

## Summary of Consultation Representations and Proposed Reponse

Response ID	Respondent IDs	Section of SPD	Summary of the responses	Council response and proposed changes to SPD	Council proposed Change Red = Change, Amber = Response, no change Green = Supportive
	1.Rankine, (Cllr) Allan	General	<p>The SPD identifies and articulates the problem areas very well. In fact, the problems that need to be addressed takes up almost half of the content of the SPD which demonstrates the magnitude of the task ahead.</p> <p>However, there is also so much potential. Queensway high street could have its own mini "West End". The rail station end of Queensway is the optimal location for new bars and restaurants. It would attract custom from existing residents, new residents, workers, visitors and rail travellers.</p> <p>Central Bletchley has the potential for attracting a new younger demographic and I feel the design and feel of new developments could be used to emphasise Bletchley as a creative centre.</p> <p>I welcome that a hotel is included in the vision as I think Bletchley's location and excellent national connectivity presents a significant economic opportunity.</p> <p>I am very pleased about the proposals to create a new green chain of public open spaces from the Station to Newton Leys. In particular, I am particularly grateful for the inclusion of a small urban garden or park on the old cricket pavilion site. In general, I am very excited about the prospects for Bletchley. The concept plan outlined in the SPD has it about right. I hope residents will endorse it so we can quickly move to the delivery stage and finding the right partners to make it happen. I list below some of the additional areas that I think are particularly important for the SPD to cover.</p>	Your support is noted	Green
Transit Link to MK2		Section 4	<p>Recommendation: A study to be commissioned into the feasibility and value of creating a new dedicated new transit link between Central Bletchley and MK1 -</p> <p>Recommendation: Include a new section in the SPD that details the importance of facilitating the movement of residents and visitors between Central Bletchley and MK1 and beyond, via new mass transit and cycle routes.</p>	Outside of the scope of the SPD. The MK wide MRT study will address connections and stopping points beyond Central Bletchley. The Council's Local Cycling and Walking Improvement Project (LCWIP) addresses key missing redway links across MK.	Amber
SPD Area		Section 1	<p>Recommendation: That the South East SPD boundary is expanded to include the service/retail area at the top of Duncombe St and the vital rail crossing point that links Eight Belles Park with the Blue Lagoon.</p>	The SPD area is fixed in Policy SD16 in Plan MK. The Urban Design Framework builds on existing policy it can't alter the existing Policy for the area. The SPD does however recognise the importance of a high quality and direct pedestrian and cycling link to Blue Lagoon and makes provisions for this within the Sherwood Drive/Buckingham Road Opportunity Area.	Amber
Signage to Parking		Section 4	<p>Recommendation: New electronic signage on main highway routes in Central Bletchley directing traffic to available parking</p>	Para 4.4.1 already addresses this point	Amber
Public Realm improvements outside of SPD Area		Section 4 & 5	<p>Recommendation: Improve pedestrian experience between Queensway and Leisure Centre car park</p>	Agree. Will include new bullet in section 4.2.2 : "In order to promote the use of existing car parks, signage to them as well as the quality of the pedestrian route and experience should be improved. Of particular importance in this regard is the Bletchley Leisure Centre Multi-Storey Car Park on Princes Way."	Red

Car Parking		Section 4 & 5	Recommendation: Build a new multi-story car park at the West End of Queensway to meet new demand from visitors and workers.	Wrapped multi storey car parks have been indicated within the SPD on the existing surface level parking to the north and south of Stanier Square	
Car Parking		Section 4 & 5	Recommendation: Seek a joint partnership with Network Rail to optimise parking in the Sherwood Drive area	The reference to close engagement with Network Rail, EWR and the LCR is already referenced in Para 6.4.12	
Car Parking		Section 4 & 5	Recommendation: Resurrect project to upgrade MKC Sherwood Drive car park and address parking on the street.	An improved quality Station Multi Storey Car Park is suggested within the Station Quarter Opportunity Area plan. Where there are on street parking issues in the surrounding area these are in areas that are outside the geographic scope of the SPD study area.	
Recommended Study		Section 5	Recommendation: Commission a study of the regeneration of Stockton High Street and use that to frame the ambition for the West End of Queensway.	Would be of interest at a more detailed design stage, not the more strategic SPD stage.	
Stimulate Economy		Section 5	Recommendation: Describe the desire to use placemaking to stimulate a new day and night time economy in Queensway and why the West End provides a blank canvass opportunity for that to happen.	Will amend para 3.3.4 to read as follows, "A series of vacant and underutilised sites and buildings particularly at the western end of Queensway and adjacent to Saxon Street provide the opportunity to develop a range of higher density housing near to a significant transport hub. This housing offer is likely to appeal to young professionals and, in turn, will drive the demand for a wider retail, cultural and leisure offer that stimulates a new day and night time economy in Queensway. A more compact Central Blethley will also create the demand for internal spaces where communities can meet and engage with each other."	
Recommended Study		Section 4 & 5	Recommendation: Commission a study into the feasibility of lowering Saxon St, retaining its existing four lane capacity with a covering plaza area providing a safe transition between the Station and Queensway.	This will be exceptionally expensive and could detract from funding for an eastern entrance which still isn't secure. It was not the recommendation from the City Science report. There are furthermore numerous examples of high quality public realm across the world where pedestrians still have to cross a pedestrian scaled street and this isn't problematic. A lowering of Saxon Street will also likely result in an inhospitable pedestrian environment for the stretches when the tunnel emerges at each end.	
