

WEST BLETCHLEY NEIGHBOURHOOD PLAN 2016-2026

FINAL VERSION
OCTOBER 2018



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Foreword

This is our Neighbourhood Plan for West Bletchley. It is a formal Development Plan, and will help us shape and guide development for the next 10 years across our area. It will help us to ensure we have sustainable and well-planned development that enhances our community and it will also help us to resist poor developments that would diminish our quality of life.

This is the final stage in the preparation of the Neighbourhood Plan. We prepared a Draft Plan in February 2017 and consulted on that Plan from 10th March 2017 to 21st April 2017. We took account of the comments we received and submitted our plan for Examination in March 2018. The Neighbourhood Plan was examined by Mr John Parmiter, who reported to Milton Keynes Council on 21st September 2018. The Examiner did not require a 'hearing' on the Plan. In his report, the Examiner made a number of recommendations to ensure the Plan was in accordance with the Basic Conditions. All of these changes have now been incorporated into the Plan. In his conclusions the Examiner recommends, subject to his recommendations being incorporated, that the Neighbourhood Plan proceeds to a Referendum which is the final stage before adoption.

This is the 'Referendum' version of the Plan and subject to a positive outcome from the referendum, will be the version we ask Milton Keynes Council to adopt as part of the Development Plan to be used in managing development within our area.

Finally, I would like to take this opportunity to thank the team and the residents and organisations who participated in helping shape our Neighbourhood Plan; I am sure it will hold us in good stead for the future.

Chair

West Bletchley Parish Council

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PART 1

BACKGROUND



1.0 Introduction

This is Our Plan

- 1.1 This is the Neighbourhood Plan for West Bletchley Parish in Milton Keynes.
- 1.2 The Plan has been prepared by West Bletchley Parish Council on behalf of the community of West Bletchley. The Plan sets out our vision, strategy and policies to direct and shape development within our parish over the next 10 years. The Plan is a statutory document – it carries weight in decisions on planning applications and informs us, Milton Keynes Borough Council, other stakeholders and local people on the planning priorities in our area.
- 1.3 The scale of change provided for in the Neighbourhood Plan is relatively modest compared with other areas of the Borough. West Bletchley is a relatively stable, mature and settled community. There are specific places where we consider change can and should take place and we provide a framework to ensure that change is for the benefit of the local community as well as Milton Keynes as a whole, now and in the future.
- 1.4 The Plan has been prepared over the last four years and has involved a wide range of stakeholders and many local residents and businesses. We have held workshops to consider the scope and focus of the Plan, to discuss the issues, and to consider the drafts of the Plan before it was finalised. We are grateful to those who have contributed to the Plan, and we hope it addresses properly the issues of most concern to our community. A list of the key evidence base is presented in Appendix 1.

Structure of the Neighbourhood Plan

- 1.5 The Neighbourhood Plan is presented in four main parts:
- Part 1 - provides the Background to the Plan, including this introduction, a description of our community and consideration of some of the issues and opportunities we face;
 - Part 2 - is Our Vision, Strategy and Objectives;
 - Part 3 - provides Policies to help realise our Vision, and covering our key objectives; and
 - Part 4 - provides the Delivery and Monitoring Framework.
- 1.6 There are five appendices supporting the Plan (but which do not form part of the Plan), which are available in a single separate document:
- Appendix 1 – lists the Evidence Base underpinning the plan;
 - Appendix 2 – provides the Basic Conditions Statement;
 - Appendix 3 – provides our Consultation Statement;
 - Appendix 4 - provides our Sustainability Statement; and
 - Appendix 5 - provides information on the Local Green Space Sites.

Neighbourhood Planning

- 1.7 Neighbourhood plans are a new form of planning. They allow local people to determine for themselves how their area should be developed. The powers to prepare a Neighbourhood Plan are given by the Localism Act 2011.
- 1.8 There are certain requirements that the Plan needs to follow. One of these is that the Neighbourhood Plan must be in line with higher level planning policy, which at a national level is the National Planning Policy Framework (NPPF), and at a local level is the Milton Keynes Local Plan (2005) and the Milton Keynes Core Strategy (2013). The Core Strategy plans to 2026, which is the plan period for the Neighbourhood Plan.
- 1.9 The Borough Council is preparing an update of the Milton Keynes Core Strategy called 'Plan : MK', which will cover the period to 2031 (which will also replace the Local Plan (2005)). If Plan : MK changes the policies affecting West Bletchley then this Neighbourhood Plan if adopted will need to be reviewed to keep it up to date.
- 1.10 The Milton Keynes Core Strategy provides general policies that apply to West Bletchley as they do to the whole of the Borough area, but there are no specific policies or allocations in the Core Strategy affecting West Bletchley. The Localism Act allows the Neighbourhood Plan to provide for our own specific policies and proposals in addition to the Core Strategy should we wish to.
- 1.11 The Plan must also be in line with European Regulations on Strategic Environmental Assessment and habitat regulations. We have determined with Milton Keynes Council that the Plan would not give rise to significant environmental effects and therefore it does not require a Sustainability Appraisal. Nevertheless, we have identified how our plan will contribute to sustainable development, and we summarise this in Appendix 4 available separately.

What the Plan Does

- 1.12 The Plan provides our policies for the future of West Bletchley to 2026. It sets out how we aim to ensure sustainable development across the neighbourhood area as a whole. Specifically, it identifies how we propose to:
- accommodate **new housing**, including affordable homes;
 - regenerate some **garage courts** for other uses;
 - encourage new investment in our **local centres**;
 - retain and develop new sites for **employment**; including potential to regenerate the sites adjacent to Bletchley railway station;
 - retain and enhance key **open spaces**; including regenerating Rickley Park;
 - help conserve and develop the heritage of **Bletchley Park**;
 - maintain our **community infrastructure**;
 - ensure **safe and accessible streets**; and
 - ensure **high quality sustainable design**.

The Approval Process

- 1.13 This is the Final 'Referendum' Version of the Plan, and represents the final version of the Plan. We submitted the Plan for independent examination by an Examiner, who assessed the Plan and concluded the Plan meets the Basic Conditions and that the legal requirements will be met subject to making the recommended modifications. Those modifications have now been incorporated into this Plan, which will now be subject to a local referendum. With a positive outcome from the referendum, we will ask Milton Keynes Council to adopt our Neighbourhood Plan, which is likely to be in early 2019.



2.0 West Bletchley Today

Overview

- 2.1 Our starting point is to understand our area; how it came into being, how it relates to the wider town, the people who live and work here, and the issues it faces now and how issues might change or arise over the plan period, as well as identifying the opportunities available to local people to enhance the quality of the parish.

Setting

- 2.2 West Bletchley is the second largest parish in Milton Keynes in terms of population, with 22,213 people, and nearly 9,000 households at the time of the Census in 2011. In terms of area, at about 620 hectares, we are the sixth largest urban parish. Our population density at nearly 36 people per hectare (gross) makes us the highest in Milton Keynes.
- 2.3 The parish is located in the south west edge of Milton Keynes and our neighbours are the separate parish of Bletchley and Fenny Stratford to the east and beyond the mainline railway, Tattenhoe to the north of the H8 Standing Way, the new estate at Newton Leys built on the former brickfields to the south, and the rural parishes Great Horwood and Great Brickhill, with Newton Longville to the west that are outside Milton Keynes in Aylesbury Vale District. Most of the parish is housing but there are important employment areas in the eastern part near to the mainline railway station, and we are the home of Bletchley Park, the centre of the Code Breakers in World War II and now a museum and visitor attraction.
- 2.4 We have reviewed the character and qualities of our area in the West Bletchley Character Assessment (November 2017), which provides a more detailed description of our area, including its historical evolution, and an assessment of the character of the area as a whole, and of individual areas and neighbourhoods. The Assessment also makes suggestions as to how the character can be improved. The Character Assessment provides a fuller description of the area for those who may be interested in gaining a more detailed appreciation of the area.
- 2.5 Our location in the wider context of Milton Keynes is shown in [Figure 1: Location in MK](#), and some of the main features are illustrated in [Figure 2: Features of West Bletchley](#).

Some History

- 2.6 Although now part of Britain's largest new town of Milton Keynes, Bletchley has always been an independent town. Its name originated from Anglo Saxon Blecca's Lea (meadow or clearing) and some buildings are known to date back to the 13th century.
- 2.7 It was originally a twin centred village with settlements around the parish church of St Mary's and also in the area known latterly as Far Bletchley. The area continued to develop under Norman rule alongside the nearby settlement of Water Eaton. Although connected throughout several centuries by land ownership and the church, the two settlements did not come together until the 20th century, when they joined with Fenny Stratford.
- 2.7 With the arrival of the London and North Western Railway in 1845 and its subsequent junction with the Varsity Line between Oxford and Cambridge, Bletchley grew rapidly as it serviced the new junction and Bletchley railway station was, for many years, an important node on the railway. It remains one of 4 stations servicing Milton Keynes.
- 2.8 The station was clearly an important deciding factor in the siting of the Government Code and Cypher School (now GCHQ) at Bletchley Park. The work of the Codebreakers is now well documented in the history of World War 2 and Bletchley Park has established itself as a successful heritage site with a national and international profile. It is the main visitor attraction within the borough of Milton Keynes receiving over 250,000 visitors annually.
- 2.9 The ongoing development of Bletchley was further boosted by considerable housing development during the 1950s and 1960s to accommodate the post war dispersal of population from London by the London County Council. The town had hardly settled from this impact when the designation of Milton Keynes as a "third generation" new town was determined, with a target population of 250,000.
- 2.10 While the new town of Milton Keynes was being developed, Bletchley was the main commercial centre and commensurate development followed with a new shopping centre in the Queensway and large scale office blocks being built in Sherwood Drive and on Buckingham Road. With these additional developments being centred around the railway station, it benefitted from further modernisation.
- 2.11 An additional impact of the new town was the building of new housing estates around the periphery of Bletchley, considerably increasing both its physical size and population. Windmill Hill Golf course was designed by Sir Henry Cotton, built and opened to the public in 1972. It remains in the ownership of Milton Keynes Council, although managed on a day to day basis by an external contractor.
- 2.12 Bletchley's "boom" ended when the new Central Milton Keynes shopping centre was built and commercial Bletchley has declined as a retail destination in recent years.



Old Bletchley relief at the station

- 2.13 In 2001, parish councils were formed for all areas within the Borough of Milton Keynes. Bletchley was considered too large to be served by a single parish council and was split into two – West Bletchley Council and Bletchley and Fenny Stratford Town Council.
- 2.14 Housing development has continued, within West Bletchley, over more recent years predominantly on land which was previously part of Bletchley Park.
- 2.15 Major commercial development has occurred in recent years, just outside the boundary of West Bletchley, as part of the Stadiummk complex, and has included flagship stores for ASDA and IKEA, as well as more standard retail units, a gymnasium and a cinema and restaurant complex.



Figure 1: Location in Milton Keynes

Figure 2: Features of Our Area





Major Parks

- 1 Rickley Park
- 2 Chepstow Park
- 3 The Leys
- 4 Barleyhurst Park
- 5 Tattenhoe Lane Park

Medical Facilities

- 1 Parkside Medical Centre
- 2 Bletchley Community Hospital
- 3 Whaddon Medical Centre

Local Centres

- 1 Whaddon Way
- 2 Melrose Avenue
- 3 Buckingham Road
- 4 St. Marys Avenue
- 5 Chepstow Community Centre

Schools

- 1 Lord Grey School
- 2 Barleyhurst Park School
- 3 Abbeys Primary School
- 4 Romans Field School
- 5 Chestnuts Combined School
- 6 St. Thomas Aquinas Catholic Primary School
- 7 White Spire School
- 8 Rickley Park Primary School
- 9 Cold Harbour Church of England Primary School
- 10 Milton Keynes Preparatory School
- 11 Holne Chase Primary School
- 12 Cambian Bletchley Park School

Population Profile

2.16 The table shows some of the characteristics of the population of the parish area from the 2011 Census.

2.17 Compared with **Milton Keynes Borough area as a whole:**

2.18 Our **population:**

- is generally older, with a higher proportion of people aged 65 or over who live alone;
- but has a lower proportion of people under 20; and
- is less ethnically mixed.

2.19 In terms of **housing and travel:**

- we have a higher proportion of home owners;
- we have a higher proportion who rent from the council than private landlords; and
- car ownership is lower.

2.20 In terms of **health:**

- we have a higher number of people who report their day to day activities are limited by poor health; and
- we have a higher number of unpaid carers.

2.21 In terms of **education:**

- there are a higher proportion of people with 5 or more GCSEs (A*-C grades) and more with 1-4;
- we have more people completing apprenticeships; but
- there are fewer people with A-levels and a lot less with degrees;

2.22 In terms of **employment:**

- we have fewer employed people and full time students;
- we have a higher number of retired people; and
- more of our residents work in wholesale and retail trades, manufacturing construction, transport and storage, public admin, defence and social security, water supply, sewerage and waste management ; but
- far fewer who work in Information and Communication and Finance and Insurance activities;
- more residents work in intermediate occupations, for small employers and are own account workers; and
- we have lower levels of supervisory and technical occupations; and
- fewer residents are managers and senior officials, and in professional occupations.

