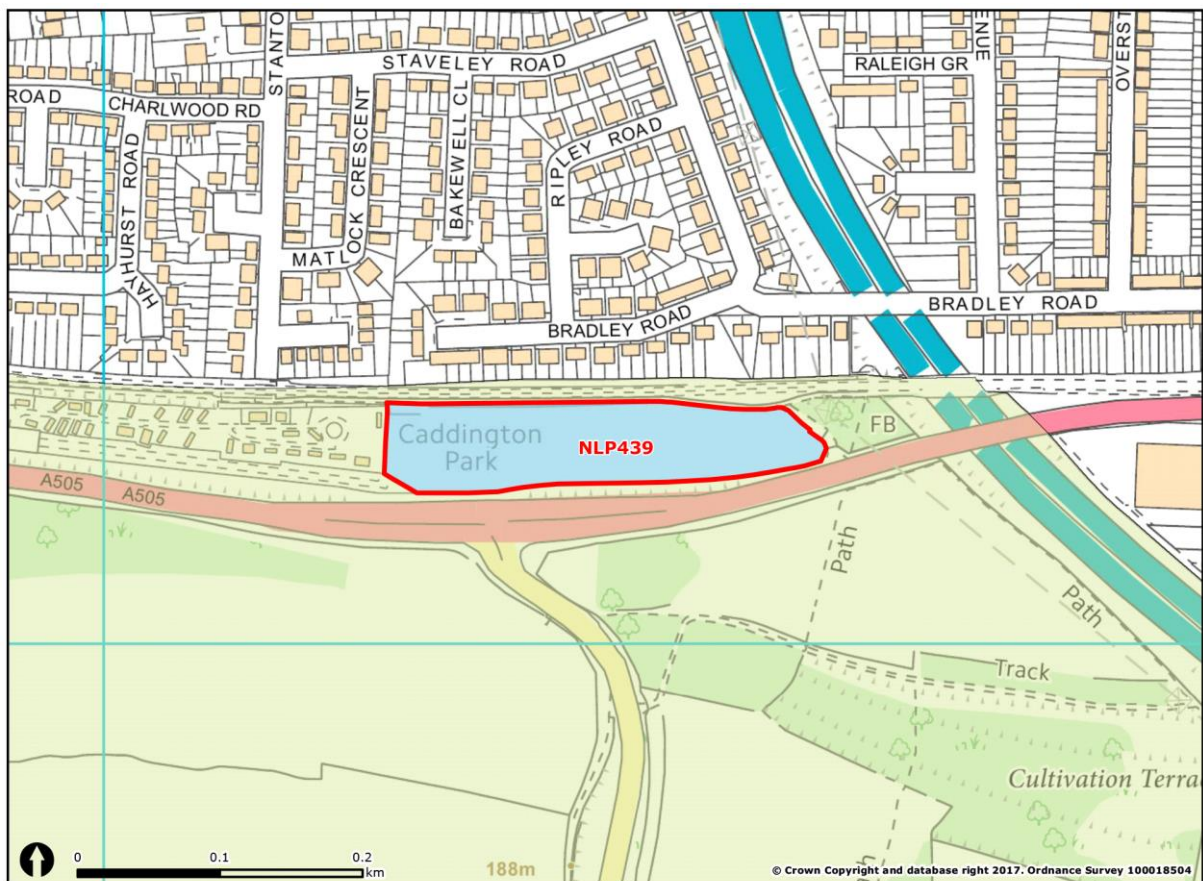
Scenario	Comments	Rating
<b>Release of NLP436h in isolation</b>	Existing development in the vicinity of the parcel has an urbanising influence and the parcel has limited relationship with the surrounding countryside. It is more detached from the built development edge of Luton than land further north within the parcel. However, release of the parcel would break the existing strong Green Belt boundary along the M1 corridor, and loss of openness here would weaken the Green Belt contribution of the washed-over settlements at Woodside and Lower Woodside, and diminish the extent of countryside between Slip End and Caddington. It would also weaken the Green Belt contribution of land adjacent to the northern edge of Slip End to the west of Church Road.	<b>Moderate high</b>
<b>Release of the western half of the parcel, to the west of Grove Road.</b>	Release of just the land to the west of Grove Road would still weaken adjacent Green Belt, but would retain an open gap between the expanded settlement edge of Slip End and the motorway, with a clearly defined boundary.	<b>Moderate</b>