Lowering Saxon St Road		Section 4 & 5	Recommendation: Make reference to this option (lowering Saxon St) ,in the SPD.	Disagree for reasons given above	
Recommended Study		Section 4 & 5	Recommendation: A study should be commissioned to provide the evidence that supports the case for Central Blethley being reborn as a new tourist hub for the South East post EWR commissioning.	Para 3.3.5 already refers to the tourism benefits that could accrue from EWR delivery. The SPD provides guidance to enable tourism to flourish for example mentioning the inclusion of a hotel. It is beyond its scope to commission a study to specifically create a case for Central Blethley to be reborn as a new tourist hub.	
New Placemaking Theme - A Regional Tourist Centre'		Section 3	Recommendation: Include a new Placemaking theme in section 3.3. 'Creating A Regional Tourist Centre' with a holistic description of the high-level elements and new ingredients and infrastructure that could realise that ambition. It should be listed in the 'Key Opportunities identified in the Concept Plan' section on page 36.	see above response	
	2. Dove, Beth - West Blethley Council		West Blethley Council welcomes the publication of the Central Blethley Urban Design Framework Supplementary Planning Document and considers it will play an important part in providing an enhanced planning framework that supports the regeneration of the local area.	Your support is noted	
			It strongly concurs with the statement (page 9) regarding the importance of access to high quality open space which concurs with policy PR2 of the West Blethley Neighbourhood Plan "New and Improved Open Space Provision".	Your support is noted	

		West Bletchley Council agrees that "High Streets need to diversify..." (p.9). It considers that increased pedestrianisation is key to achieving this and supports the principle of improvements in Queensway that will make it more pedestrian friendly.	Your support is noted		
		West Bletchley Council further supports the document's commitment to Improving Routes and Spaces with particular reference to the inclusion at para 3.3.10 of "the reconfiguration of Saxon Street and a new pedestrian friendly street that 'opens up' Queensway by reconnecting it with Buckingham Road .	Your support is noted		
	3. Shephard, Delia - <b>Bletchley and Fenny Stratford Town Council</b>	Sections 1 & 2 Introduction and Existing Context	Bletchley and Fenny Stratford Town Council continues to support Policy SD16 in Plan:MK and the aspirations of the Central Bletchley Prospectus. The Urban Design Framework SPD flows from Plan MK Policy SD16 (and other policies identified in the document) and from the Prospectus as well as from earlier EDAW Central Bletchley Regeneration Framework and the majority of urban design issues identified which informed these documents remain to be resolved.		Your support is noted
			The Town Council recognises and agrees with the conclusions drawn in section 2.4 Access and Movement, 2.5 Landscape and Public Realm 2.6 Urban Design Analysis as these highlight long standing issues which are yet to be resolved specifically problems poor walking and cycling links, poor sense of arrival for rail users, bus users and drivers to the town and parking and poor public realm. The Town Council recognises the opportunity sites identified in section 2.7 and supports the conclusions of section 2.8.		Your support is noted
		Section 3 Vision and Placemaking	Bletchley and Fenny Stratford Town Council supports the Vision and all the Placemaking themes identified in the document and their location as shown on the Masterplan p 39.		Your support is noted
Density and range of house types		However, the Town Council has some concerns about the density of development implicit in a compact Central Bletchley. The Town Council is particularly keen to see a range of alternative types of housing choice including affordable housing provision which meets the needs of current residents of Bletchley as well as future residents who may be attracted by development flowing from the EW rail link.	Policy SD16 in Plan:MK establishes the basis for a more compact Central Bletchley with its requirement for new housing to be built at densities between 150-250dph. Whilst understanding the Town Councils concerns, we feel that a critical mass of residents in the SPD area is critical to the success of the town centre and the viability of sustainable modes of transport. A compact Central Bletchley with higher density residential development above commercial ground floor uses is fundamental to MKC's ambitions regarding both sustainability and healthy walkable communities. New housing will be required to meet the Council's affordable housing policy.		
Existing elderly residents		The current demographic of the community includes a higher proportion of older and disabled residents and this could be recognised somewhere within the SPD as it has important implications for access routes, transport, housing choice and public realm.	Have proposed a new para 3.1.5: " <b>Delivery of the Vision needs to provide inclusive benefits for new new and existing residents. The current demographic of the community includes a higher proportion of older and disabled communities. The principles and proposals contained within the SPD in particular regarding access routes, transport, housing choice and public realm will have important implications for this existing demographic and detailed proposals and design need to reflect this.</b> "		
		Section 4 Transport & Parking	The Town Council supports the aim of the Urban Design Framework in enabling more sustainable and active modes of travel to, from and within Bletchley and would like to promote more emphasis on the importance of an interchange of different modes of transport, most specifically public transport and walking and cycling. It is believed this is provided by the proposals in Section 4.	Your support is noted	

			The parking interventions proposed in section 4.4 are also strongly supported.	Your support is noted	
Electric Vehicle charging			Additional comment on the provision of Electric Vehicle charging points would be welcomed within the document.	Propose a new heading within section 4.4 called, "Electric Vehicle Charging Point" with the following wording: Para 4.4.2 "Currently in Bletchley there are a limited amount of electric charging points. Government changes means Bletchley will require a transformation of national infrastructure and the provision of electric vehicle charging points. Due to its importance and potential impact on the streetscape, it is important the detailed design proposals for public realm changes outlined in the SPD take early cognisance of them and ensure that they are located in ways to minimise impact on the public realm and the pedestrian experience."	
