

STEPPINGLEY APPENDICES

Please Note: that the Consultation Report is a collection of all comments received during the consultation process. Comments included within this document are those of individuals and organisations and do not necessarily represent the views of the District Council.

STEPPINGLEY APPENDIX ONE
Survey Additional Comments

Site Allocations, Issues and Options Consultation

Ref Number: H062

These additional comments were made by respondents who did feel that this site is appropriate to provide future housing in Mid-Beds:

Submitted by	Comments
C. Long	H062 - use of agricultural land to housing - infrastructure cannot cope with traffic at this present time. Steppingley crossroads already accident black spot. H248 - geologically liable to flooding - unsuitable for housing - impacts on SSI (Flitwick Moor).
Matt Harris	Controversial site however it is important that we focus growth on our key local centres. More people will mean more opportunities for business, transport, !!a bypass!! and better local facilities.

These additional comments were made by respondents who feel that this site is not appropriate to provide future housing in Mid-Beds:

Submitted by	Comments
A Preusch-Pearson	This is greenbelt would (illegible) the start of proposing again to fears about (?) the leisure centre? Flitwick cannot take anymore traffic!!
A. McIlhaston	Green belt!
Alda Mason	Within the green belt, therefore SHOULD NOT be built on. It is against your own policies so don't do it. These proposals will not enhance the town; it will bring detrimental changes outlined in other responses I have made to the various proposals.
Andrew Long	H062 site currently Green Belt. More appropriate "white land" sites elsewhere (e.g.H077). Great care needed to preserve "green wedge/open space" between Flitwick, Steppingley and Amphill. Area of Great Landscape Value.
Andrew McIlhatton	Green Belt must be protected.
C. A. Cooke	Greenbelt!!! Steppingley and Flitwick need to be separate to keep town/county divide!
Christopher Page	I believe this development would be out of place and I am strongly against further encroachment on green belt land. In light of recent developments regarding Center Parcs and the impending development despite village objections I feel this would be further evidence of the council's lack of commitment to ensuring protection of green belt land.
David Penfold	Using green belt so should not be considered. Only adding to climate change problem by removing more natural landscape and adding concrete.
Dr A Bourne/ Dr F. Steele	Would not support any housing development on farmland and green belt. This open space is vital for mitigating CO2 emissions and for future food security.
Dr Karin Horowitz	There is too much development taking place in this immediate area. Traffic congestion is already rife and with the planned Center Parcs development, there will be major traffic issues. The area is deemed greenbelt and further housing and business developments are therefore highly inappropriate. The greenbelt is under more pressure than ever before and therefore needs even more protection.

Submitted by	Comments
G. E. Ashburner	I do not think there is sufficient infrastructure in Flitwick to cope with any more housing and especially because housing means MORE CARS, usually at least 2 per house.
G. Tilley	Green Belt should be preserved. Flitwick and Steppingley need to be kept as separate cities as Flitwick/Amphill has already been effectively joined
Hugh Jackson	The exclusion of significant urbanisation of Steppingley is essential to preserve its rural qualities not simply for its inhabitants but also to retain the immeasurably valuable country amenity that it provides for very many from the towns of Flitwick and Amphill. With development from Milton Keynes to Bedford now proceeding, it is essential that the "green lung" afforded by Steppingley, Ridgmont and Woburn be preserved - the creation of the "forest" of Marston Vale, whilst to be welcomed, provides no sustainable amenity for the inhabitants of Flitwick or Amphill. The overruling by the Secretary of State of Mid Beds decision to decline planning permission for Center Parcs is an appalling example of political meddling which will now radically change, for all time, the character of this area. If there is to be any prospect of retaining the amenity of Steppingley, its green belt must be squandered no further.
Ian Rambart	Totally in appropriate for housing too far out and it looks from the map that the farm next to him didn't want to sell!!
Jacqueline Raftery	Strongly disagree to development on green belt land and area of great landscape value. Transport-have you considered the combined impact of Center Parcs, town centre and sports centre development on the local roads and what about the impacts on the trains that are already overcrowded.
Jason Bagge	This site is in the countryside and too far from the rest of Flitwick.
Jean Abbott	1. This land is in the Green Belt and should therefore be protected. 2. Steppingley Road is already busy and an exit from a development of this size could be dangerous. 3. Development in this area would increase pressure on Flitwick Wood and would detract from the attractiveness of the area. 4. The fields included in and adjacent to this area have populations of breeding skylark (a bird whose decreasing numbers are a cause of national concern) and are used in the winter by finches and other birds.
Jim Godden	This puts residential housing in an area which is already an accident black spot and also moves the visible boundary of the town into a totally new area of the county. Isolation from Flitwick by the Woburn Estate land will be an ongoing problem.
Julia Pankhurst	This site is in Green Belt and is totally inappropriate. It would cause significant coalescence between Steppingley and Flitwick. Thank you.
Julian Hoppit	I am very strongly opposed to development on the green belt because of my commitment to the principles that underpin the whole purpose of the green belt: to protect rural areas from urban sprawl. The additional traffic will also impact directly on me, both because I cycle from Steppingley to Flitwick regularly and because of increased traffic driving directly past my house.