**Cumulative release scenarios**

Site NLP167 is adjacent to the southern edge of Slip End but is separated from NLP436 by inset development along Markyate Road. Release of the two sites in combination would not constitute significantly greater harm than the release of either in isolation. Release of NLP436 in combination with NLP439 has not been considered: 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
<b>Release of NLP436 in its entirety.</b>	The site as a whole constitutes a large area of Green Belt that is distinct from the edge of Luton, with the M1 and, particularly towards the northern end, the topography creating separation. Its release would mark a step-change in the extent of the town, subsuming several villages into the large, built-up area.	<b>High</b>
<b>Release of PR436e and part of PR436f adjacent to Caddington.</b>	Release of land adjacent to Caddington that preserved separation from Luton, Woodside and Lower Woodside, would constitute slightly less harm to the Green Belt. Any release that also included land to the north (NLP436b) or south (the southern part of NLP436f) would leave limited separation between Caddington and adjacent settlements (Chaul End and Slip End) and so would constitute greater harm.	<b>Moderate high</b>



Committed development

Harm rating from release of whole site -

High

Moderate high

Moderate

Low moderate

Low



### Site description

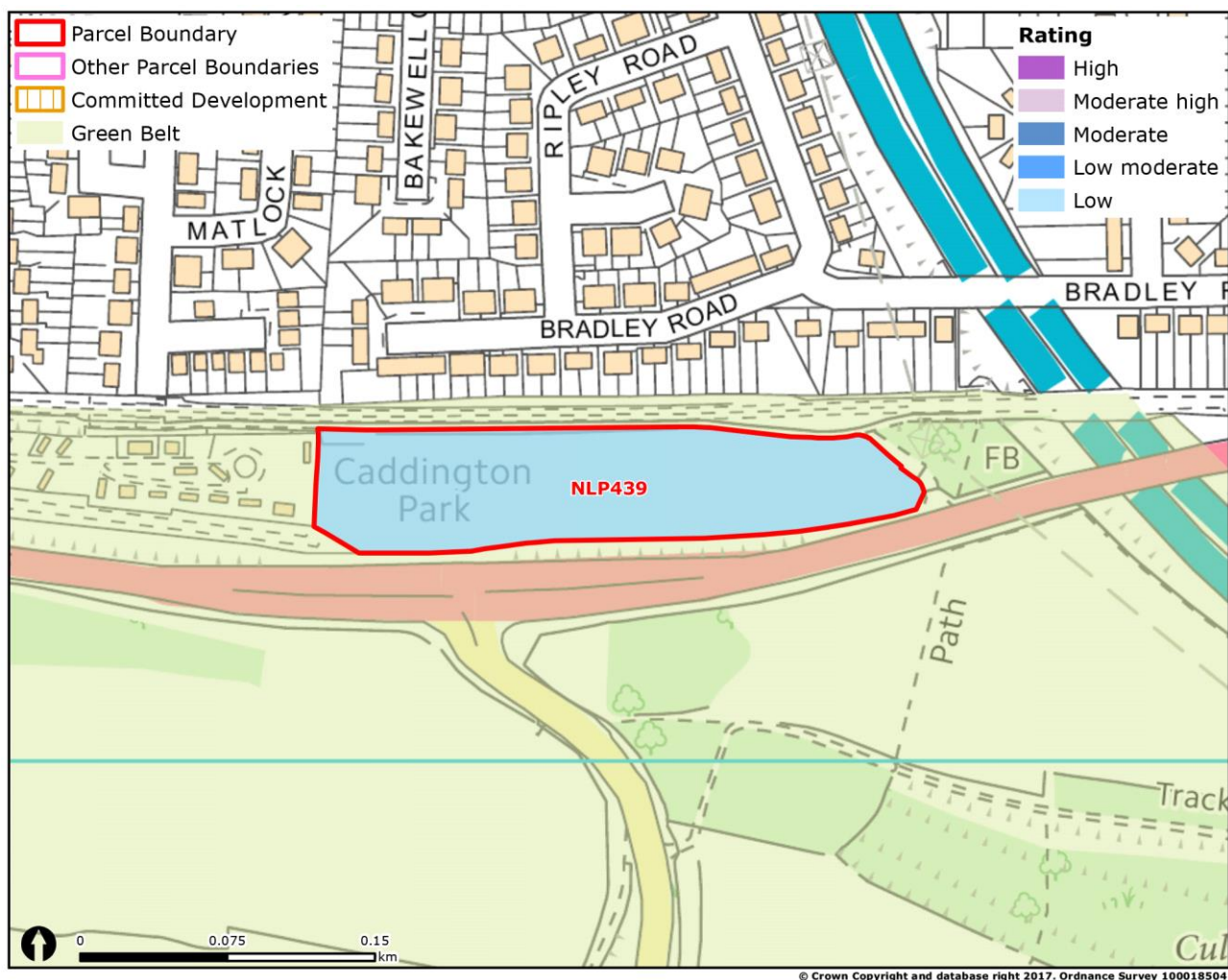
A small field located immediately adjacent to the southern settlement edge of Luton, north of Chaul End. The site sits at the base of the chalk escarpment that rises sharply to the south of Luton and Dunstable. It is bounded by the A505 Hatter's Way to the south and the Luton-Dunstable busway to the north, the M1 is located on the eastern boundary and Caddington Park, a mobile home park, lies to the west. The site is visually contained by the tree line which run along the site boundary, particularly along the main road to the south and the raised busway to the north.