	Section 5 Urban Design Framework		The Town Council supported the principles in 5.4 regarding Saxon Street and believes that slowing down of traffic on Saxon Street and the development of a pedestrian friendly Saxon Street, regardless of whether or when an eastern entrance to the train station is achieved. The link between the station and the centre of Bletchley is considered to be of paramount importance.	Your support is noted	
Retail			The Town Council also wishes to highlight the importance of developing suitable retail opportunities together with improved public realm along Queensway in order to achieve the vision of a vibrant high street in the centre of the town (Town Centre East Opportunity Area) and improvement of the public realm (S5.4.13) with the addition of greenery could be given more emphasis. It is recognised that this document will sit alongside other SPDs which deal with climate change initiative but the Town Council would wish to see more emphasis on climate change and the provision of green space in the town centre within the SPD.	The exact nature of private sector led retail is largely beyond the control of the SPD, however we agree that suitable retail opportunities are important. Inevitably this will be linked to demand which should improve with better accessibility a more attractive environment and crucially more people living in the area. The proposed narrowing of the carriageway of Queensway as outlined in the SPD should allow for more planting / greenery to be included within Queensway, and new wording at the end of para 5.4.13 will be added as follows, Para 5.4.14 "The proposed narrowing of the carriageway within Queensway will help enable the above to happen and especially the addition of further greenery." It should also be noted that the SPD does propose a new 'pocket park' at the cricket pavilion site.	
S106	Section 6 Implementation & Delivery		The Town Council recognises that the aspirations of the Framework cannot be met without inward investment and development of Bletchley and wishes to ensure that any S106 funding from substantial developments are used as much as possible to support the infrastructure needed in the area of SPD.	Agreed. New para 6.7.6 within Section 6 to be included: Para 6.7.6 "The advantage of a comprehensive approach to the transformation of Central Bletchley as undertaken within this SPD is that it becomes clear what the overall infrastructure requirements are and with individual developments each benefiting from the same infrastructure changes a more holistic approach can be taken to as to how s106 contributions from individual developments can support infrastructure changes that maximise benefits to the wider area for all users of Central Bletchley."	
	4, Simons, Lynne - Aspley Guise Parish		Aspley Guise PC have no comments at this stage	Noted	
	5. Francis, Alan - MK Green Party	General	We welcome many of the proposals in the Central Bletchley Urban Design Framework. We need more modal shift from cars to public transport, cycling and walking to reduce congestion, parking problems and CO2 emissions. The provision for the sustainable modes needs to be increased.	Your support is noted	

Expanded Redway Network	Section 4	<p>Cycling / Walking - The Redway network should penetrate into and across Bletchley. Central Bletchley and the rail station should be accessible by safe and convenient pedestrian and cycle routes from all directions. Signposting for pedestrians and cyclists varies from poor to non-existent. Signing must be improved to make getting around more convenient for pedestrians and cyclists. New Redways needed:</p> <p>Newton Leys – Station (see below) Lakes Estate - Queensway (see below) Buckingham Rd - Queensway</p> <p>Alongside or parallel to: Queensway Buckingham Rd Sherwood Drive/Whalley Drive</p>	<p>Agreed, but mostly outside the scope of the SPD area. Please refer to the Council's Local Cycling and Walking Improvement Plan (LCWIP) for further details. A new redway is proposed along Queensway. We have added parts of proposed redways to the relevant Parameters Plans in Section 5 in line with the Transport and Parking Study report and the LCWIP, Most notably along Buckingham Rd and Sherwood Drive. See page 59, fig 5.5 and Page 61, fig 5.6.</p>	
Signalsied Pedestrian crossing		<p>Signalised Redway crossing for Princes Way either at junction with Saxon St or junction with Albert St or somewhere between them. New Redway bridge over WCML, sidings and Flyover line to link Sherwood Drive (opp Challenge House) to Third Ave, Denbigh West. This would decrease severance caused by railway line. It would provide convenient access to the station from industry on Denbigh West and from Stadium:mk. It would provide convenient access to Bletchley Park, MK College, South-Central Institute of Technology and the station from Denbigh West, Stadium:mk and housing areas such as Beanhill and Netherfield. It would provide access to Denbigh industry, ASDA and MK1 from housing in West Bletchley and new developments in Sherwood Drive and Buckingham Road Quarter.</p>	<p>Signalised crossing of Princes Way is proposed, See Northern Quarter - Parameters Plan, Pg 63, fig 5.7. Other proposal beyond geographic scope of SPD</p>	
Water Eaton Road		<p>Water Eaton Rd. The single carriageway bridge under the WCML should have some priority for cyclists. At each approach to the bridge at the traffic lights there should be an Advanced Stop Line area for cyclists and short cycle lanes to enable cyclists to reach those ASL areas.</p>	<p>This is outside the geographic scope of the SPD Area, however we do recognise it as a problem and are proposing alternative routes in the SPD (via 8 Belles Park connecting Newton Leys through the Blue Lagoon Nature Reserve to the Town Centre) as within the Town Deal Projects. The latter does include a redway connecting through Blue Lagoon to Water Eaton Road between the WCML and the bridge under EWR line. Pg 61, Fig 5.6 has been amended to include a redway extending from the termination of the Town Deals redway on Water Eaton Road, along the latter to Buckingham Road.</p>	
Expanded Redway Network		<p>3.3.10 This includes the reconfiguration of Saxon Street and a new pedestrian friendly street that 'opens up' Queensway by reconnecting it with Buckingham Road. This will also facilitate improved and safer pedestrian movement, to the western side of the railway, This new street should also have a Redway for cyclists. There should be a continuous Redway from Bottle dump roundabout in the west to Fenny Stratford in the east.</p>	<p>A redway is proposed to the east of Saxon Street, see Saxon St - Parameters Plan, Fig 5.2 Page 52. A continuous Redway from Bottle dump roundabout would be outside of the SPD Area - See LCWIP for the wider redway strategy. The SPD also proposes a redway along Queensway, using space created by the narrowing of the carriageway within Queensway.</p>	