Submitted by	Comments
Julie Moxon	We have little enough green space left in Flitwick. We moved here over 20 years ago for a semi rural environment and less traffic than we had in Watford. Flitwick has changed beyond recognition, and not in a good way. Lovely old houses have been turned into flats or pulled down; gardens have been built in; traffic and parking are appalling. We must not add to this and most specifically we must not allow the few remaining green areas to be damaged in any way. What kind of environment are we creating for the children of tomorrow?
Lionel Yarde	i feel strongly about losing further Green Belt considering we have just lost 362 acres of Green Belt to the Centre Parcs development, it would also leave the remaining land subject to infill.
Lucy Debenham	This site is on the edge of Flitwick and Flitwick itself does not have the infrastructure to cope with more traffic and housing. There is far too much housing and not enough investment in community facilities. Flitwick Town Council and MBDC need to look into the town centre to improve services and facilities to the public who currently have to travel outside of Flitwick if they dont want to buy at Tesco (who incidentally have a firm monopolising grip on the retail sector within Flitwick and strangle the living daylights out of any other retail enterprise) or do something family-orientated. The outskirts of Flitwick with the fields and woodland should stay as such, Flitwick should be proud to have access to the countryside so easily. No more nasty new builds that turn into souless sprawling estates and make Flitwick into a sleepy commuter town with no sense of community and no decent facilities. This site in particular should be left, as should the land around Froghall Road.
Mark Hustwitt	Overdevelopment on a greenfield site. No public transport. Too far from health facilities, schools, shops. Would create too much additional traffic on Steppingley Rd into and out of Flitwick (to Tescos). Near dangerous crossroads at Steppingley Rd and Froghall Rd. If developed planning gain should include roundabout here. If developed could it include some land set aside for allotments.
Mary Goulder	Flitwick has been subject to wholesale use of gardens for development purposes. Nothing can be done to rectify this but we can stop encroaching on open space by greedy developers who don't even build environmentally sound properties. I would sooner see this agricultural land turned over to grain production, which we know is now a guaranteed cost effective use of land. We cannot view things in isolation. We have Center Parcs, Nirah, Wixams, plus several other dwelling sites all encroaching on what is now open land. The infrastructure cannot support further development. It cannot support the current requirements in many instances.
Mr Colin Carpenter	This area also in the greenbelt is on the site of an old farm which is located at a dangerous crossroads. Any housing development here would be dangerous as Steppingley Road is very busy anyway. Housing development here would spread from here back to Flitwick Wood and increase traffic use on Steppingley Road a great deal. The farm house should be restored into a dwelling and should NOT be demolished as it is historic.
Mr D Williams	Over populated already.
Mr R Hammond	I do not think any housing or further expansion of any sort is needed in Flitwick - Flitwick has already out grown itself and certainly does not need any future developments of any kind.