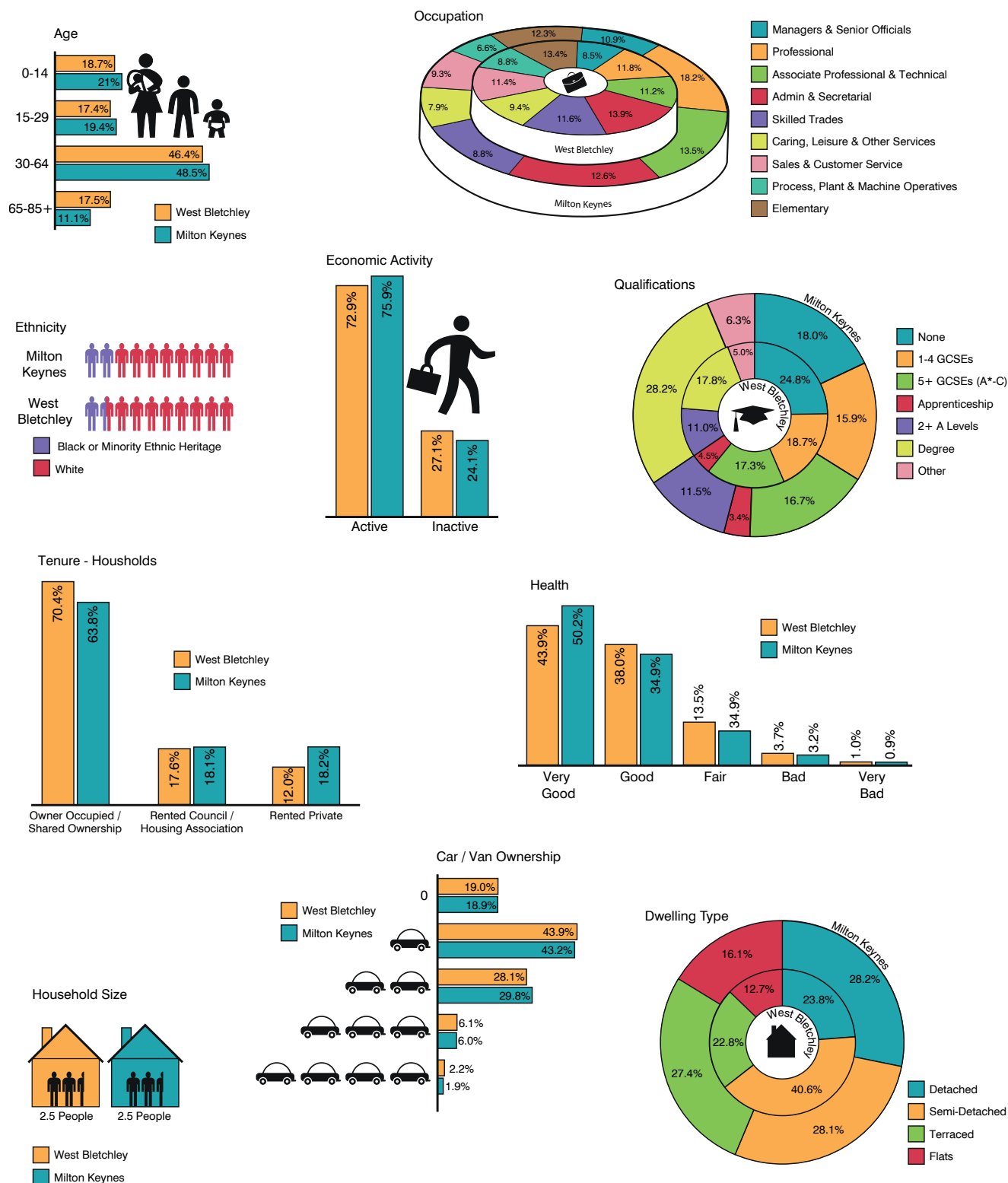


Figure 3: Our Community - Pictogram Population Profile

All information derived from the 2011 census.

Local Shopping

- 2.23 There is no central focus for shopping and other uses, and our neighbourhoods are served by five small local centres. The largest is on Whaddon Way at its junction with Warwick Road at the geographical centre of the parish. In addition to local shops and a post office, this site is the location for a social club, community centre and children's activity centre, with the parish council's offices also situated close by. The second largest centre is situated in Melrose Avenue in close proximity to the parish Community Resource Centre and two local social clubs. The other 3 centres are situated south of the Buckingham Road.
- 2.24 More modern nearby Local Centres at Furzton and Emerson Valley help serve the north of our area and have local convenience shops and meeting places. There are various other individual convenience shops throughout the parish.
- 2.25 Bletchley town centre is beyond the eastern edge of the parish and provides a larger supermarket (Sainsburys) and a range of local and national shops. The modern district centre at Westcroft is also only a grid square away to the north west of our area and has a large supermarket (Morrisons) and several other major stores.
- 2.26 MK1, developed alongside the Milton Keynes Stadium is also a major shopping and leisure destination not far from our area and ASDA - MK's largest superstore, is alongside.



Chepstow Local Centre

Health

- 2.27 We have a community hospital on Whalley Drive near Lord Grey School, and two large medical centres - Whaddon Medical Centre and Parkside Medical Centre, serving the parish and areas beyond.



Whaddon Medical Centre

Schools and Learning

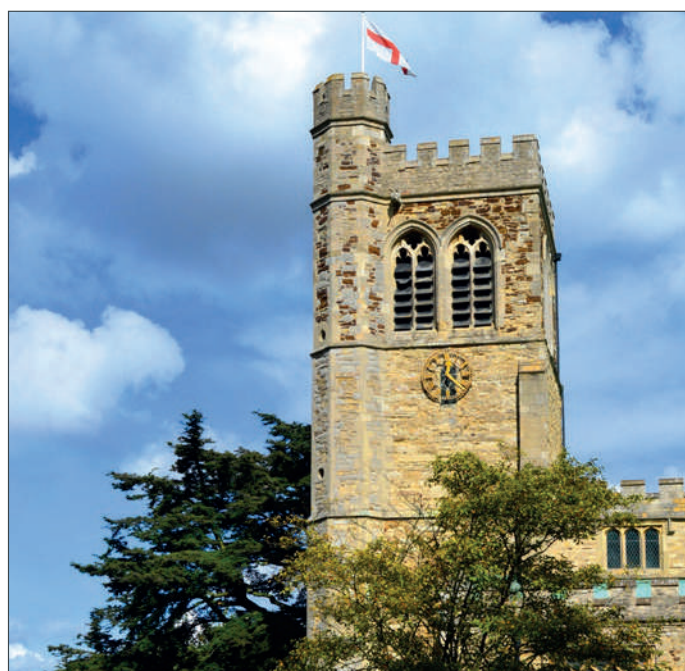
2.28 We have seven primary schools, one secondary school, one preparatory school and three schools for children with special needs. The schools serve their neighbourhoods and each is well attended and are generally smaller than most primary schools across the rest of Milton Keynes. The secondary school is the Lord Grey School in the east of the area and neighbouring secondary schools also serve our area including Leon School and Sports College, Shenley Brook End School and St. Paul's Catholic School. Milton Keynes College's Bletchley Campus is adjacent to Bletchley Park and provides a range of post-16 vocational courses.

Community Facilities and Places of Worship

2.27 There are Community Centres at Porchester Close and Chepstow Drive and a Community Resource Centre located in Melrose Avenue. We also have a Youth Centre, Activity Centre and five social clubs. Places of Worship include St Mary's Church, All Saints Church, Whaddon Way Church, St Andrews Baptist Church, Freeman Memorial Methodist Church and a Kingdom Hall of Jehovah's Witnesses.



Chestnuts Primary School



Church of St. Mary

Open Spaces and Parks

2.28 We have several parks and open spaces spread widely throughout the area. Chepstow Park has achieved Green Flag status, and we have a number of other parks and open spaces ranging in size up to eight hectares and offering a wide range of amenities including woodlands, flower meadows and exercise equipment. Within our area are sports grounds, a golf course, outdoor bowls green as well as four allotment sites and many play areas for all ages. On 1st June 2014 West Bletchley Council took on responsibility from Milton Keynes Council for the landscape maintenance of the parks and open spaces within the Parish.

Heritage

2.29 There is one Conservation Area and 31 statutorily listed buildings within the parish. Buckinghamshire County Council designated the Bletchley Conservation Area in February 1992. The Conservation Area includes Old Bletchley and Bletchley Park including the house and large parts of the wartime code-breaking site.

2.30 Most of the listed buildings are within Bletchley Park, although there are also groups at Church Green, Church Walk and along the Buckingham Road.



Chepstow Local Park



Bletchley Park

Employment Areas

- 2.31 All of the employment areas are concentrated on the east of our area. There are modern offices on Buckingham Road and Water Eaton Road, on Sherwood Drive and at Denbigh Hall at the junction of the A421 and Watling Street. There is also a Fire Service HQ and Police Station alongside the railway station. The local centres also provide many jobs. There are also established large employment areas north of our area at Snelshall and to the east at Denbigh and Bletchley Town Centre and MK1 are close by.

Getting Around

- 2.32 The layout of our area is traditional; there are no grid roads, most crossings are 'at grade' and there are only short lengths of Redway and underpasses on the northern and eastern edges where we connect with adjacent areas. Our streets are largely conventional routes carrying all vehicles, cyclists and pedestrians. Many homes built in the 1960s and 1970s also had lower parking provision, and parking to the rear of the houses in parking courts.
- 2.33 Two busy routes cross the area; the B4034 Buckingham Road from Saxon Street to A421 Standing Way; and, crossing the Parish diagonally, Whaddon Way. Both routes carry considerable amounts of traffic through what is a predominantly residential area. There are regular bus services throughout the area with buses to Central Milton Keynes and Bletchley Town Centre, where there is a bus station.
- 2.34 Bletchley Station is a main line West Coast station, and has services to London Euston, Manchester and Northampton. The first leg of the reinstated East-West passenger line from Oxford to Bedford also proposes new platforms linked to Bletchley Station and will considerably enhance the wider regional and national accessibility of Bletchley.



Offices on Buckingham Road



Buckingham Road



3.0 Key Issues & Opportunities

Overview

- 3.1 There are several issues that arise from our appraisal and have figured prominently in our consultations during the preparation of the Neighbourhood Plan. These are outlined below. The Strengths, Weaknesses, Opportunities and Challenges are summarised in Figure 4.

Needs of an Ageing Population

- 3.2 Like the rest of Milton Keynes and the United Kingdom as a whole, older people are an increasing proportion of the overall population, and a high proportion of people over 65 are living alone. This gives rise to particular needs. Many existing homes are unsuited to older people's needs and may be too big and expensive to adapt. An older population has greater demands for accessible healthcare, is less mobile and relies more on public transport and older people place a greater reliance on local shops and other facilities.
- 3.3 We want to ensure that where homes are provided they also meet the needs of older people. Where opportunities arise for new housing, these should take account of the needs of local people first. Homes specifically designed for older people should be adaptable and accessible. There may also be opportunities for elderly persons housing that may also have health care provided alongside, and sites close to local facilities and on local bus routes will be encouraged to provide homes for elderly people.

Poorer Local Centres, Facilities and Services

- 3.4 Our two larger local centres at Melrose Avenue and Whaddon Way offer a range of local shops. Occupation of both centres has varied considerably in recent years. Vacancies have at times been high and some of the units have lower order uses that do not provide mainstream shops or services to local people. Both centres have poorer parking arrangements with limited capacity, and a shabby public realm. It is important that local shopping is viable and continues to meet the need for shops and facilities that local people want and need. The centres also include housing above the shops, so improvement and redevelopment can be more complex and impact those who live there. Opportunities elsewhere for new retail development are limited.
- 3.5 We would like to see new investment in the Melrose Avenue and Whaddon Way centres to bring them up to a modern standard and to cater for attractive modern shops and businesses that people want and need. Milton Keynes Council owns both these main centres.

Training, Jobs and Employment Provision

- 3.5 Unemployment levels within the community are higher than the average for Milton Keynes. The skills of local people are also generally lower, and there are fewer higher qualified, higher occupational groups than Milton Keynes as a whole. Educational attainment is also lower. Whilst the number of people with 5 GCSEs or more is higher than the Milton Keynes average, educational attainment is lower at A level and Degree level. This is partly a reflection of the housing opportunities available locally, but the availability of good local jobs, good schools and training provision are also factors.
- 3.6 We want to ensure there are jobs available within our area and halt the loss of employment sites, which makes our area potentially less sustainable. We want to ensure that local people are able to access local jobs and training opportunities when they arise, especially when new investment is made in the area.



Melrose Local Centre

Declining and Derelict Garage Courts

- 3.7 Many of our garage courts are in a poor condition. Poor original design and a lack of maintenance has made them unattractive for many householders. That in turn leads to less use and eventually dereliction and abandonment. Many garages are also not suitable for cars and are used for general storage. Of a total of 39 garage courts there are 21 sites still in use but 3 sites have already been re-designated, 4 sites are out of use and a further 11 sites are underused. This means nearly half (46%) of all the garage sites are in poor condition and action to address the situation is needed.
- 3.8 Milton Keynes Council owns and is responsible for the maintenance of the parking courts. They have brought forward redevelopment proposals for sites in Berwick Drive, Kenilworth Drive and Whaddon Way. Several other courts may offer opportunities for redevelopment for housing or other uses. We have asked MK Council to undertake an assessment of all the garage sites so that their future can be planned comprehensively and local people can be properly informed about what is proposed. It is important that as sites are brought forward the impacts are properly assessed and if parking is displaced, those affected have alternative opportunities to park close to where they live and that new developments also provide sufficient parking spaces.



Garage court at Buckfast Avenue

Conserving and Developing Bletchley Park

- 3.9 Bletchley Park housed British codebreaking operations during World War Two. It was where the Government Code and Cypher School (GC&CS - the forerunner of GCHQ) worked to decrypt enemy signals that played a major role in the Allied victory.
- 3.10 But for many years the significance of the site wasn't fully appreciated and buildings were threatened and sites sold off for other development. Many of the main buildings are listed and the site is within a Conservation Area.
- 3.11 The Bletchley Park Trust works to conserve the site and interpret its heritage for visitors – which numbers over 250,000 annually. A recent £8 million investment has enabled the first phase of restoration of the site and has secured the most fragile wartime buildings and developed new facilities for visitors.
- 3.12 The Trust has a ten-year master plan to develop the site with an investment strategy to attract over £20 million by 2025. This project aims to restore and open important buildings on the site for the first time, drive a range of activities for the local community and attract a younger and more diverse audience to Bletchley Park, with the aim to attract up to 350,000 visitors per annum by 2023.
- 3.13 The challenge is to continue and build on the park's successes and ensure it can continue to grow and develop, and that the impacts of development remain acceptable. We want to ensure where there is potential for wider benefits these are secured and infrastructure improvements are brought forward that can support the plans, such as at the railway station, that can contribute to the accessibility and attractiveness of the area.

Enhancing the Station Area

- 3.14 The railway station is a mainline stop for London Midland trains with services to Birmingham, Bedford, Northampton and London Euston. The station and the accessibility train services bring are important factors influencing investment in the local economy and in making Bletchley an attractive place to live.
- 3.15 Regeneration Strategies for Bletchley town centre in 2006 and 2010 both identified the station as a key catalyst to securing new investment in the town centre. However, essential station improvements never happened and consequently little related investment resulted.
- 3.16 Importantly, there is a new catalyst for change. East-West rail services will be re-instated on a stretch of the old 'Varsity Line' between Oxford and (initially) Bedford through Bletchley and eventually on to Cambridge, within a few years. New station platforms are to be constructed on the eastern side of the station. Bletchley will therefore be at the centre of an axis between two of Britain's most successful and famous universities and fastest growing economies. This provides a renewed impetus to respond to the improved accessibility to both improve the existing station and station forecourt / square, and bring sites alongside the station forward for new development that responds to the superb enhanced accessibility of our area.

Increasing Traffic and Accessibility

- 3.17 The main routes through our area carry a considerable amount of traffic (for example 400 vehicles during the peak period on Whaddon Way between 4pm and 7pm) and have been traffic-calmed with narrowings and speed humps to improve safety. Cyclists and pedestrians also use the routes so making them safe is critical. Increases in traffic within the area affect the accessibility to local facilities, slow down public transport and bring additional noise and air pollution, reducing the overall quality of our environment.
- 3.18 Major growth is being promoted to the west and south-east that may affect us in West Bletchley. Much of this isn't in Milton Keynes but the neighbouring authority of Aylesbury Vale District, although it is contiguous with the MK urban area so to all intents and purposes, is part of the city. It isn't yet clear if this development will go ahead or not; that depends on Aylesbury Vale District Council or even the Secretary of State. However, from our perspective, it is important that new developments within and alongside our area do not lead to unacceptable increases in traffic through our area and deterioration in the local environment.