Expanded Redway Network		<p>Newton Leys – Station Existing new Redway alongside Jersey Dr to Channel Islands rdbt New link across open space to access road that comes under WCML Br 150 Upgrade path from Serpentine Ct to Br 150 to Redway standard to provide link from Lakes to station (this is under construction) Use existing access road to Blue Lagoon CP, then leisure route to track that come under WCML Br 151 Upgrade footpath from Br 151 to Water Eaton Rd, past Newfoundland Lake, to either Leisure route or Redway standard.</p>	<p>Whilst the majority of this route is outside of the SPD Area, we have attempted to facilitated this link within the site - See LCWIP for the wider redway strategy. A link towards Newton Leys and the Lakes is proposed as one of the Town Deal Projects. See Future Movement Plan fig 4.4, pg 47 &amp; Sherwood Drive - Parameters Plan, fig 5.6, pg 61.E41</p>	

Expanded Redway Network	<p>Later, once works on Bletchley viaduct completed:                  Redway northwards parallel to but higher than Water Eaton Rd crossing route of original Oxford-Bletchley rail line, passing under flyover and descending to join footpath on west side of Water Eaton Rd near Wellington Place. Also new Redway bridge over Water Eaton Rd using existing abutments from original Oxford-Bletchley rail line bridge. New Redway parallel to WCML but 10-20m west of tracks on NR land, under flyover, over Buckingham Rd using west side of existing bridge Br 153, round south and west edges of Signal Box CP to join existing path to station entrance near top of steps. The west side of existing bridge over Buckingham Rd is about 10m wide and is just used for herringbone parking for NR vehicles. Taking a 3m strip for the Redway would still allow parallel parking for NR vehicles. New Redway would need to be fenced off from rail tracks.</p>	<p>Much of this is outside the the geographic scope of this SPD. Refer to LCWIP for redway projects in wider area. As mentioned earlier there is a proposal for a new redway linking Wellington Place / 8 Belles Park and the Blue Lagoon.E41a</p>
Expanded Redway Network	<p>There should also be ramps down from the new Redway at Br 153 down to the bus stops on both sides of Buckingham Rd. This provides a direct step-free and traffic-free route between the station entrance and the bus stops on Buckingham Rd, about 250m in length. These ramps should be built even if not all of the Redway from Newton Leys is built.</p>	<p>Agreed. The Illustrative Masterplan suggests Zig Zag ramps down to Buckingham Rd within the site. The need to replace this stepped access with disabled friendly ramps is also outlined as part of the stated aim within the Station Quarter Opportunity Area (pg 58-59).</p>
Expanded Redway Network	<p>The Redway route via Eight Bells local park proposed in the UDF is too indirect.</p>	<p>Noted, the proposed route is intended to link green areas to create a safe and attractive route both to the station and from the town centre to parks and open spaces. Whilst it could be more direct especially to the town centre, there are significant constraints in terms of how and where the redway can cross the railway which are yet to be resolved and key areas are outside of MKC's ownership.</p>
Expanded Redway Network	<p>Lakes Estate – Queensway Start at existing Redway underpass beneath Drayton Rd Upgrade footpath to Hunter Drive, then either, use Hunter Drive which is not a through road for vehicles, or use Cornelia Close and Celina Close and the path the links them. Then across Water Eaton Rd to Willow Way, Westfield Rd, Cambridge St, North St to reach Redway alongside Saxon St. All to be signed as a cycle route and have cycle lanes where that is possible. Upgrade footpath from WCML Br 151 to Hunter Drive to Redway standard to provide link from Newton Leys to town centre</p>	<p>This is outside of the scope of the SPD. Please refer to the Local Cycling and Walking Improvement Plan (LCWIP) for details regarding the proposed wider walking and cycling improvement plan as well as a proposal to access the Blue Lagoon via Water Eaton Rd .</p>
Public Transport	<p>Public Transport - Extensive comments relating to Bus and Rail that are outside the scope of the development framework. See Full Comment</p>	<p>This is outside of the scope of the SPD - Have forward comments to transport colleagues.</p>
Car Parking	<p>Roads and cars - Instead of providing more car parking in residential areas, i.e. accepting high car ownership, the council should be tackling car dependency. The council should advocate measures such as car clubs, travel planning and better public transport to reduce the amount of car parking required. Some housing developments, near to shops and good bus and rail services, should be car-free, with not owning a car being a condition of residence. Only very limited parking should be provided, only for car club vehicles and visitors.</p>	<p>The SPD does propose in section 4.4 that a review of parking standards is undertaken and this is indeed currently happening for various section of the Parking Standards SPD (2016) including PRS schemes across MK which will likely comprise a lot of the new higher density housing within Central Bletchley. Developers can furthermore propose a reduction in parking provision as part of their developments on the basis of Policies CT10 and HN1 in Plan:MK. The SPD does propose the development of some surface level public car parking so replacement parking will be needed, it is for this reason that wrapped public multi-storey car parks are proposed. Section 4.4 does furthermore promote car share schemes. The overall thrust of the SPD is to reduce the visual dominance and intrusion of cars, this is evidenced through the proposals for Saxon Street and Queensway. This supports the overall aim of a more compact and walkable Central Bletchley.</p>



Car Parking		Some housing developments, near to shops and good bus and rail services, should be car-free, with not owning a car being a condition of residence. Only very limited parking should be provided, only for car club vehicles and visitors.	See response above.	