### Relationship between site, settlement and countryside

Containment of the site by the busy road and bus network to the north, south and east and the steep escarpment to the south divorces the site from the wider countryside to the south. The site sits immediately south of the existing settlement edge of Luton with residential development to the west and an industrial and retail park to the east of the M1, which extends south along the motorway. The existing development and transport corridors that enclose the site exert an urbanising influence on it.

### Parcels

This site is assessed as one parcel.



Looking west from eastern end of parcel

Parcel: NLP439 Parcel area (ha): 1.66

### Stage 1 assessment

**Parcel:** D5

**Highest contribution:** Purposes 1, 3 & 4 - Strong contribution

### Stage 2 assessment

**Parcel:** D5b

**Contribution:** Relatively weak

### Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is located adjacent to the southern settlement edge of Luton, and although separated from it by the raised busway, development here would clearly relate to the expansion of Luton due to its proximity to the large built-up area. The parcel is strongly contained by the transport corridors to the north, west and south which along with the sharply rising topography of the chalk escarpment to the south creates a strong boundary feature separating the parcel from the wider countryside, so development here would not constitute urban sprawl.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	Luton is located immediately to the north of the parcel and development of this small parcel would not result in coalescence with other towns. The parcel therefore plays no role with respect to this purpose.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	The busway creates some separation from the defined urban edge, but the extent of containment by transport links constitutes a strong urbanising influence creating strong separation from the wider countryside.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	The parcel lacks features which contribute to historic setting and therefore makes no contribution to the setting of Luton. This role is fulfilled by the wooded escarpment to the south of the parcel.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	All parcels are considered to make an equal contribution to this purpose.

### Spatial options

xx spatial options for development are identified for Potential Growth Location Lxx xx, 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 busway forms a consistent boundary to Luton and East Dunstable between the M1 and the scarp edge near the A5, but the A505 would form an equally strong boundary, marking a clear distinction between settlement and countryside.