Site Allocations, Issues and Options Consultation

Submitted by	Comments
Mr S Long	Absolutely not for development. Isolated from Flitwick existing development edge and out of proportion.
N A Bunyan	Steppingley Road is narrow, already feeds numerous housing estates as well as Tesco, is a huge congestion spot during school time and inevitably leads onto the Station Roundabout. Flitwick can NEVER further develop or act as a conduit for yet more traffic as long as this bottleneck over the railway line exists. This bridge already carries a huge amount of inappropriate traffic, mainly to Tesco and the M1. Unless and until the bridge capacity is doubled or even trebled, any further development around the town centre will create unacceptable traffic problems.
P.J Frampton obo ORS plc	This site lies within the green belt. There is no justification for taking land from the green belt as Flitwick when land excluded from the green belt (safeguarded land) is readily available and suitable for housing development-namely site h077.
Richard Barlow	Very poor access from anywhere. Increase in traffic along Steppingley Road and Frognall Road unacceptable given current road infrastructure.
Rob Mason	This site is within the Green Belt and development would be contrary to the emerging Core Strategy. Your word not mine. Speaks for itself. An absolutely ridiculous place to build housing. More precious countryside would disappear. No doubt you've already bought the land anyway.
Roy Storey	The road system around this proposal is entirely unsatisfactory.
Sam Pankhurst	This site is Greenbelt. We have already lost too much of our Greenbelt to Center Parcs, and can not afford to lose any more. This site is not within easy walking distance of the Flitwick commercial centre, and is not served by regular bus links, so would encourage greater car use.
Susan Brown	This is green belt land and should be left as it is.
Tina Kent	This land is not only Green Belt, but also AGLV. This should absolutely protect in from any development.
V Scargill	This site is too far from the town centre with potential for major traffic problems. In addition the use of green belt land is totally unacceptable.

This additional comment was made by a respondent who did not answer the site suitability question on the survey:

Submitted by	Comments
Mr.K.S.Campbell	Any developments on Steppingley Road will lead to an increase in traffic flow on an already busy road. it will lead to congestion at the main roundabout by Tescos. New developments are fine but serious consideration needs to be given to the road structure and traffic volume in Flitwick.

Site Allocations, Issues and Options Consultation

Ref Number: H345

These additional comments were made by respondents who feel that this site is not appropriate to provide future housing in Mid-Beds:

Submitted by	Comments
Mr Andrew Long	Amphill Road/Froghall Lane is totally unsuitable for further development unless significant road improvements are carried out. This includes the Steppingley Hospital crossroads, the railway bridge under the Midland Main Line, the bends at Doo Little and provision of a footway with street lighting. The further consideration of the water course behind the site has implications once Centre Parcs is developed, as this stream drains from the Centre Parcs site. The site should be safeguarded should the facilities at Steppingley Hospital require expansion or additional medical facilities for Flitwick be required.
Mr Andrew Mcilhatton	This proposal is for an inappropriate development within highly vulnerable green belt. Development on this site will contribute towards an undesirable coalescence between Flitwick, Amphill and Steppingley.
Mr Graham Tilley	In view of other developments in Flitwick, keeping green belt countryside north of Amphill Road should be a priority
Mr James Farnsworth	It is greenbelt area and as such should be left alone.
Mr James Gibb	Although the impact of this site on the green belt is less than the proposed development at 101 garage, any development within the green belt should be resisted, unless there are compelling reasons to the contrary.
Mr Matthew Morris	The proposed development is on green belt land and should not be developed or even be considered for development. Green belt land exists to protect our green spaces from urban sprawl and to provide us with green spaces to enjoy and to provide refuge for local wildlife. This development is on a main road which acts as a busy link between Steppingley, Flitwick and Amphill. No mention of road congestion has been mentioned and I believe access to and from the proposed site would be too dangerous.
Mr Michael Brooks	This site is within the Green Belt and that is sufficient reason for its rejection. However, its access from Froghall Road, with its bad bend under the railway bridge, would increase traffic and decrease road safety. Furthermore, it is remote from both Amphill and Flitwick town centres and local services.
Mr S Pankhurst	This site is within Green Belt and therefore not appropriate for development. In addition, it is on the boundary between Steppingley and Flitwick and would therefore erode the green space between Flitwick and Steppingley contributing to future urban coalescence.
Mrs Barbara Stone	This site is an important part of the green belt which is needed to prevent coalescence between Flitwick and Amphill.
Mrs Julie Moxon	Only brown sites should be built on. Any green areas remaining in Flitwick - now very few, should be preserved for the well being of residents and ecological balance. Flitwick is rapidly disappearing under bland concrete structures and losing any historical references and any buildings with character. I am particularly against the practice of large houses and bungalows being demolished to be replaced with numerous smaller dwellings and with people building in their gardens. There will soon be no properties available in the town suitable for young families with outdoor play and relaxation space.