		Queensway We welcome proposals for reduced traffic on Queensway, making it one way, and including a Redway.	Positive and noted	
New Roads		Tavistock St/Saxon St link - Create short new road through part of scrap yard site to link Tavistock St/North St junction to Saxon St. Left in/left out at Saxon St. North St and Eastern end of Tavistock St can then have lorry weight limit to stop HGVs passing through residential areas.	This suggestion is outside of the SPD area.	
Signalised pedestrian Junction		Princes Way/Albert St junction - Princes Way/Albert St jn should be signalized to allow pedestrians and cyclists to cross Princes Way safely and traffic to turn in and out of Albert St safely.	A signalised pedestrian / cycle crossing is proposed at the Saxon Street / Princes Way junction. The Albert Street / Princes Way junction is located on the outer edge of the site.	
Affordable housing.	Section 5	Opportunity Areas - Co-housing, housing cooperatives and Community Land Trusts should be encouraged.	Outside the scope of the SPD as most of the land isnt owned by the Council and the SPD can't create new policy.	
Affordable housing.		There should be at least 30% affordable housing. The social rent proportion should be more than 5%, we would suggest at least 10%. There is huge unmet demand for social rent housing already. So any new developments should make a contribution to meeting this existing unmet demand from existing residents as well as meeting	Any new residential development will need to demonstrate that it is consistent with MKC's affordable housing policy.	
Sustainability		All Houses in the development should be zero carbon. Most should have solar panels fitted. Ground source and air source heat pumps should be considered. Passivhaus standards should be insisted upon, where possible, and encouraged elsewhere. Housing should be orientated to be south facing to optimise solar gain, as was done with Pennylands several decades ago. Industrial and commercial buildings should be designed to high thermal efficiency standards and assessed against BREEAM or equivalent standards. Community energy schemes should be implemented in the development.	Any new buildings in the SPD area will need to be consistent with the Councils Sustainable Construction SPD (2021).	
Ecology		Green spaces - All mature trees should be retained. More trees should be planted as part of the developments. Most existing hedges should be retained and joined together to act as wildlife corridors.	Agree, subject to assessment. New para 3.3.14 as follows, "All existing and new routes and spaces should in order to deliver on the Council's carbon reduction and sustainability aims aim to be as green as possible. All mature trees, subject to assessment should be retained with any trees removed, replaced where appropriate with new ones while their should be an aim for additional new trees and where appropriate other landscaping included within these routes and spaces."	
Landscape		There should be a requirement to plant lots of street trees. These provide shading and cooling in housing areas, increasing comfort and reducing energy consumption.	See above response and proposed new wording.	
	6. Stevenson, Iain - MKDP (Milton Keynes Development Partnership) Development Executive - Placemaking	General comments 1. Overall, we support the redevelopment aims and objectives set out in the SPD. Bletchley town centre has significant potential and we welcome the opportunity to support the Council's objectives, including regeneration, delivering an Innovation Centre, providing homes and improving the public realm.	Your support is noted	

Saxon Street	2. Saxon Street (p44-45) – I would suggest removing the section from p44 and just having the three on page 45. Also suggest removing the central reservation to make road narrower and add pavement on right. The position regarding an alternative access lane for Cemex should also be considered in more detail and sufficient space allowed for delivery of the new bus station and changes to Saxon Street.	Sections are purely illustrative so propose to retain all of them. Para 6.4.12 within the Implementation and Delivery section highlights the need for ongoing discussion between the key relevant stakeholders to provide the best possibility that an eastern entrance will be delivered. This includes relocation of the Cemex Access where other options are awaiting further technical work. To date these joint discussions are ongoing and are proving to be productive. The central reservation is needed to enable buses to make a right turn into the new bus station.	