**Site:** NLP439 - Caddington Park, Luton

**Site size (ha):** 1.66

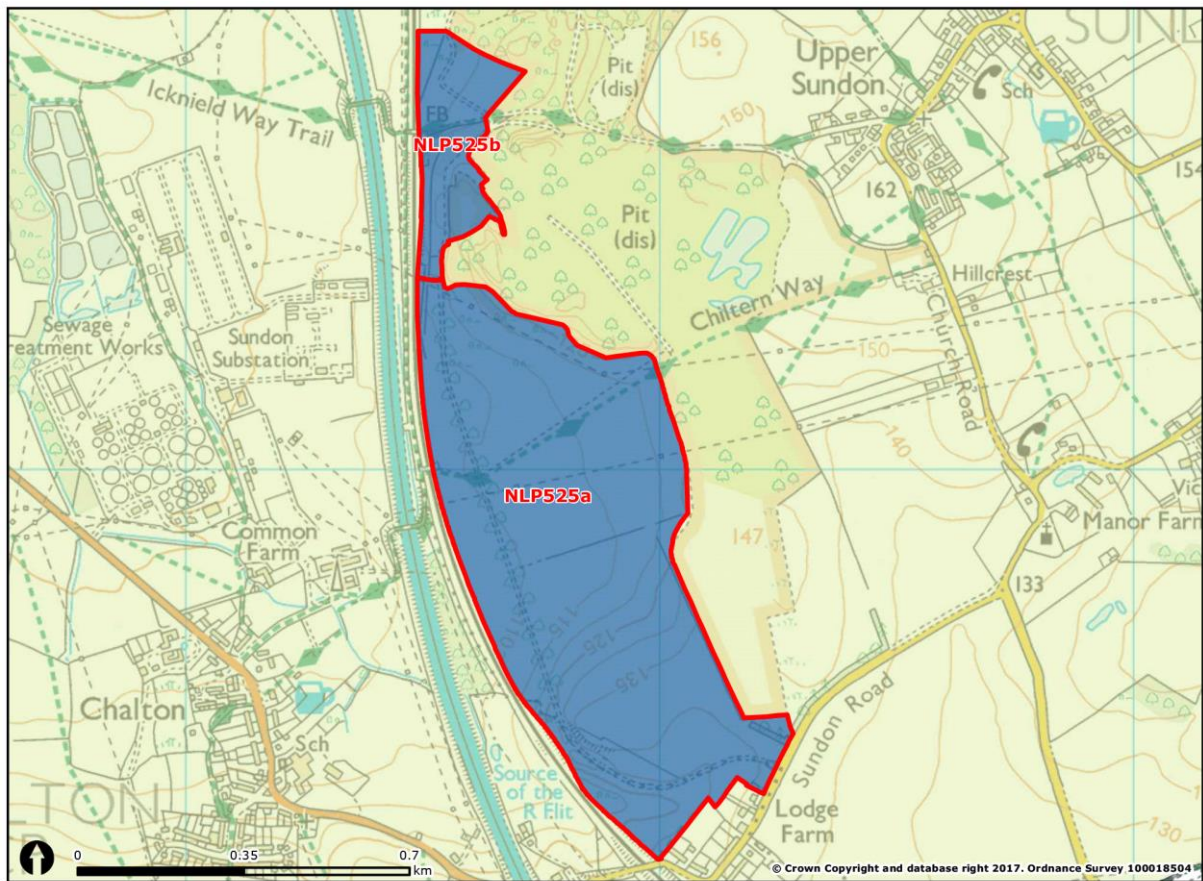
**Parcel:** NLP439 **Parcel area (ha):** 1.66

### Harm to Green Belt resulting from release

Scenario	Comments	Rating
<b>Release of NLP439 in isolation.</b>	Although the current boundary forms part of a consistent linear edge to south Luton, the parcel is contained by strong boundaries including transport corridors on three sides and the rising topography to the south. Its release would leave little justification for retaining the adjacent Caddington Park mobile home - which was assessed at Stage 2 as making a relatively weak contribution to Green Belt purposes - in the Green Belt, and would have no impact on the wider Green Belt.	<b>Low</b>

Cumulative release scenarios
Release of NLP439 in combination with NLP436 or NLP174 would not cause any additional cumulative harm: there is no physical or visual interrelation between the 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



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 to the south and north of the site, 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. Some distinction can be drawn between the main body of the site and its northern end, which includes part of the former quarry and a tree belt separating the quarry from a small field.