Bletchley Railway Station

Poorer Quality Open Spaces and Parks

- 3.19 West Bletchley has several major parks and many other open space areas. Not all of the open spaces are well used and some have been poorly maintained in the past. Some of the larger parks have had little investment and provide only basic level amenities. The parish has an open spaces strategy which provides an assessment of open space and sports facilities set against recommended standards of provision in accordance with National Planning Policy Guidance. Local people value good quality open spaces and we wish to ensure open spaces network is improved and well looked after.
- 3.20 We want our parks and open spaces to meet the needs of local people and provide attractive, safe and high quality environments for the whole community.

Deteriorating Public Realm

- 3.21 Large parts of West Bletchley were developed in the early post war period and have seen little re-investment in the public realm of streets, street furniture, signage and small open spaces since that time. The Character Assessment identifies that in some areas the quality and maintenance of the public realm is poor and needs a thorough renewal/ re-fresh to enhance the character. The loss of street trees and the progressive negative effects of gardens being paved over to create parking also diminishes the street character and specific attention is needed to halt the loss of greenery in general from the street environment, a feature which remains one of the main characteristics of the area.



Rickley Park

Figure 4: Strengths, Weaknesses, Opportunities, Challenges

<p>Strengths</p> <ul style="list-style-type: none"> • Stable, settled, mature population • Established area, strong individual neighbourhoods • Good quality housing with larger, generous gardens, a good place for families • People generally happy/content • Well located on edge of city but also access to mainline railway station • Bletchley Park, which has a national and international profile • Popular schools, Milton Keynes College • Some successful local businesses 	<p>Weaknesses</p> <ul style="list-style-type: none"> • Poorer quality of local shops and facilities, limited range • Lack of an identifiable centre and focus for the area, provision is spread • Poorer quality open spaces • Lack of employment opportunities • Poor appearance and legibility of Station environment and gateway to Bletchley Park • Deteriorating public realm
<p>Opportunities</p> <ul style="list-style-type: none"> • Modernised parks • Bletchley Park visitors and heritage significance/national profile • Station access and new East West rail connectivity • New employment opportunities on redevelopment sites • Infill housing opportunities to meet local needs 	<p>Challenges</p> <ul style="list-style-type: none"> • Ageing population, few opportunities to stay in area for care • Pressure on facilities and social care • Decline of local facilities including shopping and community facilities • Traffic impacts, quality of street environments • Weak employment base, dated commercial premises needing re-investment • Opportunities pass us by – no ‘local dimension’ or benefits • Obsolescence – garage courts, shopping areas

Figure 4: Strengths, Weaknesses, Opportunities, Challenges

PART 2 VISION, STRATEGY & OBJECTIVES



4.0 Vision & Strategy

Vision

- 4.1 The Neighbourhood Plan is guided by an overall vision for West Bletchley that can be expressed in the following statement:
- 4.2 Our Vision of West Bletchley is a thriving, successful, stable, balanced and attractive place that continues to meet the needs of the local community with a full range of opportunities for housing, local shopping, employment, education and training, play and recreation.
- 4.3 We are a community that respects and protects its important historic places and other areas with distinct character and local amenities, ensuring they can contribute to the cultural life and appeal of the area.
- 4.4 We will be well connected with surrounding areas and communities, with safe, pleasant streets, an attractive railway station, good quality public transport services, walking and cycle routes.
- 4.5 We will benefit from new development that meets the needs of our community first as it evolves and changes along with those of the wider district, and where that development is appropriate and contributes to the quality of life of the West Bletchley community.

Strategy

- 4.6 Our strategy is to encourage more homes and jobs, geared to local needs, helping our area adapt to change and to capitalise on our strengths and the unique opportunities, including Bletchley Park and the rail accessibility nationally and regionally, and we want to safeguard our existing employment areas. We want to ensure that our neighbourhoods remain attractive places to live and are well served by accessible and modern shopping, parks and other community facilities, and remain pleasant places to live and bring up a family.
- 4.7 Most of the investment in new facilities will be from the private sector, although we will seek to use our own resources where we can to facilitate and support change, such as our role in looking after the parks in our parish, and to lever in further investment in support of our Plan from our partners and other stakeholders. We have addressed the structures and financial implications of the Plan and set out our Delivery and Monitoring Framework in Section 15 and Table 1.
- 4.8 Our Plan sets out overall policies to guide and shape development and ensure it is of a high quality with specific policies for the key 'Opportunity Areas' where major change is expected within the parish.
- 4.9 **Figure 5: Our Strategy**, illustrates our area-wide strategy and the focus of our policies.
- 4.10 As well as our policies, we identify in the coloured boxes, the actions the Parish Council will pursue to ensure the strategy can be achieved - these are not formal 'policies' of the plan but nonetheless important in ensuring its success - we call these 'Community Actions'.

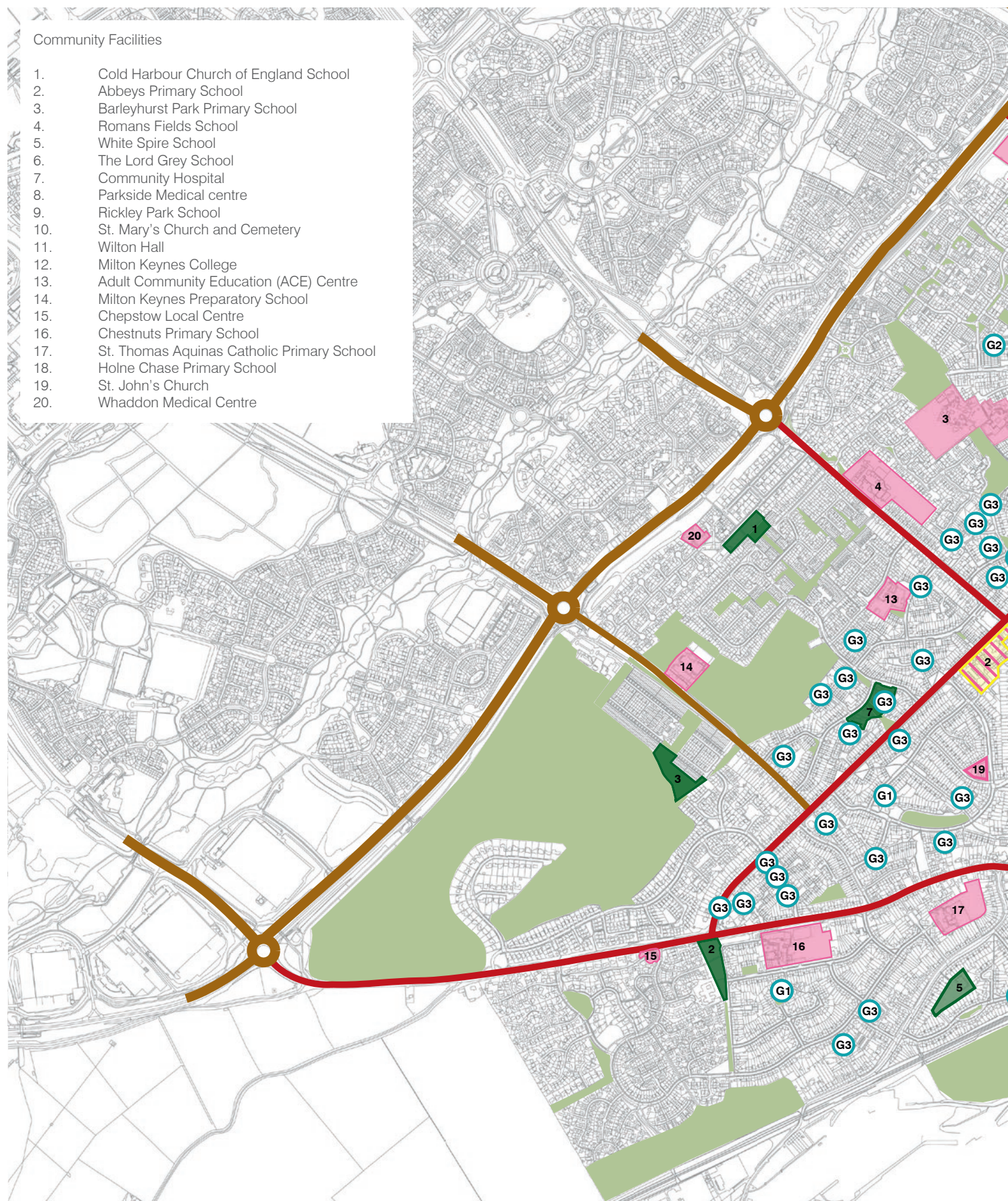
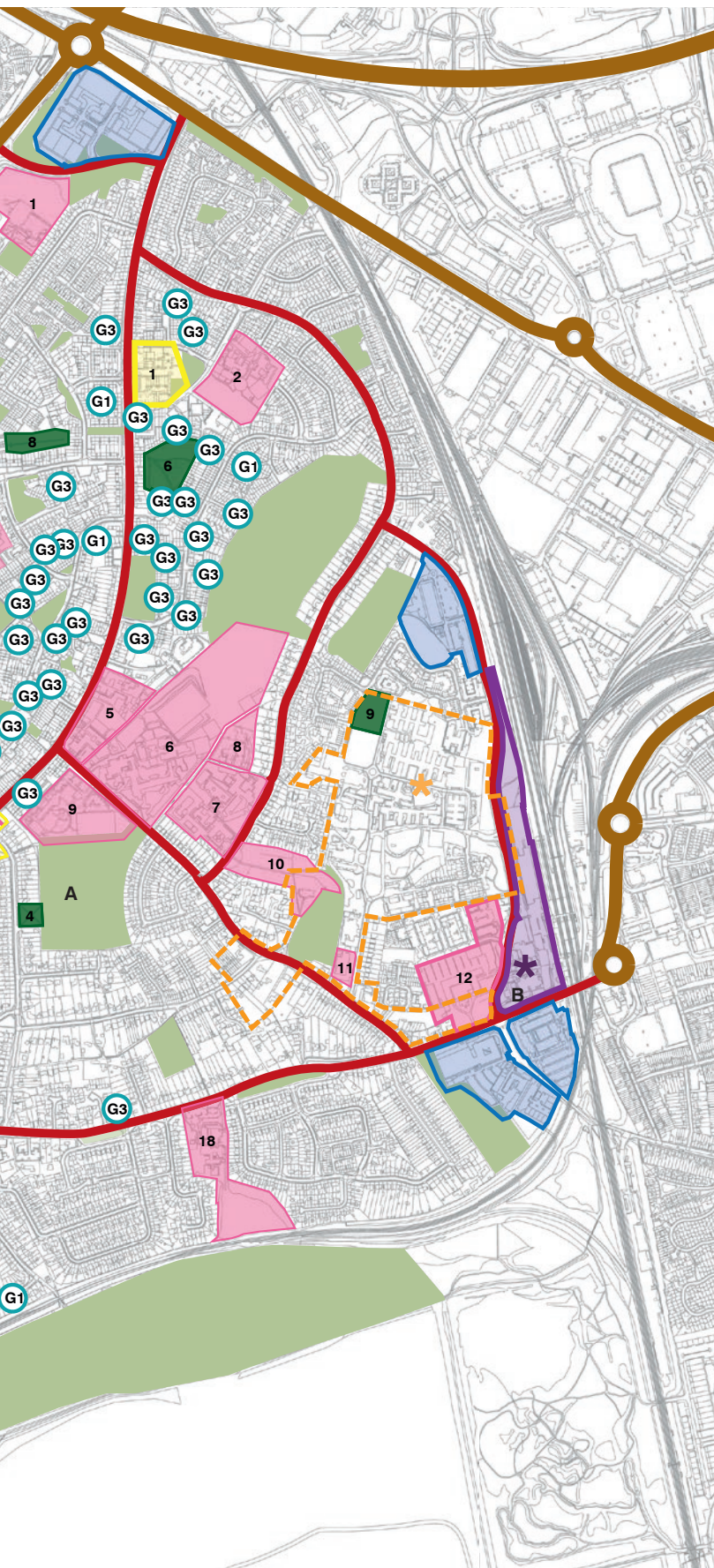


Figure 5: Our Strategy



Key

Policies

Building New Homes

Garage Courts

Policies GC1-GC2

- G1 Garage Blocks Already Developed
- G2 Garage Blocks Identified for Development
- G3 Other Garage Blocks

Protecting and Renewing Our Parks, Gardens and Public Spaces

Policies PR1-PR3

- Parks
- Local Green Space

1. Tweed Drive / Mersey Way
2. St. Clements Drive
3. Rear of Hunstanton Way
4. Shenley Road
5. Whiteley Crescent
6. Buckfast Avenue
7. Avon Grove
8. Forfar Drive
9. Flowers Walk

✱ Bletchley Park: Conserving and Developing the Heritage

Policies BP1-BP3

Retaining and Creating New Employment

Policies E1-E3

Station Quarter

Policies BS1-BS4

Renewing Our Local Shopping Centres

Policies LSC1-LSC4

1. Melrose Avenue Shopping Centre
2. Whaddon Way Shopping Centre

Protecting and Developing Community Facilities

Policies C1-C2 (See list opposite)

Ensuring our Streets are Safe and Accessible

Policies SSA1-SSA3

Conservation Area Boundary

Opportunity Areas

Garage Courts

A Rickley Park

B Bletchley Station Quarter

Note: The Strategy Plan identifies the specific spatial application of our strategy, there are also policies that apply across the whole area that are not shown on the plan or listed, and for those the text should be referred to.



5.0 Our Nine Key Objectives

Overview

- 5.1 Our Plan aims to address the key issues facing our parish over the next 10-15 years. Some of the issues are evident now and others will emerge over the plan period, so our aim is to create a framework that allows us to anticipate and deal with those issues of most significance to the people of West Bletchley. Some of the issues affect us all and are national issues such as an ageing population, and some are local such as the quality of our local centres.
- 5.2 These are our objectives; they are not in order of priority and all are important and many are inter-related.
1. **Building New Homes** – we want to provide for a range of new homes that reflects the needs of our community, and particularly to encourage new homes with facilities that meet the needs of our ageing population;
 2. **Regenerating the Garage Courts** - we want to see obsolete garage courts redeveloped for new housing and/or other community uses subject to ensuring sufficient alternative parking is available.
 3. **Renewing our Parks, Gardens and Public Spaces** - we want to reinvest in upgrading our parks and open spaces, creating attractive and sustainable places to enjoy – we propose upgrading key parks and open spaces to extend their use by the local community in accordance with our open spaces strategy and proposed Green Infrastructure Strategy.
 4. **Conserving and Developing the Heritage of Bletchley Park** – we will support the continued conservation and heritage development of Bletchley Park and its setting and seek to ensure that benefits arise for local people and that necessary improvements are made to local infrastructure to support the development as a major attraction;
 5. **Creating New Employment** – we want to encourage new jobs within our area, and exploit the tremendous opportunities for new investment and regeneration. The focus for investment will be Bletchley Station and the opportunities East West Rail will bring, and in addition we want to protect existing viable employment sites and buildings, encourage new business space including space suitable for small innovative and creative companies.
 6. **Reviving our Local Shopping Centres** – we want our local centres to be strong locations for shopping and other commercial facilities and we will support appropriate new investment to upgrade them;
 7. **Protecting and Developing Community Infrastructure** – we will protect the important social infrastructure that serves our community, including meeting places, health facilities, education and places of worship.
 8. **Ensuring our Streets are Safe and Accessible** – we want to ensure our streets remain safe and attractive and ensure significant developments are located where they are accessible and are on bus routes.
 9. **Promoting High Quality and Sustainable Design** - we want developments of a scale, form and appearance that adds to the character of the area. We will protect the special environments including listed buildings and the conservation area and other features that add to local character. We will look for design briefs to be prepared and agreed with us for all the major developments and regeneration sites to ensure the best outcomes. We will support the right development in the right place, and apply the presumption in favour of sustainable development.