Plan Clarity	3. The plan on p47 should make it clearer that the link between Queensway and Saxon Street is pedestrian/cycle only.	Agree, will clarify in the key on fig 4.4, pg47.	
Future Movement Network Drawing Clarity	4. P57 – we recommend that the symbol for 'Landmark building' is removed as this is still unknown or, alternatively, a zone is identified. There is a yellow arrow which suggests vehicular access into the square by the number 2 and although this could be an error.	Disagree - this is helping highlight / identify the new pedestrian link from the eastern entrance to the identified 'focal point' on the reconnected Queensway	
Station Quarter - text clarity and Building Heights	5. P58 – numbers in principles 1 and 2 have incorrect east/west references to the stations. Paragraph 5.4.32 proposes a limit of 6 storeys and should be 4 deleted. Any building height should reflect local context and policy in the Local Plan rather than any arbitrary figure. There are a number of taller buildings (ex/proposed) in central Bletchley and this area is capable of accommodating heights above 6 storeys, which should also help with viability and deliver a greater number of homes.	Agreed will swap the number 1 and 2 references in fig 5.5. Paragraph 5.4.32 (now 5.4.35) revised to say <b>Para 5.4.35 "Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and build on the density policy within Policy SD16 whilst at the same time respecting the local context and the impact on amenity in line with Policy D3 and D5 in Plan:MK"</b> .	
Station Quarter Signal Box	6. P58 – paragraph 5.4.36 should be deleted as there are no details about the Signal Box and any redevelopment may not require vehicular access.	Will amend Para 5.4.36 (now 5.4.40) to read as follows, <b>Para 5.4.40 "The potential redevelopment of any Network Rail Assets should be done so as to not prejudice a direct and attractive pedestrian route to the proposed new ramped access to replace the existing stepped access down to Buckingham Road. Any redevelopment should face onto this pedestrian route."</b>	
Station Quarter	7. P59 – move the number 1 so it sits on the station buildings.	Agree, will move the number 1 closer to the Train Station	
Sherwood Drive Quarter - Text	8. P60 – Para 5.4.43 (now para 5.4.47) should state 'Innovation Hub' before the bracket and remove reference to 'emerging technology related business' as we do not yet know about potential uses and their viability.	Agree, 'Hub' added. Will amend wording in brackets to say, ("for example incubator or similar space for emerging technology related businesses") para 5.4.47	
Sherwood Drive Building Heights	9. P60 – para 5.4.46 (now para 5.4.50) refers to a limit of up to 8 storeys within area including the fire/police station land. This should be deleted as any visual impact can be dealt with during the application stage.	Will amend Para 5.4.46 revised to say <b>Para 5.4.50 "Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and build on the density policy within Policy SD16 whilst at the same time respecting the local context and the impact on amenity in line with Policy D3 and D5 in Plan:MK"</b> .	
Sherwood Drive - Parameters Plan Drafting error	10. P61 – The number 2 on the plan is in the wrong location and needs to be on the college land. Remove the yellow arrow onto the Innovation Hub site as we do not know this level of detail such as access location.	Agree, relocated the number 2. Will amend the text in the Key of Fig 5.6 from vehicular access to " <b>Indicative Vehicular Access</b> ".	
Brunel Centre Car Park	11. We question whether the Brunel Centre Car Park should be referenced as a 'public car park' on the plans/figs as opposed to the Brunel Centre shopper/customer car park. This should be changed. Currently there is no advertised restrictions stating that the car park is for shoppers only and as such anyone can park on payment of the appropriate NCP charge but the fact remains that it privately owned and forms part of the Brunel Centre. The fact that it is a private car park should be referenced within the SPD.	Disagree - this is a public car park and is not known as the Brunel Centre car park	



Brunel Centre or Sainsburys Car Park		12. Page 30 Fig 2.5 - The numbering is wrong. Number 8 is expressed as the Sainsbury car park whereas it should be named the Brunel Centre Car Park. The Title for the Sainsbury does not include any of the car park.	Disagree no 8 is the Sainsbury's site but will amend to say, "Former Sainsbury's Store and associated car park"		
Albert Street Car Park		13. Page 47, 4.7 - Albert Street car park is no longer shown as 'Public Parking' but Brunel Centre car park is left as Public Parking. This needs to be corrected. It is fair enough within parameter plans to show that a multi storey car park will be delivered on either the Albert Street or Brunel car park area but not the only option being the latter.	Agree will add the proposed public parking symbol to the potential Albert Street multi storey car park as well as the former Sainsbury's car park. See pg 47, fig 4.4		
Public Parking		14. Page 57 - the Brunel Centre car park is annotated within the key as a new Multi-Storey Public Car Park. This is at odds with the adjacent retail and residential uses proposed under the SPD. All parking at Brunel will be needed in order to meet parking requirements for the retail and residential units on site. It follows that public parking will remain a necessary component of any redevelopment of the Albert Street Car Park, eg 2 levels MSCP with residential and amenity space above.	Will amend to have a new parking symbol for the former Sainsbury's car park, and Albert Street car park, and say "Potential site for wrapped public multi-storey car park".		