### Parcels

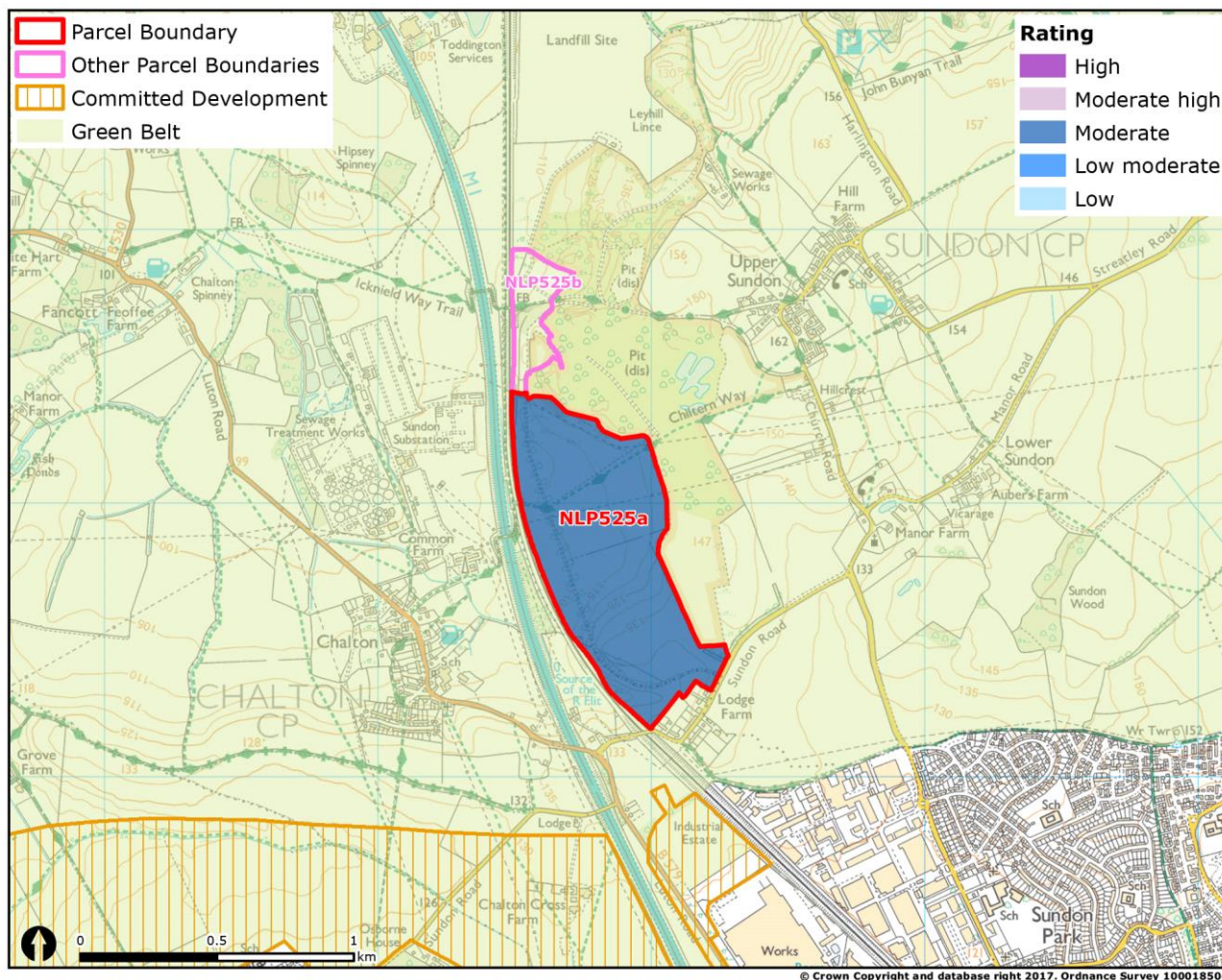
The site has been assessed as two parcels:

- NLP525a (which is also assessed as ALP142) covers the small pastoral field and woodland at the south of the site, and the two arable fields that comprise the main body of the site;
- NLP525b covers the narrow pastoral field and restored woodland at the northern end of the site.