PART 3

POLICIES



6.0 Realising Our Vision: The Policies of the Neighbourhood Plan

Introduction to the Policies

- 6.1 The policies show how we aim to shape and direct development within West Bletchley to achieve our Vision and the Nine Objectives that underpin our Neighbourhood Plan. Each objective has its own chapter, we first provide the background and justification for the policy, provide our policies and then identify key considerations in the delivery of the policy. We also relate our policies to the Policy Context provided by national and local policies through the National Planning Policy Framework, Milton Keynes Core Strategy and the Milton Keynes Local Plan¹.

¹The Core Strategy was adopted in 2013, and several of the strategic policies of the previous Local Plan (2005) are replaced by new policies but several policies of the Local Plan that were 'saved' in 2008 remain in force and are due to be replaced by the new Local Plan – 'Plan: MK' or through other plans. The most relevant policies are listed; the absence of a less relevant policy does not mean it does not apply; the policies are listed as a guide.



7.0 Building New Homes

Background and Justification

- 7.1 We want to encourage new homes to be built within the parish to ensure we remain a strong and balanced community and one that continues to provide for the specific needs of the local population. The opportunities for new developments are limited as much of the area is already built-out, and most opportunities are likely to be for small infill or redevelopment projects, sometimes replacing other uses.
- 7.2 The need and demand for properties for older people and particularly single older people is high and likely to continue to rise during the Plan period. We want these specific requirements to be assessed and for more significant developments for 10 dwellings or more to have considered the potential for including properties suitable for elderly people either wholly or in part. Developments alongside and near local facilities and bus routes and bus stops could be particularly suited to meet this need as they provide ready access to local shops and other services.
- 7.3 Where redevelopment of existing housing or other uses are proposed to deliver new housing, the proposals will be assessed against the policies of the Neighbourhood Plan as a whole. We do not wish to see redevelopment at the cost of achieving other objectives of the plan and particularly the loss of vital facilities such as local shops and employment sites. Where redevelopment is proposed that includes local shops or employment we will look to ensure that these uses are retained, perhaps in a different form than before but that there is no overall loss of amenity or opportunity for local people.
- 7.4 Where housing is proposed, we wish the impacts on other adjacent uses to be carefully assessed within applications and for the amenity of existing local residents or businesses not to be reduced. Housing should be well designed, and take account of any particular local characteristics of significance and offer an improvement to the appearance of the area.
- 7.5 There may be housing opportunities that come forward for instance as part of the Station Opportunity Area redevelopment and other smaller infill opportunities. The Station Opportunity Area is considered in Policy BS3.

Policies of the Neighbourhood Plan

BNH1 New Residential Development

The development of new housing will be supported where the impacts of development on adjacent uses are acceptable and where the proposals provide:

- *For developments over 10 dwellings provision of a mix of types, sizes and tenures;*
- *Affordable housing, to reflect both MKC and current national planning policy; and*
- *The potential for sheltered, extra-care and care homes, located close to local facilities.*

Delivery

The Parish Council will work with MKC to ensure suitable sites are identified for housing and work with MKC and developers to ensure development is high quality and supports local needs.



New housing within a former garage court

Policy Context

NPPF (2012)

Delivering Sustainable Development. 6.Delivering a Wide Choice of High Quality Homes. Paragraphs 41-53

Milton Keynes Core Strategy (2013)

Policy CS10 Housing.
Policy CS12 Developing Successful Neighbourhoods
Policy CS13. Ensuring High Quality, Well Designed Places

Milton Keynes Local Plan (2005)

Policy H2. Priority Housing Requirements
Policy H4. Affordable Housing: Targets and Setting
Thresholds
Policy H5. Site and Market Conditions
Policy H7. Housing on Unidentified Sites
Policy H8. Housing Density
Policy H9. Housing Mix
Policy H10. Sub-Division of dwellings and Housing in
Multiple Occupation (HIMOS)

Milton Keynes Residential Design Guide SPD



8.0 Regenerating the Garage Courts

Background and Justification

- | | |
|---|--|
| <p>8.1 West Bletchley has a number of obsolete garage court areas. Many of the courts no longer work for their original purpose. Car owners much prefer to park alongside their house with their car in sight, and many of the garages are now used as informal storage and several have fallen empty and are derelict. The lack of use and supervision presents a potential hazard for those living nearby, and further discourages use by car owners.</p> <p>8.2 Our recent survey of use found that over 60% of garages were empty or void. Despite attempts to improve the courts and advertise the garages for rent, demand remains low. Milton Keynes Council owns the courts and is responsible for their upkeep.</p> <p>8.3 Several of the courts offer opportunities for redevelopment, especially, but not necessarily only for new housing. Some courts might be redeveloped for small groups of houses, and might include communal housing, such as sheltered or extra-care housing and bungalows that may suit elderly people or those with less mobility.</p> <p>8.4 It is important that where parking courts are proposed for redevelopment for housing that sufficient parking to serve the new and existing properties is available. Where there is insufficient acceptable off and on-street parking by existing standards, then redevelopment for housing may not be appropriate and alternative options to improve and better manage the courts might need to be explored.</p> <p>8.5 We have supported the principle of redevelopment of courts in Berwick Drive, Kenilworth Drive and Whaddon Way for Council housing. Planning applications have been submitted for 6 new homes in Kenilworth Drive and 5 new homes at Whaddon Way. Milton Keynes Council has also prepared and consulted on a Development Brief for 19 homes on Berwick Drive.</p> | <p>8.6 We want to work with the MKC as owners of the courts to prepare an overall strategy for the future of the courts. An incremental approach has been acceptable to test the potential, but now that is clear, there is a need for an overall review of the potential, for a strategy to be prepared and a programme for bringing forward the proposals set. This will ensure that redevelopment is properly planned and that future management proposals for those courts that are retained are put in place so local residents can be clear what the plans are.</p> <p>8.7 It is difficult at this stage to identify which sites will come forward and how many new homes may be developed - hence the need for the strategy.</p> <p>8.8 Our strategy is to assess the courts with MKC and where alternative parking is provided and the court suitable for redevelopment, we will support proposals coming forward.</p> |
|---|--|

Policies of the Neighbourhood Plan

GC1 Redevelopment of Berwick Drive Garage Court

Proposals for the redevelopment of Berwick Drive garage court for housing will be supported where the scheme provides an appropriate level of alternative parking for local residents and avoids adverse impacts on the amenities of neighbouring developments.



Berwick Drive Garage Court

GC2 Redevelopment for Housing and Community Uses

Redevelopment of garage courts for housing and/or community uses (including play areas, allotments and gardens) will be supported where the scheme provides an appropriate level of alternative parking for local residents and avoids adverse impacts on the amenities of neighbouring developments.

Delivery

The Parish Council will work with MKC to inform the garage courts strategy and agree a programme. The courts are owned by MKC and the Parish Council will work with MKC to ensure proposals are brought forward in a timely way.

Policy Context

NPPF (2012)

Delivering Sustainable Development. 6. Delivering a Wide Choice of High Quality Homes. Paragraphs 41-53

Milton Keynes Core Strategy (2013)

Policy CS10 Housing
Policy CS12 Developing Successful Neighbourhoods
Policy CS13. Ensuring High Quality, Well Designed Places

Milton Keynes Local Plan (2005)

Policy H2. Priority Housing Requirements
Policy H4. Affordable Housing: Targets and Setting Thresholds
Policy H5. Site and Market Conditions
Policy H7. Housing on Unidentified Sites
Policy H8. Housing Density
Policy H9. Housing Mix
Policy H10. Sub-Division of dwellings and Housing in Multiple Occupation (HIMOS)

Milton Keynes Residential Design Guide SPD

Community Action

The Parish Council will work closely with MKC to develop a comprehensive strategy to guide regeneration of the garage courts, which will identify those that are obsolete and agree future uses and a programme for delivery/ redevelopment. Where the garage courts are to be retained for continued garage use, we will work closely with MKC to ensure they are managed well and improvements undertaken as necessary.



9.0 Protecting & Renewing our Parks, Gardens & Public Spaces

Background and Justification

- | | |
|---|--|
| <p>9.1 Our parks, gardens and public spaces are of special value to local people. While the statistics show we have a high level of open space provision compared with some other areas of Milton Keynes, not all of our spaces are accessible, useable or attractive. The density of our neighbourhoods is fairly compact and this means our open spaces are valued highly by local people.</p> <p>9.2 Our strategy is to retain all the important open space areas and manage them to ensure we gain the maximum benefit from them. The parish council took over maintenance of all public open space areas in our area from MKC in June 2014 and it is now our responsibility to ensure the parks are managed for local people.</p> <p>9.3 We also want to ensure that our wider network of Green Infrastructure, including parks and gardens, trees and woodlands, ponds and watercourses, is considered as a whole to contribute to making our area more sustainable and attractive.</p> <p>9.4 The Council will prepare a Green Infrastructure Strategy for our area that will allow us to consider how we can enhance our Green Infrastructure resources and also to identify how we might extend the quality of Green Infrastructure throughout the area, and link to surrounding areas to widen the network. The Strategy will help inform our decisions on the future use of our green assets throughout the area and guide the parish in responding to development proposals that affect our green spaces and help identify opportunities to enhance the Green Infrastructure through new development.</p> <p>9.5 Our area also includes Windmill Hill Golf Centre, which is one of two golf courses within or alongside the city area. The golf course is owned by MKC and run by an operator. We would wish to see the golf course remain and thrive as it provides accessible recreational opportunities for the community.</p> | <p>9.6 Some of the larger public parks need new investment to ensure they continue to best meet the needs of local people. Our plans for investment at Rickley Park are well underway, and the proposal will make the park a focus for our whole community, with new play and performance areas, wildflower and ornamental gardens, a sports pitch/es and trim trail. Our development programme will also see new investment in other assets if ownership is transferred to West Bletchley Council.</p> <p>9.7 Some smaller incidental open space areas perform little function and are SLOAP (spaces left over after planning), and are problematic for local people and difficult for us to manage. Where opportunities exist we will look to redesign the layouts and landscaping so that they can be sustainably managed in the long term to provide better public benefits. Some spaces may offer potential to be redeveloped although we will consult fully beforehand to assess whether this is acceptable to local people before taking any proposals forward.</p> <p>9.8 Where major new housing development is proposed we want to ensure that sufficient provision of open space is provided within and near to the development for residents to enjoy. We will assess proposals against MKC open space standards and will look to ensure investment is made first on the site or, if that is not achievable, then contributions are made to help upgrade nearby open spaces and parks. We will also look to ensure high quality spaces such as squares and gardens are incorporated into schemes for other uses such as offices to add interest and amenity to the development, and that significant existing landscape such as mature trees are protected and retained.</p> |
|---|--|

Policies of the Neighbourhood Plan

PR1 Rickley Park Regeneration

Rickley Park, as identified in Figure 5, is designated as an Opportunity Area for regeneration. Proposals for its improvement and upgrading will be supported.

PR2 New and Improved Open Space Provision

Major developments will be supported where they make appropriate provision for new open space areas and, where appropriate, ensure provision of high quality spaces within the site, such as squares and gardens to improve their amenity value and ensure any existing mature landscape is protected and retained.

PR3 Local Green Space

The following sites, as identified in Figure 5 and on the site plans are designated as Local Green Space:

- LGS1 Tweed Drive / Mersey Way
- LGS2 St. Clements Drive
- LGS3 Rear of Hunstanton Way
- LGS4 Shenley Road
- LGS5 Whiteley Crescent
- LGS6 Buckfast Avenue
- LGS7 Avon Grove
- LGS8 Forfar Drive
- LGS9 Flowers Walk

Community Action

The Parish Council as owners and managers of a great number of open spaces accross the area, will protect and conserve those of importance to the local community, and we will work with MKC who control other open spaces to ensure their areas remain as publicly accessible open spaces and are well maintained.

The Parish Council will also prepare a comprehensive Green Infrastructure Strategy to help guide the future use and management of our green infrastructure resources and identify opportunities to extend the green infrastructure network.

Delivery

The Parish Council owns and/or manages the parks in West Bletchley. The Parish Council will prepare an open spaces strategy with a programme of investment in the parks which will consider their future roles and uses, and will be responsible for implementation of the strategy over the life of the Plan and we will work with MKC on their retained open space areas. Specific proposals for each park will be prepared and consulted on and then brought forward in accordance with our investment strategy.