Education	7. Dominic Williams- Milton Keynes Council - Strategic Lead- Education Sufficiency	The overall SPD & 6.7 Viability	I am providing a response on behalf of the Sufficiency, Access and Attendance and from an early years and statutory school age perspective I have no objections to and am in support of this SPD for Central Bletchley as it makes reference to the need for education related s106 contributions in line with Planning Obligations Supplementary Planning Document 2021 & PlanMK in order to mitigate the impact of any development. This point is specifically made reference to in It is covered under section 6.7 Viability which states that any developers planning education should expect to pay contributions for Education (amongst other things) as detailed in PLAN MK & Planning Obligations Supplementary Planning Document (SPD) February 2021 I also note the proposed plans pertaining to works at MK College & plans for Bletchley library- both of which I am also supportive of We support this SPD.	Your support is noted	

<p>Culture and Heritage as a stated Priority</p>	<p>8. Fiona Boundy MKC Culture Team</p>	<p>Section 1</p>	<p>1. Culture and Heritage as a stated Priority. It was agreed in the initial consultation feedback and setting up of initial consultation subgroups that Culture and heritage were an important factor in Bletchley and Fenny and that both had a vital role to play in their future development. This is supported by wording in the document at 1.8.12. It is therefore surprising that they do not feature in the planning priorities laid out in sections 1.6 when heritage and cultural policies clearly define expected outcomes. It is recommended that this section 1.6 is reviewed and that a specific priority around culture and heritage is added to include a statement and policies HE1 and CC1 rather than leaving these to languish in the appendix list at 7.1. Such a prioritisation would bring the necessary profile and funding to cultural and heritage programmes. There is an opportunity to place culture at the heart of the process, consider involving an artist/creative practice as part of the design team to identify opportunities for public art, heritage and cultural projects. For example 0.3 Improved sense of arrival, using public art to add value to the entrances of the station. Cultural projects and creative engagement should be profiled as being woven into the overall delivery of the plans, that it is a tool to support and add value to engaging the community, particularly the young people, decisions made now will be their future.</p> <p>Suggested wording is that this priority would deliver:</p> <ul style="list-style-type: none"> <li>•Vibrancy and animation for residents through public art programmes in centre and populating the new connecting routes through neighbourhoods to increase mobility and physical and mental health and well-being</li> <li>•Supporting independent retail development and active frontages through cultural and creative industries initiatives developing artist and design studios, SMEs and live work spaces for social and economic benefit</li> <li>•Inclusive Events programme within proposed focal public spaces and a new cultural space (anchored by relocated library) based on existing communities strengths and profiling the areas important and diverse history and cultures</li> </ul>	<p>Given the importance attached to culture helping promote a sense of identity as identified in para 1.8.12 (now 1.9.12) do propose to include the following new wording in Para 1.7.25 on pg14 - :</p> <p>"Policy CC1 on Public Art outlines how public and cultural activity can help create a local distinctiveness and sense of place and will therefore have an important role to play in the renewal of Central Bletchley." from Plan:MK as well as para 1.7.26 from pg 14 1.7.26 Public art and cultural activity outlined above can help create a local distinctiveness and sense of place and will therefore have an important role to play in the renewal of Central Bletchley including the key themes relating to identity and a sense of place.</p> <p>Will include new para 3.3.19 as follows, "Cultural projects can help create a place identity for Bletchley and deliver the following:</p> <ul style="list-style-type: none"> <li>•Vibrancy and animation for residents through public art programmes within the public realm to increase mobility and physical and mental health and well-being</li> <li>•Supporting independent retail development and active frontages through cultural and creative industries initiatives developing artist and design studios, SMEs and live work spaces for social and economic benefit</li> <li>•Inclusive Events programme within proposed focal public spaces and a new cultural space (anchored by relocated library) based on existing communities strengths and profiling the areas important and diverse history and cultures.</li> </ul> <p>Will add new heading, "Cultural Projects and Creative Engagement" in section 6.4 with the following new wording in para 6.4.16: "Given the Placemaking theme of establishing a new Place Identity for Bletchley, public artists and creative practices should be woven into the overall delivery of projects to place culture as a key element of the design process. This will also add value by engaging with the community. Consideration should be given to liaising with groups such as the Living Archive who have worked in Bletchley for many years and have an extensive archive and expertise and who could for example draw out heritage stories from the area."</p>	
<p>Heritage</p>		<p>Section 3</p>	<p>2. Heritage of Bletchley</p> <p>Throughout the document when discussing heritage (e.g., 3.3.5, 3.3.17 and 5.4.8) there is an over dependence on Bletchley Park, which, technically, does not sit in the SPD area. This is an international story that can be used to draw visitors to Bletchley but there are other important local heritage stories and assets which can be used to better reflect a more complete and balanced approach. The focus should be on supporting the development and profiling of these other heritage stories of Bletchley and Fenny Stratford which as a historic market town could serve as an important eastern gateway into this area. As discussed in the subgroups, the Living Archive worked in Bletchley for many years and their extensive archive and expertise should be utilised through funded programmes and added to through new contemporary activities, also supported by the Parks Trust and Canal and Rivers Trust who have heritage assets and remits themselves. This will ease the burden on Bletchley Park to deliver locally across the entire area when their focus is a specific period of international level history very much tied to the site itself.</p>	<p>See amends in above response</p>	



Heritage	Specific report detail Section 1	Bletchley is introduced at 1.1.1 as an historic town and this area of the SPD is no different. It is incorrect at 2.5.4 to suggest that this area of the town centre has no heritage sites. There is a clear distinction between Designated and Non-Designated Heritage Assets and Central Bletchley needs considering as to the latter, especially in light of the New Town Register and that the area is based around the historic and central Queensway.	Agree. Will delete the first part of the first sentence in para 2.5.4.	