Site: NLP525 - Sundon RFI, Luton

Site size (ha): 56.82

Parcel: NLP525a Parcel area (ha): 50.12



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

Parcel: NLP525a Parcel area (ha): 50.12

## Stage 1 assessment

**Parcel:** L2

**Highest contribution:** Purpose 3 - Strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	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.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	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.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	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.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	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.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	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 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:** NLP525 - Sundon RFI, Luton

**Site size (ha):** 56.82

**Parcel:** NLP525a **Parcel area (ha):** 50.12

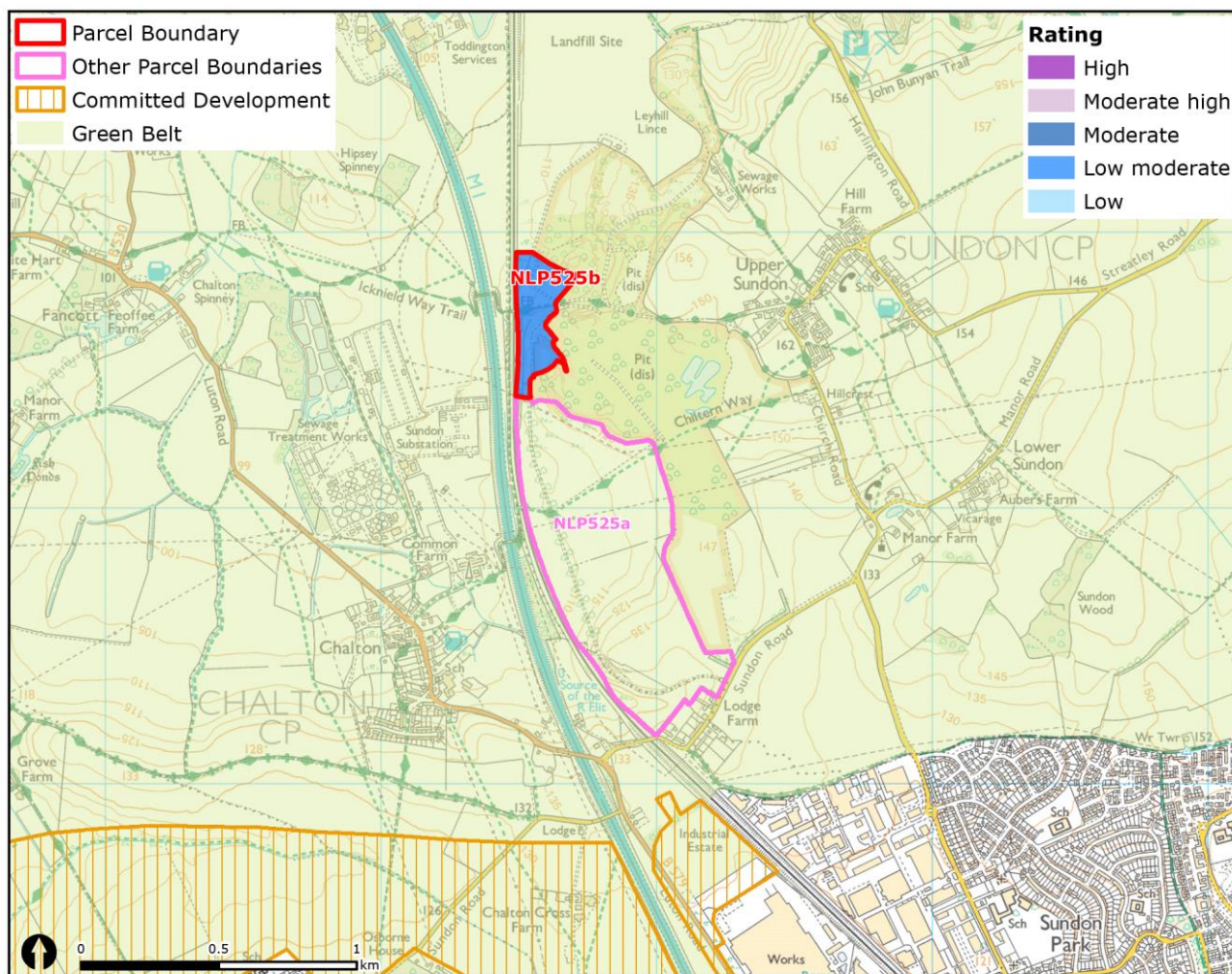
**Harm to Green Belt resulting from release**