Policy Context

NPPF (2012)

Delivering Sustainable Development. 8. Promoting Healthy Communities, paragraphs 69-78

Milton Keynes Core Strategy (2013)

Policy CS12 Developing Successful Neighbourhoods
Policy CS19 The Historic and Natural Environment

Milton Keynes Local Plan (2005)

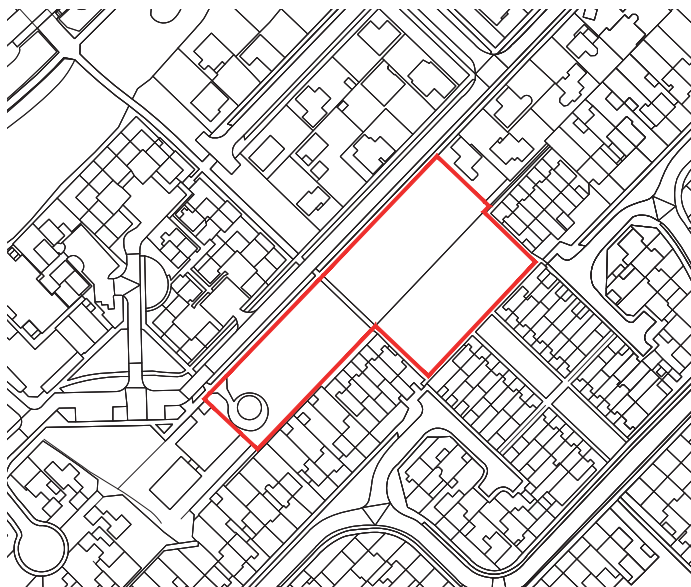
Policy L1. Facilities Acceptable in the Park System
Policy L2. Protection of Public Open Space and Existing Facilities
Policy L3. Standards of Provision
Policy L5. Golf Courses



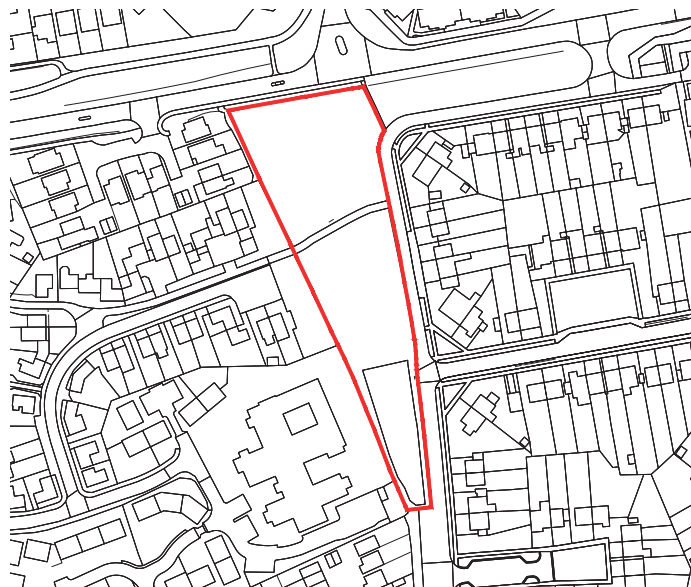
Our Concept Plan for Rickley Park

Opportunity Area: Rickley Park

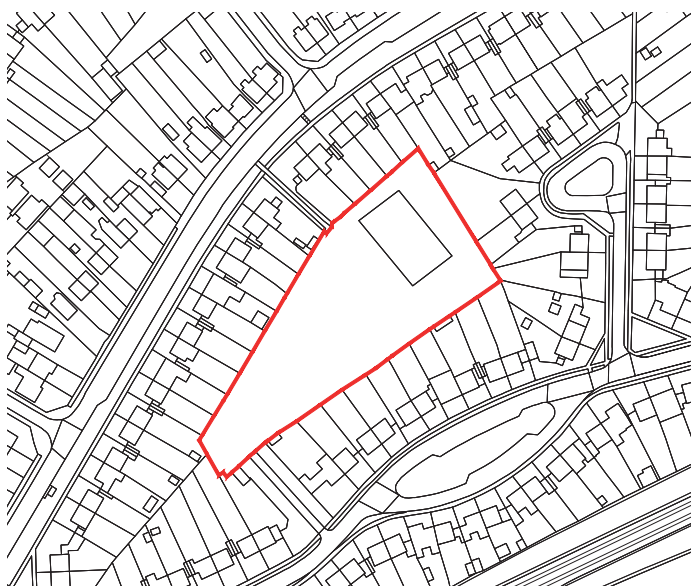
Rickley Park is one of our larger parks. Its central position within our area makes it a natural focus for the community. We want to make Rickley Park a centre for the whole neighbourhood and provide for a range of activities and spaces that make it an attractive focus for the community life of the neighbourhood. We are preparing proposals for a new community events space, new children's play areas, activity spaces and a trim trail, floral gardens and a maze, along with new paths and extensive new tree planting, including planting of trees indigenous to the UK, as well as retaining a football pitch - to create an exciting and varied space for the community as whole to enjoy.



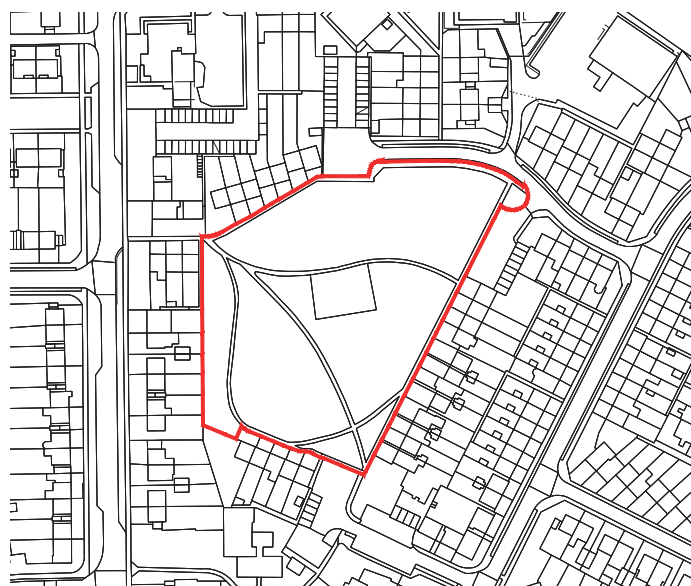
Local Green Space 01 - Tweed Drive



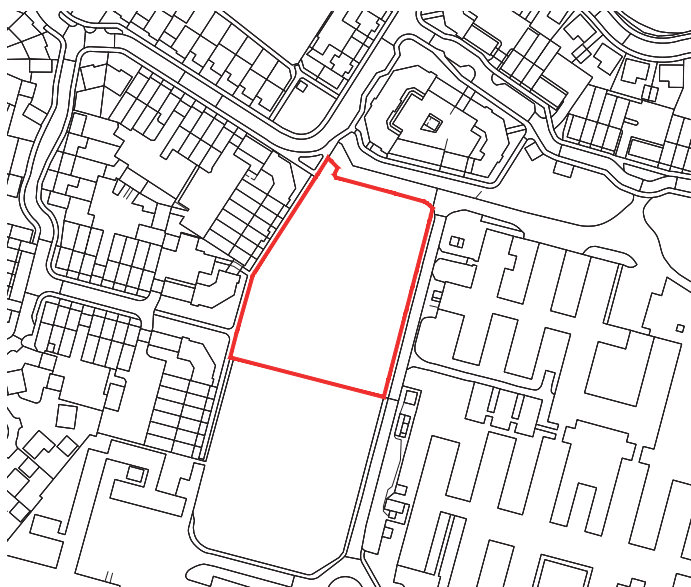
Local Green Space 02 - St. Clements Drive



Local Green Space 05 - Whiteley Crescent



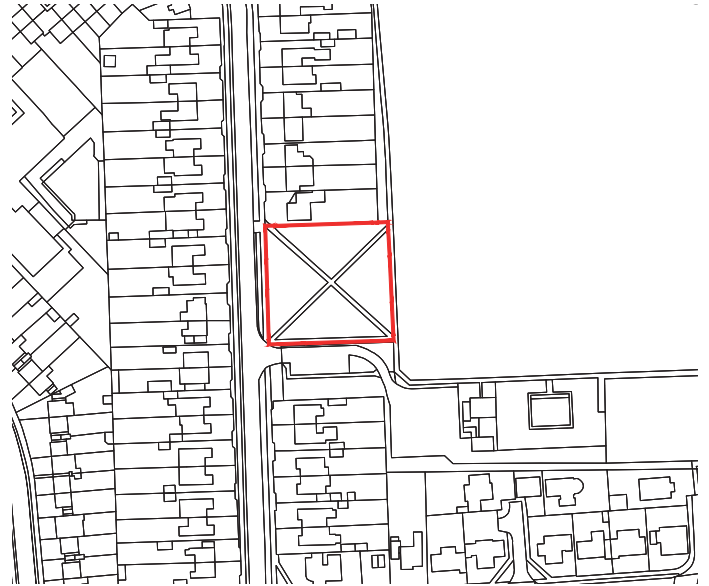
Local Green Space 06 - Buckfast Avenue



Local Green Space 09 - Flowers Walk



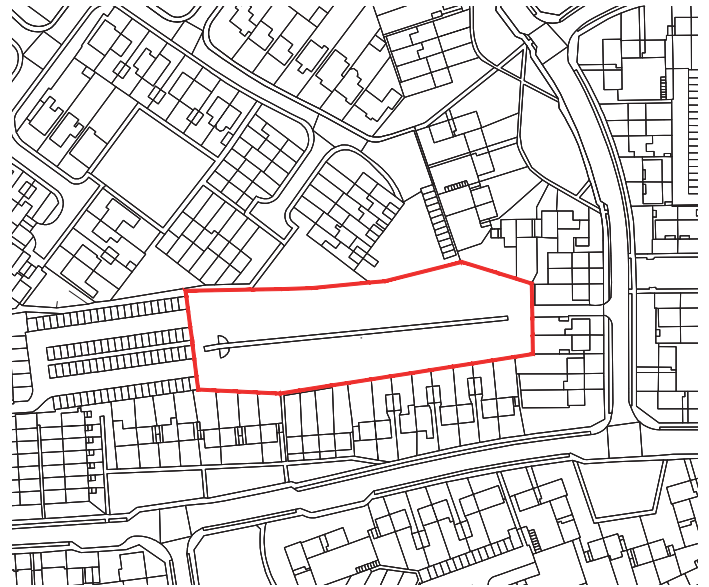
Local Green Space 03 - Hunstanton Way



Local Green Space 04 - Shenley Road



Local Green Space 07 - Avon Grove



Local Green Space 08 - Forfar Drive



10.0 Bletchley Park: Conserving & Developing the Heritage

Background and Justification

- 10.1 Bletchley Park is significant nationally and internationally. For many years this was not fully appreciated and the important role it played as home of the wartime code breakers was overlooked. It was, ironically, a victim of the secrecy that surrounded the operations at the site and for a time, its mere survival was under threat. But due to the efforts of campaigners and the staff and volunteers of the Bletchley Park Trust, the significance of the site and the work undertaken there during World War Two is now fully recognised and appreciated.
- 10.2 The Grade II listed Victorian Mansion and wartime code-breaking buildings are protected through the Conservation Area. The core historic site is now secure following the completion of a first phase of restoration funded in part by the Heritage Lottery Fund and major corporate and public support.
- 10.3 The Bletchley Park Trust, an independent charity, owns and manages the historic site. The site is open to the public 361 days a year and offers exhibitions and interpretation that highlight the important activities that took place on the site during World War Two. Bletchley Park is also home to The National Museum of Computing, who are a tenant of the Bletchley Park Trust.
- 10.4 Bletchley Park's popularity and significance has been boosted by its depiction in films such as *The Imitation Game* and the TV series *The Bletchley Circle*. Visitor numbers have grown rapidly with over 250,000 annually plus some 20,000 school children visiting on organised trips. Visitors have included several international parties and famous individuals – it is one of Milton Keynes' highest profile attractions.
- 10.5 The Trust's current development plan aims to increase visitor numbers up to 350,000 annually by 2023 and further enhance the existing site, restoring its historic assets and developing visitor facilities further. Although there remain a large number of buildings that are not currently in use or open as part of the Trust's activities and considerable potential still remains to develop the activities on the site further. The success of Bletchley Park depends on high quality visitor facilities and improved accessibility.
- 10.6 The future development of the site can present employment, training and volunteering opportunities for local people. Alongside this, the increased visitor numbers can increase tourism spend locally over the next 10-15 years. The Trust will be working with us and MK Council to ensure the investment in the site has a positive impact for the community, the local community and the region's economy and cultural offering.
- 10.7 We want to support the conservation and future development of Bletchley Park as a heritage attraction and ensure that the Trust's aims in conserving and developing the site are achieved. It is important in doing so, that the full extent of the park's heritage assets are recognised and incorporated into the park if they can be, and that currently unused or underused buildings and facilities are conserved and their full potential realised. Some of the original buildings are also outside the current boundaries and in private ownerships. It is also important to ensure that the park's accessibility by train, bus and coach, as well as cars, continues to be improved and contributes to the park's attractiveness.
- 10.8 The Trusts investment will be guided by their master plan and the overarching Conservation Management Plans for the landscape, buildings and collection, and the development is also subject to specific controls under the Conservation Area and listed buildings legislation.
- 10.9 The access into Bletchley Park has been improved as part of the recent upgrades, with additional car parking provided within the park. However, parking is already at capacity during peak periods. Coach parking in the vicinity can be difficult, and the walk and arrival experience at the railway station are far from attractive. As the Park visitor numbers increase, there will be a need to develop an access and transport strategy to help improve access and encourage sustainable transport options to the site.
- 10.10 The profile and visitor spend that Bletchley Park brings are important to Bletchley and Milton Keynes as a whole. It can complement our efforts to encourage investment in our area and will help, and derive benefits from, the regeneration of the station quarter area in particular.

Policies of the Neighbourhood Plan

BP1. Bletchley Park Museum and Visitor Attraction

Proposals for the conservation and sympathetic development of Bletchley Park - as identified on Figure 5 will be supported.

BP2 Bletchley Park Access and Transportation

Proposals for improvements to access and transportation to Bletchley Park will be supported where they accommodate the growth in visitor numbers and maximise sustainable travel modes.

BP3 Protection of Important Sites and Buildings

The loss through demolition or redevelopment of sites and buildings that were part of the wartime Government Code and Cypher School site will be resisted, within or outside the Trust's boundary, unless it can be demonstrated that:

- They are of no heritage significance in relation to Bletchley Park or otherwise;*
- a full assessment of the heritage significance to that end must be demonstrated;*
- No viable economic use can be found for the site or building with evidence of open marketing provided over at least a period of 2 years; and*
- No third party is both willing and able to take on conservation and maintenance of the site or building to conserve their heritage at a reasonable market value.*

Where this has been demonstrated, then development proposals must:

- Be appropriate to the setting and the impacts on adjacent or surrounding heritage has been assessed and found to be insignificant;*
- Be appropriate to the location; and*
- Positively contribute to the character of the area.*

Delivery

The Bletchley Park Trust will lead in delivering its plans for the Park. The Parish Council will work with and support, where it can, the Bletchley Park Trust in delivering its plans for continued conservation and development of the site. We will work with the Trust in ensuring access and parking is suitable and attractive and ensure proposals for adjacent sites, where we are involved, are considered carefully in relation to delivering the objectives for the park.

Policy Context

NPPF (2012)

Delivering Sustainable Development. 12.Conserving and Enhancing the Historic Environment

Milton Keynes Core Strategy (2013)

Policy CS19. The Historic and Natural Environment

Milton Keynes Local Plan (2005)

Policy S6. Bletchley

Policy HE1. Protection of Archaeological Sites

Policy HE2. Buildings of Special Architectural or Historic Interest (Listed Buildings)

Policy HE3. Demolition of a Listed Building

Policy HE4. Extension or Alteration of a Listed Building

Policy HE5. Development Affecting the Setting of a Listed Building

Policy HE6. Conservation Areas

Policy HE8. Protection of Historic Parks and Gardens

Milton Keynes Parking Standards SPD (2016)

Future Plans - Transforming Bletchley Park

As new physical spaces open, Bletchley Park is turning its attention to the long term capital development of the site and what these spaces can offer to engage new audiences.

Bletchley Park has the potential to attract more than 350,000 visitors each year and to open up the site for everyone to use and enjoy.

The ten year Masterplan shown here will continue the transformation of Bletchley Park.