Submitted by	Comments
Mrs Vivienne Williams	The form is not really relevant to the site in question. 6 to 10 houses built on Green Belt land, within driving distance of facilities, no public transport and positioned on a busy narrow road, would not make a "significant contribution..." and be against Mid Beds policy of building on Green Belt.
Ms Mary Goulder	This area is already congested at certain times during the day as the road is used as a cross country route. I object to any development large or small that uses green belt or agricultural land.

Site Allocations, Issues and Options Consultation

Ref Number: E64

These additional comments were made by respondents who did feel that this site is appropriate to provide future employment in Mid-Beds:

Submitted by	Comments
A McIlhatton	Extension of high quality development using low quality land.
Andy McGowan	If development is on the flood plain then design the Offices with parking at ground level and accommodation at a level safe from the flood risk.
D.L. and J.M. Hodgkinson	This would extend an already stylish business development, which is well connected to the Ampthill bypass by a roundabout. If this and Site E68 are both approved, which would make sense, a consent condition might be to provide a bus turning circle at the heart of the development, so that J2 & X42/44 buses between Ampthill & Flitwick could be diverted in and out from the main road, at least during business rush hours, to provide regular public transport links - as happens at Bedford Interchange further North. The stream on site should be suitably landscaped.
James Gibb	Adjacent to previously developed site, which has been very attractively done. The potential for flooding clearly needs to be addressed, but should be superable.
Keith Alexander-Buckley	I would recommend the proposal be modified to avoid building on the flood plan area but apart from that seems a good proposal.
Margaret Mozley	As part of the site has already been developed and is not an eyesore it seems sensible to use what ever amount of land that can be reclaimed for future job provision.
Mark Smith	I could support the extension of the Doolittle Office Site.
Matt Harris	Good location with existing employment uses, and easy access to A507, Ampthill and Flitwick.
Mrs H. Wilson	This site has been developed nearby and we need more employment.
Mrs K. S. Tyrrel	Only that the A507 cannot cope with much more traffic volume and the junctions on this road need attention.
Mrs. A. Vickers	Suitable.
Nigel Pollard	To be encouraged. It would be nice to see Ampthill & Flitwick supporting more local jobs, encouraging local prosperity, reducing commuting etc.
Richard and Jane Cawkwell	Acceptable within the context of existing Doolittle Mill development. However should be dependent on improving public transport access between the site and the rest of the town.
S. Melville	These sites would not affect traffic congestion in the town but provide local employment.

These additional comments were made by respondents who feel that this site may be appropriate to provide future employment in Mid-Beds:

Submitted by	Comments
Barry Cannon	Improvements to the Doolittle Mill roundabout would be required.
Ian Nutley	Acceptable, consideration to existing trees being maintained.
Julia Pankhurst	The floodplain should not be developed on, it is there for a reason. I understand that some of the site covers the floodplain - I object to this area, but have no issues with the rest of the site - it fits with the development already there. Thank you.
Mrs. J. Gillett	Not quite sure of actual location so can't comment.

Site Allocations, Issues and Options Consultation

Submitted by	Comments
Nick Watson	Note that part of this development is on flood plain.

These additional comments were made by respondents who feel that this site is not appropriate to provide future employment in Mid-Beds:

Submitted by	Comments
C. Fred John	I have strong opinions in the negative about the current development. I believe that a further development on this site without proper/increased private and public would be chaotic (result in further chaos in this locale).
Lee Henshall	No more developments!
Mr. C. R. Greenstreet	In my opinion all infrastructure needs to compensate these proposals must be considered along with their practicality prior to any further development taking place! After all Ampthill and Flitwick are already joined together - perhaps new road signs stating "Welcome to "Flit-Amp" market (?) towns may be worth consideration"?

This additional comment was made by respondents who did not answer the site suitability question on the survey:

Submitted by	Comments
Marion Thurtle	There is no indication on any of the proposals what provision is being made to support increased road traffic - alternative public transport (which is currently appalling). Why are there no proposals to re-open Ampthill station if the town is to be designated as a major service centre? Flitwick already struggles to cope with parking for the station & bus links are too infrequent.

STEPPINGLEY APPENDIX TWO
Email Representations

Site Allocations, Issues and Options Consultation

No representations concerning the parish or its sites were received by email.