Scenario	Comments	Rating
<b>Release of NLP525a in isolation</b>	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 426c).	<b>Moderate</b>

Site: NLP525 - Sundon RFI, Luton

Site size (ha): 56.82

Parcel: NLP525b Parcel area (ha): 6.70



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Looking north-east from railway bridge (Icknield Way Trail crossing point)

Parcel: NLP525b Parcel area (ha): 6.70

## Stage 1 assessment

**Parcel:** L2

**Highest contribution:** Purpose 3 - Strong contribution

## Stage 2 assessment

**Parcel:** n/a

**Contribution:**

## Contribution to Green Belt purposes

Purpose	Comments
<b>Purpose 1: Checking the unrestricted sprawl of large, built-up areas</b>	The parcel is located approximately 1km north of the industrial estate on the settlement edge of Luton and it is assumed that development here would relate to the northern expansion of Luton in tandem with parcel SUNa. The parcel is strongly contained by the busy transport corridor (M1/Midlands mainline railway) along its western boundary which creates a strong boundary feature separating the parcel from the wider countryside to the west and the sharply rising topography and woodland to the north and east which separate the parcel from the wider countryside in that direction. The parcel therefore plays a limited role with respect to this purpose.
<b>Purpose 2: Preventing the merger of neighbouring towns</b>	The nearest town is Luton, immediately to the south of the parcel and Flitwick 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 to the north, which are visually separated from Luton by the chalk escarpment running east-west between the two towns, therefore the parcel plays no role with respect to this purpose.
<b>Purpose 3: Safeguarding the countryside from encroachment</b>	Strong containment by rising topography and the restored woodland to the north and east and 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. There is little relationship between the parcel and the wider countryside so that the parcel makes little contribution to this purpose.
<b>Purpose 4: Preserving the setting and special character of historic towns</b>	The parcel lacks features which contribute to historic setting and therefore makes no contribution to the setting of Luton.
<b>Purpose 5: Assisting urban regeneration by encouraging the recycling of derelict and other urban land</b>	All parcels are considered to make an equal contribution to this purpose.

## Spatial options

Two spatial options for development are identified for Potential Growth L20 North Luton, of which this site forms part; growth in transport corridors and urban extension (from Luton). Given the location of the parcel, growth along a transport corridor is the more viable option.

## Potential alternative Green Belt boundaries

The edge of the parcel are clearly defined by the motorway and the woodland edges. However, release of this parcel would result in a weaker edge to the Green Belt than the existing boundary along the M1.

**Site:** NLP525 - Sundon RFI, Luton

**Site size (ha):** 56.82

**Parcel:** NLP525b **Parcel area (ha):** 6.70

### Harm to Green Belt resulting from release

Scenario	Comments	Rating
<b>Release of NLP525b in isolation</b>	Although the current Green Belt boundary forms part of a consistent linear edge to north Luton, the parcel is contained by strong boundaries including the transport corridor to the west and the rising topography and woodland to the east. Its release would not have a significant adverse impact on the contribution of adjacent Green Belt land.	<b>Low moderate</b>

Cumulative release scenarios

NLP525 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
Release of NLP525 in its entirety.	Extension of NLP525a to include NLP525b would represent an extension of the urban area into countryside that is more detached from the urban edge. However the scale of this additional release is relatively small, and there is scope to create a new boundary to the west that will limit adverse impact on the contribution of adjacent land to the east.	Moderate