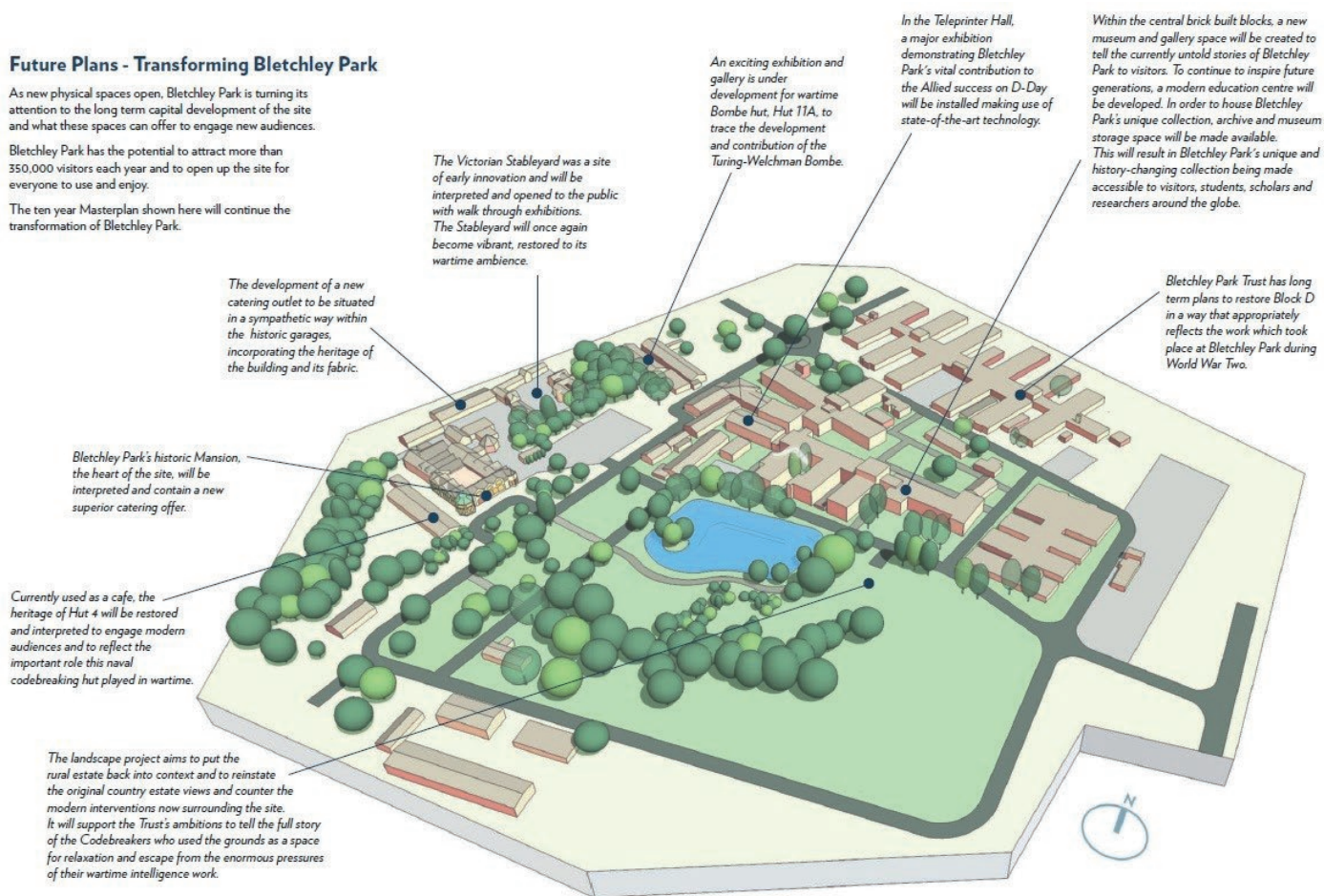


Image courtesy of the Bletchley Park Trust



11. Retaining & Creating New Employment

Background and Justification

- 11.1 There are several successful and well-occupied employment sites located along the eastern edge of the parish, near to the station and off Watling Street (V4). This provides local employment and reduces the travel to work distances for those living locally, and also capitalises on the excellent accessibility the location offers to those travelling by train, as much of the employment is within walking distance of the station. Good quality jobs in these locations can lead to better quality opportunities for local people and better employers offer better prospects, such as training to assist in career development. More local employment makes for a more balanced and sustainable place.
- 11.2 Many of the office buildings were developed shortly after the New Town was established, around 40 years ago, and while they appear to have been generally well maintained, they are aging and now compete for occupiers with modern offices in Central Milton Keynes and elsewhere across the district and region. Rents are generally lower than more modern, centrally located offices.
- 11.3 The prospects of higher values for residential development and housing land shortages can create uncertainty, which can make longer-term letting of business premises more difficult. Some land has been lost to employment recently and we do not wish to see the further erosion of viable employment sites and premises within the parish area.
- 11.4 We want to maintain at least the existing scale and quality of employment on offer and maintain local opportunities for businesses.
- 11.5 Where the opportunity exists, we want to grow local employment through new employment development. It is important also that the Neighbourhood Plan provides certainty to avoid speculation over the future of our employment sites. In general terms, the Parish Council will resist the loss of viable employment sites unless exceptional circumstances exist, and where units are combined to form larger units, to ensure that opportunities remain for smaller businesses within the development or elsewhere within our area.
- 11.6 An increasing number of people are choosing to work from home and this can also encourage more sustainable lifestyles and reduce travelling. This is a trend we would like to support and, where we can, we will encourage provision of flexible new dwellings to enable working from home, or where planning permission is required for employment uses within residential areas, we will support them where the impacts are acceptable.
- 11.7 We also want to secure benefits specifically to local people through new employment development. This can be through the development itself, from construction employment, and also during the operational phase, by making jobs available to local people, where appropriate. We will ask for developers and future employers to commit to an 'economy, employment and training plan' for each development, and will call upon MKC to secure this through s106 legal agreements on the most significant developments.

Policies of the Neighbourhood Plan

E1 Improving Employment Sites and Buildings

Proposals to upgrade existing employment sites and buildings, including those identified in Figure 5 and their surroundings, for employment uses will be supported provided that:

- *There would be no adverse impacts on the amenities of surrounding uses;*
- *The improvements maintain or enhance pedestrian and cycle access;*
- *The improvements maintain or enhance access to bus stops;*
- *The improvements enhance the safety and security of users of the employment area and neighbouring users.*

E2 New Employment Development

Proposals for new employment development will be supported where it can be demonstrated that:

- *The proposals will enhance the jobs and training prospects of local people (training and employment Policy E4)*
- *Are of a high quality, with quality buildings and landscaping;*
- *Do not give rise to unacceptable impacts on adjacent uses;*
- *Are well served by public transport.*

E3 Redevelopment of Employment for Other Uses

Proposals to redevelop employment sites and buildings for non-employment uses will be supported where it has been demonstrated that;

- *There is no other employment activity that can viably occupy the site or buildings with supporting evidence of continuous marketing;*
- *The activity on the site gives rise to unacceptable pollution or nuisance and that redevelopment would mean an improvement in the environment.*

Community Action

We want to ensure that major new developments provide opportunities for local people to train and develop their skills. The Parish Council will work with MKC as the planning authority to require developers and occupiers of new employment proposals to provide as part of their proposals an 'economy, employment and training plan' with agreed targets and measurable outcomes, and through s106 agreements on developments over 1,000sq.m (net), that secures for residents and those in education in West Bletchley, one or more of the following:

- *School and college work experience placements;*
- *Construction curriculum support activities through local schools and colleges;*
- *Opportunities for apprenticeships and employment through construction activity;*
- *NVQ skills achievements for employees; and*
- *Opportunities for employment and skills development during occupation.*

Opportunity Area: Bletchley Station Quarter Opportunity Area

- 11.8 Bletchley Station Quarter is an important gateway to Bletchley. In West Bletchley, it comprises the main line station entrance and surrounding land and developments to the west of the railway and east of Sherwood Drive. The surrounding area has seen considerable investment in recent years including new housing, redevelopment of Milton Keynes College and the conservation and development of Bletchley Park.
- 11.9 Milton Keynes Council's 'Fixing the Links' project aims to improve accessibility to the station and further encourage new investment. New station platforms will be constructed on the far side of the station to serve the East West rail services when they are re-introduced in 2022, and linked to the main line station via an extended overhead walkway. East West Rail will connect Bedford to Oxford through Bletchley, and the aim is to eventually extend the route to Cambridge, as the 'Varsity Line' did historically.
- 11.10 This puts Bletchley between the two strongest centres of learning and innovation in Europe, if not the World. East West rail is also increasingly seen as a new 'axis for growth', with several proposals for major new developments along its route to exploit the accessibility opportunities it will bring. Clearly, for businesses that wish to access this corridor and its major centres, Bletchley is a strong place to be based.
- 11.11 We want to capitalise on the economic development and regeneration opportunities flowing from Bletchley's re-established location at the crossroads of strategic rail routes.
- 11.12 As well as the station building, there is the station forecourt and car parking and the social club alongside the station, the fire station and police station, as well as some established trees. Improvements to the station forecourt and Station Square are long overdue and this presents an unacceptably poor experience for travellers and the many visitors now arriving at Bletchley. The fire station and police station are now due to relocate to the 'Blue Light Centre' at West Ashland, which received planning permission in January 2017, and that will free up land for new development that can capitalise on the accessibility and profile that the station and Bletchley Park provides. This was recognised in the MKC Central Bletchley Regeneration Strategy as far back as 2004 (See Inset on pages 70 and 71), and many of the principles remain relevant. Milton Keynes Council owns much of this land and should take the lead in bringing forward development proposals.
- 11.13 We would like the development of the Station Quarter to also offer business space for smaller creative and innovative businesses, providing affordable and possibly supported accommodation to enable businesses to be established and grow locally. This would build on the profile of Bletchley as a place of great innovation, relate to MK College nearby, and benefit from the high levels of north-south and east-west rail accessibility.
- 11.14 Milton Keynes Council have stated that they now intend to prepare a new Central Bletchley master plan and that will also look at the potential of sites on the western side of the station within our area and within the Station Opportunity Area, and possibly beyond. This can ensure that the benefits of East West rail are optimised for Bletchley, which is a key consideration in this Plan. We will work with MKC in progressing the new master plan and depending on the proposals, the new master plan may obviate the need for a further Development and Design Brief to guide development as proposed by the Neighbourhood Plan at Policy BS4.
- 11.15 There is a need for a clear plan to unlock new sites for development and ensure that the station and its forecourt are improved. We will ask for a Development and Design Brief to be prepared for this important area to help achieve the best possible new development. The Parish Council will work with MKC, our neighbours Bletchley and Fenny Stratford Town Council, Network Rail (the station site owners), London Midland (the train operator) and other relevant stakeholders including the police and fire service, to ensure the regeneration of the Station Quarter is of a high quality and secures benefits for local people and businesses.
- 11.16 A 'sequential test' may be required to assess the impacts on the town centre of town centre uses should they be proposed at the Station Opportunity Area, in accordance with the NPPF paragraph 24.

Neighbourhood Plan Policies

BS1 Station Regeneration

Regeneration of existing buildings and land alongside Bletchley Station, as identified in Figure 5, will be supported where it improves the travelling public's experience including new station-related retail and café uses.

BS2 Station Accessibility

Improvements to pedestrian, cycle and public transport access between the station and surrounding areas, including the town centre and Bletchley Park, will be supported;

BS3 Station Quarter Development

Redevelopment of land and uses within the Station Quarter Opportunity Area, as identified in Figure 5, will be supported where the development is comprehensive and provides a sensitive and balanced mix of uses that can include residential, high quality workspaces, hotel, conference centre/facilities, café/restaurant/local retail uses, visitor interpretation/facilities and public spaces, and is consistent with the approved development and design brief.

BS4 Station Quarter Development and Design Brief

Major development proposals will only be supported where they are consistent with an overarching Development and Design Brief for the Opportunity Area, as defined on Figure 5.

Delivery

The Station Quarter Opportunity Area is complex and will involve several owners and interested stakeholders in bringing forward the redevelopment. We want to see this co-ordinated so that improvements to the station, its forecourt and parking areas are co-ordinated with the redevelopment of the land alongside, so that the maximum benefit is achieved by the changes. The principal owners are MKC and Network Rail and any proposals should be co-ordinated through a Development and Design Brief prepared by them together. It is such an important opportunity, we would like full and widespread consultation on the Brief. Our role, as Parish Council, is as a consultee, but we can also facilitate joint working on the Brief to bring the interested parties together and ensure the Brief meets our overall objectives for this area.

Policy Context

NPPF (2012)

Delivering Sustainable Development. 1. Building a Strong Competitive Economy, paragraphs 18-22

Milton Keynes Core Strategy (2013)

Policy CS15 Delivering Economic Prosperity
Policy CS6 Supporting Small Businesses

Milton Keynes Local Plan (2005)

Policy E1. Protection of Existing Employment Land
Policy E10. Working from Home
Policy E11. Protection of Small Business Units
Policy PO3. Provision of Small Business Units

Central Bletchley Regeneration Framework 2004

The Central Bletchley Regeneration Framework was adopted by Milton Keynes Council as Supplementary Planning Guidance in July 2004. The Framework covers the central Bletchley area from Bletchley Park in the west, through the station, bus station, and town centre to the leisure centre site. It provides an overall Vision for the central area and a series of physical regeneration projects.

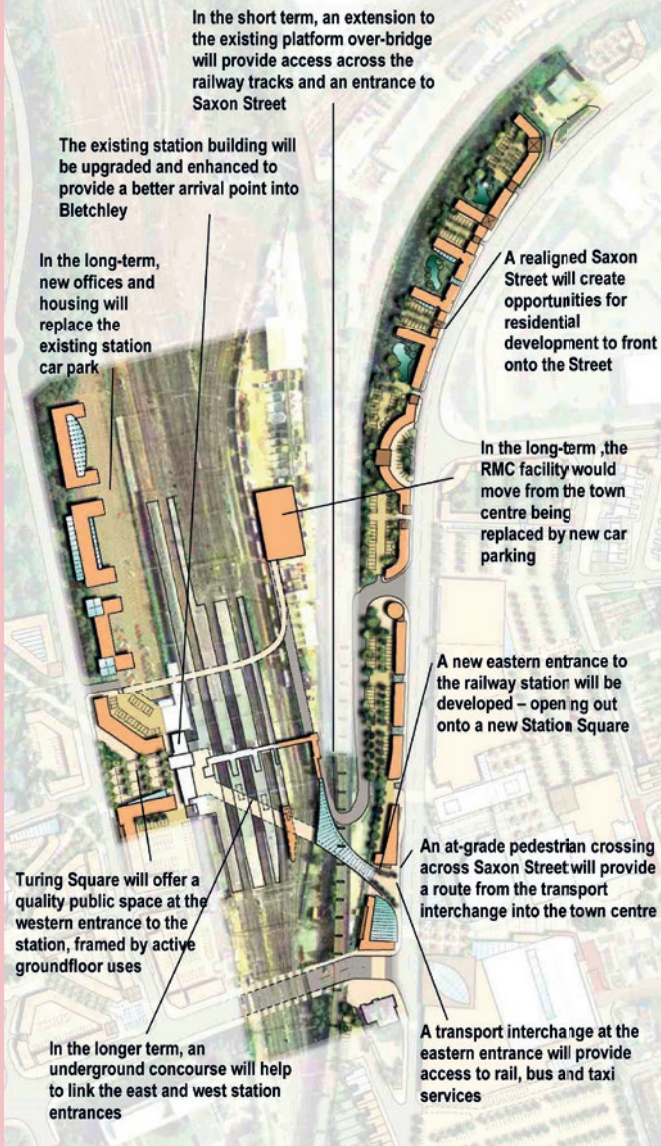
The station area is called Bletchley Crossways in the Framework, which is further divided into four component areas; the Crossways Interchange, which is the station and land immediately east and west of the lines; Buckingham Road bridge, which is the land beneath the rail viaduct; the Western Gateway, including the land to the south of the station; and, Station commercial, which is the existing car park north of the station.

The framework for Bletchley Crossways sets out proposals that include, inter alia:

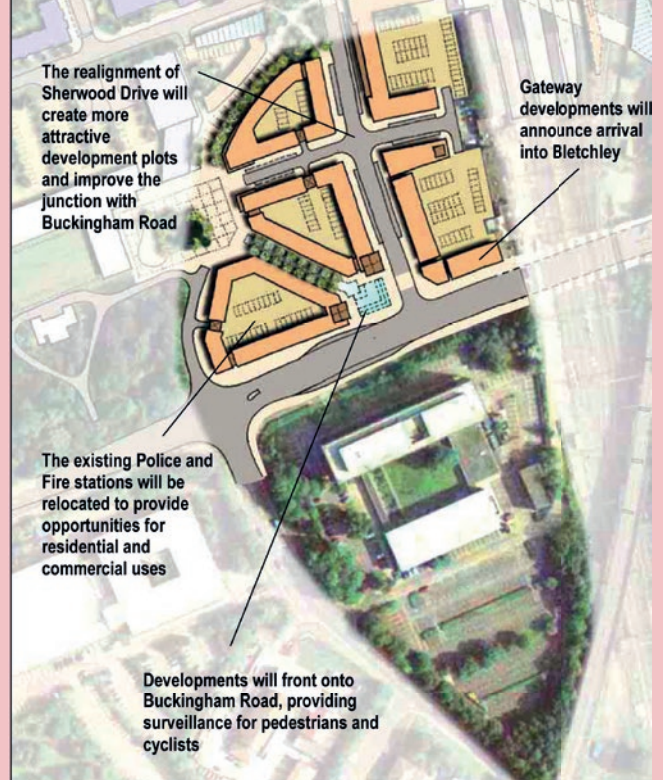
- upgrading the existing station building and development of an underpass beneath the lines and an eastern station entrance and eastern station square;
- Turing Square, a new station piazza at the western station entrance;
- Refurbishment of the Buckingham Road bridge with elevated footways and public art;
- Gateway developments each side of a realigned Sherwood Drive near the station; and
- New station and town centre parking on the aggregates sidings to allow redevelopment of the existing western car park for mixed-use development.

However, little has happened in the period since 2004 to deliver the proposals. The 'Fixing the Links' project is addressing issues of pedestrian connectivity between the station and town centre. The East-West Rail Consortium (which includes MKC) has also published proposals for new station platforms on the eastern side. Many of the more significant proposals identified by the Framework for the Station area have faltered because of existing owners being unable or unwilling to bring sites forward and a lack of investment.

13. CROSSWAYS INTERCHANGE



15. WESTERN GATEWAY





12. Reviving Our Local Shopping Centres

Background and Justification

- | | |
|--|---|
| <p>12.1 Good quality, accessible shopping is important to the quality of life of our community. We have lower levels of car ownership and a more elderly population than other areas of Milton Keynes and our community relies on the availability of local shops, particularly for daily food shopping.</p> <p>12.2 Our main two local centres date from the 1960s, are now aging and have seen little recent investment. While vacancy rates are generally low, some units are difficult to let, rents are low and the overall quality is poorer than more modern centres nearby. The lack of a distinctly 'central' or main shopping area may also be hindering investment as major investors may be reluctant to invest if another similar scaled competing centre is close by, and the lack of a critical mass of shopping and other facilities means that potential is limited in any one place, making the centres less attractive to many national retailers.</p> <p>12.3 Shopping forms the nucleus of our local centres that include other commercial uses, workspaces, community meeting places, other support services and housing. The mix of activity helps support uses that might otherwise not be viable on their own. The mix of uses however, can make redevelopment complex and mean that many existing users and residents are affected, so where proposals are brought forward they need to be prepared with care to ensure that disturbance is managed and viable uses can remain, and housing is not lost.</p> <p>12.4 We would like to encourage new investment in the main centres at Melrose and Porchester Close to ensure they remain viable and sustainable. This can include improvements to the units, creation of larger units where required, and public realm, car parking and signage improvements. Both centres are owned and run by Milton Keynes Council.</p> | <p>12.5 If, over the life of the Plan, redevelopment of one or both centres is considered the most viable long-term option to ensure sustainable provision of shopping and other facilities, then the Parish Council will work with the owners MKC to prepare 'Development and Design Briefs' to guide redevelopment of the centres, which will be agreed with stakeholders and consulted on by local people. Any redevelopment proposals for the centres must ensure that they retain a mix of uses, including housing, and not lose the opportunities the centres provide for smaller independent retailers.</p> <p>12.6 Elsewhere, we will support development of individual local shops where the need arises and the impacts are acceptable. However, we would prefer new investment in retail uses to be concentrated in the two main local centres to help reinforce these locations as main shopping and service 'hubs' within our community.</p> <p>12.7 The Station Quarter Opportunity Area is one location where the new development might also include local retail, cafes/restaurant uses to help enliven the area throughout the day and evening and make the station area an attractive location.</p> |
|--|---|

Neighbourhood Plan Policies

LSC1. New Local Shops

New shopping and related commercial developments, as part of mixed-use developments, will be supported where they meet an identified local need and contribute to the attractiveness of the location.

LSC2 Improving the Local Centres

Redevelopment of the centres will be supported where:

- A ‘Development and Design Brief’ has been prepared;*
- A mix of uses remains and there are opportunities for independent retail businesses;*
- Community facilities remain as identified in Figure 5;*
- Housing forms part of the mix above and alongside the centres with no loss of dwelling numbers; and*
- Parking and public realm improvements are achieved.*

LSC3 Individual Local Shops

Individual local shops will be supported where they:

- Are of a scale to meet the local neighbourhood catchment’s needs; and*
- Are accessible and on public transport routes and have stops nearby.*

LSC4 Station Quarter Retail Uses

Local retail and café/restaurant development will be supported as a component of the Station Quarter Opportunity Area regeneration where:

- It forms improvements to the quality of the station building itself;*
- It is integrated into the comprehensive mixed-use redevelopment of the Quarter;*
- The scale is local and is designed to meet local needs and those of the traveling public;*
- Is of high quality design and adds to the attractiveness, character and viability of the Quarter; and*
- The uses are acceptable following preparation of a sequential test, as required.*

Delivery

We will seek proposals from MKC for the improvement and on-going management of the centres over the plan period. We will assist in bringing forward proposals where we can. Other opportunities will be generated by the private sector in response to specific opportunities and we will assess these against the policies of the Plan and those of MKC.

Policy Context

NPPF (2012)

Delivering Sustainable Development. 2. Ensuring the Vitality of Town Centres, paragraphs 23-27

Milton Keynes Core Strategy (2013)

Improving Access to Local Facilities

Milton Keynes Local Plan (2005)

Policy LC2.	Non-Retail Uses in Local Centres
Policy LC3.	New Development in Local Centres
Policy TC19.	Housing in Town, District and Local Centres

Community Action

The Parish Council will work closely with MKC, who own and manage our two main shopping centres at Melrose Avenue and Whaddon Way, both of which are now tired and dated and in need of new investment. We will encourage MKC to bring forward proposals to enhance or redevelop the centres and secure much needed improvements.

Central and North West London **NHS**
NHS Foundation Trust

Bletchley Community Hospital

Community Occupational Therapy →

Speech & Language Therapy Services →

Chiropody →

excelcare
Community Care

Dovecote Manor

www.excelcareholding.com

DOVECOTE MANOR

1908 270879

13. Protecting & Developing Community Facilities

Background and Justification

- 13.1 Our community facilities play an important role in the health and vitality of our community. Our main community facilities are listed and shown on Figure 5. They bring people together and provide venues for community events and gatherings; they help bind our community and are an important resource for the young and not so young alike. Our schools and Milton Keynes College Bletchley Campus are very important resources within our area and we want to ensure local schools and the college thrives, and they are able to modernise and adapt to provide high quality learning environments and the best possible prospects for our young people. Similarly, we want to ensure that the level of health service provision within our area continues to meet the needs of our local population.
- 13.2 Where proposals are put forward for improvement, expansion and renewal of community facilities including community meeting places, education, learning and health, the parish council will generally support them where the need is clearly identified. New provision will also be supported where it enhances the level of provision and accessibility of services for local people.
- 13.3 The police and fire stations are located near the railway station off Sherwood Drive and are included within the Station Quarter Opportunity Area. Bucks Fire & Rescue Service have recently consulted on a proposal to merge the fire stations in Bletchley and Great Holm into a new 'blue light hub facility' at a new location in West Ashland, which would lead to the closure of their Bletchley facilities. If the Police facility also relocates, then this would provide the opportunity for regeneration of the Station Quarter fully as outlined in Section 10.
- 13.4 Reeneration of the redundant garage courts covered by policies in Section 8.0 may also give rise to opportunities for new community facilities.
- 13.5 The council will resist the loss of community facilities that are viable and supported by local people including community centres, social clubs, health care, pubs, schools and parks.

Neighbourhood Plan Policies

Policy C1 Protected Social and Community Facilities

We will seek to ensure that social and community uses which meet on-going local community needs are protected throughout the parish as identified and and listed in Figure 5. Redevelopment for other uses will be resisted unless it can be established that:

- *The services provided by the facility are no longer required; and*
- *It can be demonstrated that the site has been actively marketed for an alternative social or community use for at least twelve months; or*
- *Can be served in an alternative location within the parish; and*
- *In a manner that is equally accessible to the local community.*

Policy C2: New Community Facilities

We will support provision of new community facilities where they meet local community needs, provided that they are:

- *Located to be accessible to all and on or near bus routes and close to bus stops;*
- *Located close to existing facilities and centres where possible;*
- *Do not give rise to unacceptable impacts on adjacent residential occupiers; and*
- *Are of a high quality design.*

Policy Context

NPPF (2012)

Delivering Sustainable Development 8. Promoting Healthy Communities paragraphs 69-78

Milton Keynes Core Strategy (2013)

Milton Keynes Local Plan (2005)

Policy C1.	Location of Community Facilities
Policy C2.	Protection of Community Facilities
Policy C6.	Childcare Facilities
Policy C7.	Burial and Memorial Grounds
Policy C10.	Libraries

Delivery

The Parish Council will work with MKC and owners of facilities and other stakeholders to ensure facilities continue to meet the needs of local people. Where we can, we will help to develop facilities and ensure important facilities are retained and new facilities provided where needed.



14. Ensuring Our Streets are Safe & Accessible

Background and Justification

- | | |
|---|---|
| <p>14.1 We want to ensure that our streets are safe for all users, and that traffic levels within and through our neighbourhoods are acceptable for what is a predominantly residential area. The streets in West Bletchley are used by all modes of transport, there are few separate cycle routes or footpaths and crossings are at-grade. It is important that any increases in traffic as a result of new developments are compatible with maintaining the quality and attractiveness of the routes for cyclists, pedestrians and public transport.</p> <p>14.2 The Milton Keynes Core Strategy (2013) identifies two transport projects that may affect our area. The first is a proposed park and ride facility on the A421 Standing Way on the western city boundary. The second is a route for a southern relief road between the A421 and Newton Leys, although the new road would be entirely within Aylesbury Vale District area. Both projects may reduce through-traffic levels crossing our area and we will work with both MKC and AVDC to consider these projects further and evaluate the benefits to our area.</p> <p>14.3 Where new developments are proposed that are likely to generate large amounts of traffic or significantly increase the amounts of traffic on local roads we want to ensure they are located to ensure the road system is safe and to make the most of public transport connections, now and in the future. We would wish to see Transport Assessments and Travel Plans prepared for all schemes that are likely to have a significant effect on our local road network to ensure that the proposals are fully assessed and that opportunities to ensure sustainable modes of travel are optimised to reduce the use of private vehicles, where that can be achieved.</p> | <p>14.4 We will continue to monitor traffic levels throughout our area and assess the extent to which traffic levels are consistent with a high quality local environment. Where we feel levels are unacceptable, we will urge MKC as highways authority to bring forward measures to manage traffic levels and flows, such as traffic calming and improving pedestrian and cycle routes and facilities.</p> <p>14.5 Our key facilities such as the local centres, hospital, parks, railway station and Bletchley Park must offer safe and accessible routes by all modes of transport.</p> <p>14.6 Bletchley Railway Station in particular gives a poor impression on arrival for visitors. When they exit the station they are faced with an illegible and intimidating prospect to navigate through. This gives a poor impression of our area and affects the potential of Bletchley Park, other local businesses and the town centre.</p> <p>14.7 The MKC 'Fixing the Links' project represents a start to addressing the weaknesses of connections to and from the station (see inset) and will see implementation of a number of localised improvements improving connections to the town centre. Further improvements are required to the station itself, station forecourt and access to Bletchley Park. It is likely that the issues cannot be fully addressed other than through comprehensive redevelopment, which offers an opportunity to build in strong new connections and make attractive and welcoming new public spaces.</p> <p>14.8 As new developments come forward it is important they are fully accessible to pedestrians, cyclists, public transport, and cars, and in that order.</p> |
|---|---|

Neighbourhood Plan Policies

SSA 1 Maintaining Quality Streets

Major developments¹ that give rise to significant levels of new traffic on the local road network will be assessed carefully and will be acceptable subject to:

- Demonstrating through a Transport Assessment that the impacts are not severe; and
- Provision of a Transport Plan where appropriate to ensure the opportunities for sustainable transport are optimised

SSA2 Bletchley Station Accessibility Improvements

Improvements to the accessibility of the railway station will be supported where:

- They offer improved pedestrian, cycle and public transport access to the station and the local area;
- Are considered in relation to the potential for major development at the Station Quarter Opportunity Area
- Are of a high quality design with high standard of public realm design, with hard and soft landscaping and signage

SSA3 Accessible Developments

Major developments will be supported where they are:

- Accessible for pedestrians, cyclists and by public transport;
- Are accessible from the principal road network or through transport improvements connecting to the principal network.

Delivery

MKC is the highways authority for our area and we will work with MKC to ensure major developments are guided to the most accessible locations, and that their impacts are assessed. We will work with MKC, Network Rail and other stakeholders to ensure the proposals for the Station Quarter Opportunity Area are co-ordinated and progressed together.

Policy Context

NPPF (2012)

Delivering Sustainable Development. 4. Promoting Sustainable Transport, paragraphs 29-41

Milton Keynes Core Strategy (2013)

Policy CS11. A Well Connected Milton Keynes

Milton Keynes Local Plan (2005)

Policy T1.	The Transport User Hierarchy
Policy T2.	Access for those with Impaired Mobility
Policy T3.	Pedestrians and Cyclists
Policy T5.	Public Transport
Policy T7.	Park and Ride
Policy T9.	The Road Hierarchy
Policy T10.	Traffic
Policy T11.	Transport Assessments
Policy T12.	Major Transport Schemes
Policy T15.	Parking Provision
Policy T17.	Traffic Calming

Fixing the Links Project

The 'Fixing the Links' project is being developed by MKC in consultation with the two parish councils and aims to improve access to the railway station and improve links between the station and town centre. The project also includes an aim to work with the train operating partners to maximise opportunities for the creation of a high quality station gateway that will be the main arrival/departure point for people travelling to/from Bletchley by train. The project also aims to create a better interchange in the proximity of Bletchley Railway Station and Bletchley Town Centre. The first part of improvement works started in Spring 2016 and include improvements to pedestrian routes from the Sherwood Drive through to the town centre.



'Fixing the Links' Under Construction



**Andrew Peck Building
Bletchley Campus**



Selwyn Grove

15. Promoting High Quality & Sustainable Design

Background and Justification

- | | | | |
|------|---|------|---|
| 15.1 | Ensuring developments are designed carefully to take account of their settings and neighbours and ensuring they use resources wisely is a commitment to the health and sustainability of our community, locally and globally. It is all our responsibility to ensure development is sustainable and promotes sustainable lifestyles, reducing carbon consumption wherever we can. | 15.4 | West Bletchley has several important listed buildings. These make a vital contribution to the heritage and quality of our local environment and we wish to see them continue to be protected and for their heritage to be fully appreciated. Change and new development of listed buildings can be acceptable where proposals are considered carefully in relation to the architectural and historic significance and where it achieves the conservation and enhancement of the significance of the listed building. |
| 15.2 | We recognise that we shouldn't burden developments with unnecessary additional requirements that potentially make developments unviable or uncompetitive, and it is important that the three pillars of sustainability: economic, social and environmental components are considered in judging the acceptability of a proposal. Policies at district level provide a framework for delivering good design and we do not wish to add to them. But we do wish to encourage proper consideration of design opportunities and to ensure that local people are fully consulted on proposals within and affecting our area. | 15.5 | Other than the Conservation Area and listed buildings, the area does not have nationally significant or distinctive buildings or areas, and the character varies throughout our area. This does not mean however, that there is not a need for good quality and distinctive design. Indeed, good design is an important aspect of reinvigorating the environment and developing the character and profile of our area. |
| 15.3 | The West Bletchley Character Assessment has considered the character and qualities of our area and has assessed those areas that are already protected such as the Conservation Area and listed buildings, and also those features that are important within each neighbourhood, which, while they might not be protected, are nevertheless, important to the character of the local area, and where their loss would diminish the local character. We will seek to ensure that those features of importance to the character of West Bletchley are conserved and measures are taken to enhance the character when opportunities arise, in line with the results of the Character Assessment. | 15.6 | On sites and developments where we are primarily responsible for delivery, particularly the Opportunity Area, we will encourage preparation of Development and Design Briefs (D&DBs) to help ensure that the potential of each site is optimised and that a high quality of design can be achieved. We will encourage other landowners and promoters/developers to do the same, and we expect all proposals within the Opportunity Area to be accompanied by an agreed and consulted on Development and Design Brief. |
| | | 15.7 | The Parish Council can help by agreeing the appropriate level of local consultation appropriate for the proposals, and assisting (where requested) with publicising consultations, by providing exhibition space and facilities and helping advise on the important sections of the community to consult with. |
| | | 15.8 | When proposals that are larger and / or particularly sensitive have been submitted as planning applications, we will again invite consultation from our community, so that proposals can be better informed and take account of local people's views. |

Neighbourhood Plan Policies

D1 Local Character

Developments should seek to conserve those aspects that contribute to the distinctive environmental character of West Bletchley and, where opportunities arise, to enhance the character in line with the West Bletchley Character Assessment (November 2017).

D2 Design and Amenity

High standards of design for all developments within West Bletchley will be supported. Where planning applications are being made for new development, changes of use, conversions or extensions, we will wish to ensure that:

- 1. There is no significant adverse effect upon the amenity, particularly residential amenity, of adjoining properties or the surrounding area by reason of the type and levels of activity and the traffic generated;*
- 2. A suitable means of access can be provided to serve the proposed development without detriments to adjacent uses of highway safety, and ensuring the provision and design of parking is in accordance with the relevant up to date standards of MKC;*
- 3. Sufficient space is provided within the development to accommodate the proposal together with ancillary amenity and circulation space;*
- 4. The scale, density, height, massing, design, layout and materials proposed are sympathetic to the character and appearance of neighbouring buildings and the surrounding area. Proposals should not lead to an over-intensive form of development, be overbearing nor lead to undue overshadowing or loss of privacy of neighbouring uses.*
- 5. As necessary, noise attenuation is achieved and light pollution is minimised;*
- 6. There is no significant adverse effect on wildlife habitats, and where impacts are unavoidable, measures to replace or mitigate the loss are undertaken;*
- 7. There is no significant adverse effect on any heritage asset or their settings in accordance with Policies D1 and D2 of the Neighbourhood Plan;*
- 8. The development is designed to minimise opportunities for criminal activities; and*
- 9. The use of appropriate renewable energy technologies will be encouraged within the new development and that the design, layout and use of materials encourages a high degree of energy efficiency.*

Delivery

Where we are the promoters of development within the opportunity area and other relevant areas, we will encourage Development and Design Briefs to be prepared including indicative master plans to help people understand what is proposed. Delivering high quality sustainable design will be the responsibility of the developer and MKC as planning authority and the Parish Council will input as appropriate and required.

Policy Context

NPPF (2012)

Delivering Sustainable Development. 7. Requiring Good Design, paragraphs 56-68

12. Conserving and Enhancing the Historic Environment, paragraphs 126-141

Milton Keynes Core Strategy (2013)

Policy CS12 Delivering Successful Neighbourhoods
Policy CS18. Healthier and Safer Communities
Policy CS19. The Historic and Natural Environment

Milton Keynes Local Plan (2005)

Policy D1.	Impact of Development on Locality
Policy D2A.	Urban Design Aspects of New Development
Policy D2.	Design of Buildings
Policy D4.	Sustainable Construction
Policy HE2	Buildings of Special Archeological or Historic Interest (Listed Buildings)
Policy HE3	Demolition of a Listed Building
Policy HE4	Extension or Alteration of a Listed Building
Policy HE5	Development Affecting the Setting of a Listed Building
Policy HE6	Conservation Areas

Community Action

Where schemes are particularly large, in a sensitive location or likely to have significant impact, we will encourage promoters and developers to consult directly with the Parish Council in preparing their proposals and before any planning submission. We will also encourage promoters and developers to prepare Development and Design Briefs and to consult on them to allow input into what is proposed an early stage in the process.

PART 4

IMPLEMENTING THE PLAN & MONITORING



Tel: 01908 648257
www.merseyside.gov.uk

S2 1114

16. Delivering the Plan & Monitoring Framework

16.1 In this section we describe the responsibilities for delivery of the plan and the monitoring framework.

Delivery

16.2 The delivery of the Vision, Strategy and Policies of the Neighbourhood Plan is the responsibility of the local planning authority in conjunction with Milton Keynes Council, to deliver through the application of its policies. The Plan, when adopted, will form part of the development plan applying to the neighbourhood area and will, along with other approved borough-wide policies, be used by Milton Keynes Council to determine planning applications.

16.3 As 'Plan : MK', the replacement to the Core Strategy and Local Plan, moves forward it will take account of the Neighbourhood Plan and will, where appropriate, include for its specific policies. It is also the case that where Plan : MK differs or provides a new and updated policy context, then there may be a need to review the Neighbourhood Plan and this will be reviewed by the Parish Council as Plan: MK moves through its plan preparation stages.

16.4 The timescales for bringing forward the site-specific policies will depend on a whole host of considerations in each case. Some of the projects are capable of early delivery, for instance where the land is within public control, and for several specific opportunities work is already well-advanced. On other projects, where for instance land ownerships are mixed and infrastructure constraints significant and sources of investment greater and less certain, then timescales will be longer to plan and deliver. We have estimated the likely timescales and these are shown in the programme and categorised as short (0-5 years), medium (6 to 10 years) or long term (beyond 10 years).

16.5 The majority of the investment in projects within the Plan will be from the private sector. We hope the Plan provides encouragement to landowners and investors to see the potential of our area as a place to develop. Where development triggers contributions to community infrastructure within our area, through s106 agreements or CiL with MKC (see below), we expect West Bletchley Parish Council and the local community to be consulted on the priorities for investment within our area.

16.6 There are sources of funding that can support the delivery of our plan that include:

- New Homes Bonus
- CIL
- Section 106 Contributions

16.7 We will seek to ensure that contributions made through these and any other mechanisms relevant at the time, address local needs within our area first.

Monitoring

- 16.8

The Plan will be regularly monitored to ensure that it is achieving its objectives through the policies. It is anticipated that this monitoring will also feed into the wider monitoring of development plan policies undertaken by Milton Keynes Council. The overall monitoring will be informed by project specific monitoring reports for the major projects where they are available to the Parish Council. Monitoring allows us to undertake revisions to the Plan where we find that it is either ineffective or where projects are not being delivered and where action is either needed to review the plan to make it more effective. Where the policies of the plan do not meet the thresholds set by the Delivery and Monitoring Framework shown in Table 1, below, we will undertake a review and bring forward corrective measures to ensure the overall Vision and Objectives are achieved.
- 16.9

A review of the Neighbourhood Plan will be carried out after 5 years whether any interim review has been undertaken or not.

Policy Context

Milton Keynes Core Strategy (2013)
Policy CS21

Milton Keynes Local Plan (2005)
Policy PO3 Provision of Small Business Units
Policy PO3 Percent for Art

Table 1: Delivery and Monitoring Framework

No.	Policy	Indicator	Target	Timescales/ Trigger	Review/ Remedial Action
	Building New Homes				
1	BNH1. New Residential Development	Number of new homes and affordable dwellings	Optimise opportunities for new housing	Few new homes brought forward	Identify opportunities and encourage owners to bring sites forward
	Garage Courts Opportunity Area				
2	GC1. Berwick Drive Garage Court	Preparation of Proposals	Proposals within 6 months	No proposals within 12 months	Encourage MKC to prepare proposals
3	GC2. Redevelopment for Housing & Community Uses	Numbers of new homes Sq.m area of New Community Uses	Successful development of garage courts	No housing or community uses within 12 months	Depends on results of proposals above
	Protecting and Renewing our Parks, Gardens and Public Spaces				
4	PR1. Rickley Park Regeneration	Plans for Rickley Park	Master Plan and implementation with 24 months	Master plan and planning permission within 12 months	
5	PR2. New and Improved Open Space Provision	Plans for new and improved open spaces		Open spaces proposals as part of proposed developments	
6	PR3. Local Green Space	Protection of Open Spaces	Management Plans for each space within 12 months	Lack of Management Plans	Reviews needed for plans/monitor

No.	Policy	Indicator	Target	Timescales/ Trigger	Review/ Remedial Action
	Bletchley Park: Conserving and Developing the Heritage				
7	BP1. Bletchley Park Museum and Visitor Attraction	Bletchley Park master plan and proposals		Current BPT plan underway	Monitor implementation and external impacts/ requirements with BPT and MKC
8	BP2. Bletchley Park Access and Transportation	Access and transport plan		Access and transport plan within 24 months	Work closely with BPT and MKC to prepare improvement plan and secure implementation
9	BP3. Protection of Important Sites and Buildings	Development proposals	All important buildings and sites protected/ conserved	Depends on proposals	Monitor and consult with MKC as planning authority on proposals
	Retaining and Creating New Employment				
10	E1. Improving Employment Sites and Buildings	Proposals for Improvement		Depends on proposals coming forward	
11	E2. New Employment Development	Proposals for new development		Depends on proposals coming forward	
12	E3. Redevelopment of Employment for Other Uses	Proposals for non- employment uses		Depends on proposals coming forward	

No.	Policy	Indicator	Target	Timescales/ Trigger	Review/ Remedial Action
	Station Quarter Opportunity Area				
13	BS1. Station Regeneration	Proposals for Station area		Station improvement proposals within 24 months	
14	BS2. Station Accessibility	Proposals to improve accessibility		Station improvement proposals within 24 months	
15	BS3. Station Quarter Development	Station Quarter Proposals		Station improvement proposals within 24 months	
16	BS4. Station Quarter Development and Design Brief	Preparation of Development and Design Brief		SQD&DB within 12 months of release of land	
	Reviving Our Local Shopping Centres				
17	LSC1. New Local Shops	Local shops proposed/ developed		Depends on proposals coming forward	
18	LSC2. Improving the Local Centres	Proposals for improvements prepared		Proposals within 24 months	
19	LSC3. Individual Local Shops	Local shops proposed/ developed		Depends on proposals coming forward	
20	LSC4. Station Quarter Retail Uses	Station Quarter proposals / development		Within proposals for Station Quarter	
	Protecting and Developing Community Facilities				
21	Policy C1 Protected Social and Community Facilities	Community facilities protected		Any threatened loss	Review need in light of potential loss (WBPC)
22	Policy C2: New Community Facilities	New community facilities proposed		Depends on need arising	Keep requirements for facilities under review

No.	Policy	Indicator	Target	Timescales/ Trigger	Review/ Remedial Action
	Ensuring Our Streets are Safe and Accessible				
23	SSA 1. Maintaining Quality Streets	Transport Assessments and Travel Plans for major developments		Depends on proposals coming forward	Encourage promotes and MKC to ensure TA and TPs prepared
24	SSA2. Bletchley Station Accessibility Improvements	Proposals for improvement		As part of Station Quarter	Encourage Network Rail to bring forward proposals alongside wider development proposals
25	SSA3. Accessible Developments	Accessible development proposals		Depends on proposals coming forward	Monitor accessibility of major proposals, ensure Travel Plans are enforced where necessary
	Promoting High Quality and Sustainable Design				
26	D1. Local Character	Character Assessment and updates	No loss of character	Proposals affecting identified character	Monitor proposals and make representations Inform actions of WBC on own land
27	D2. Design and Amenity	Proposals within WBC area	No unacceptable development	Proposals coming forward	Monitor proposals and make appropriate representations