MRT	Specific report detail Section 1	1.4.5. The V7 MRT line into Bletchley from CMK should be regarded as a given and infrastructure and public realm spaces designed accordingly including the connection to Bletchley station (EW Rail) a repurposed bus station, Stadium MK and the continued MRT out to the south to service the Lakes and Newton Leys.	The SPD already acknowledges this MRT route and the improved access and connectivity that will be afforded to Central Bletchley by it.	
Open Space	Specific report detail Section 1	1.4.7. Open space should be clearly defined and well designed. COVID has seen the need for high quality green spaces and this green infrastructure should be integrated with and into buildings, public realm and connecting routes, enhancing the existing natural and built heritage assets and providing a foundation for cultural delivery.	The SPD is proposing improved access to existing green open space, a new Alan Turing Park at the Buckingham Road / Sherwood Drive Junction as well as better connect, more defined and higher quality streets (for example the downgrading of Saxon Street into a pedestrian scaled street and the reduction of the impact of the car on Queensway by narrowing the carriageway and giving more space over to pedestrians areas.)	
Public Art	Specific report detail Section 1	1.6.11 – achieving well designed spaces. Public art could be mentioned as part of bullet point (d) – public art can engage the community and explore sense of place to contribute making a visually attractive and welcoming space (making people feel safer)	Agree, however we have rather added in new wording to pg 14, para 1.7.26 <b>Public art and cultural activity outlined above can help create a local distinctiveness and sense of place and will therefore have an important role to play in the renewal of Central Bletchley including the key placemaking themes relating to identity and a sense of place..</b> Plan MK "Policy CC1 on Public Art is also now included.	
History / Heritage Bletchley	Specific report detail Section 2	2.2.1. This is anachronistic. Bletchley is not historically known as the home of the codebreakers as the work at Bletchley Park remained top secret even for many years after the war. It is not until the formation of the trust in 1992 and its hard work in establishing the museum and visitor attraction over the last 30 years when this story has become well known. Bletchley owes its historic importance to the coming of the Railway and indeed Fenny was the major town in the area, again because of the national transport routes of Watling street and later the Grand Junction/Union Canal. Therefore, a much more balanced heritage story needs presenting, based on national communication routes and a proper heritage assessment of the SPD area is required, especially Queensway.	Agree will delete 'Historically' in para 2.2.1	
Outside of Study Area - Fenny Stratford	Specific report detail Section 1	2.3.3 Fenny Stratford High Street is an authentic independent high street to be respected and could both complement and support any 'radical' change within central Bletchley itself.	Agree, however Fenny Stratford High Street is outside the SPD area	
Outside of Study Area - The Grand Union Canal	Specific report detail Section 1	2.4 The Grand Union Canal is a historic long distance communication route and thought should be given how this area as a whole encourages greater mobility and connectivity to other areas of MK via this route and links into the wider Linear Parks system that the Ouzel and Tattenhoe Valleys could also provide. These would be for social, quality of life and wellbeing choices rather than commuting or employment needs.	Agree, but this is well outside the study area of the SPD. This is more relevant for the Towns Deal which does include Fenny Stratford.	
	Specific report detail Section 1	2.6 A Heritage Character Assessment should be completed as part of the Urban Design Analysis to identify which buildings might support defining a heritage value and character for Bletchley to prevent any new development feeling like anywhere else in the South East or UK.	Out of scope of the SPD and unachievable in the current timeframe	

Tree Retention	9. Woodhouse, Elizabeth - MKC - Senior Landscape Architect		Trees - include somewhere text to promote the retention of good quality existing trees and inclusion of new trees by promoting their benefits. I often add in my comments something like: (retain or include more) " ... trees for all their benefits in terms of supporting biodiversity, health, amenity / landscape value and for the contribution they make towards combating climate change and carbon sequestration including the Council Plan commitment on climate action to make MK the 'Greenest City in the World' "	New para 3.3.14 as follows, Para 3.3.14 "All existing and new routes and spaces should in order to deliver on the Council's carbon reduction and sustainability aims aim to be as green as possible. All mature trees, subject to assessment should be retained with any trees removed, replaced where appropriate with new ones while their should be an aim for additional new trees and where appropriate other landscaping included within these routes and spaces."	
Local amenity and street trees			In addition, Covid 19 lockdown has highlighted the importance of good local amenity and street trees contribute to an attractive outlook from buildings and particularly flats / apartments above ground level which have limited or no private garden space.	Agreed, see above response	
NPPF Policies			I would really like to see the inclusion of the following NPPF paragraphs (See Comment) alongside the other ones listed:	These policies remain relevant and we will add the policy where appropriate. However, it is not necessary for this section of the Urban Design Framework to repeat all relevant Policy	
	10. Sarah Evans - MKC planning	Section 6 Implementation & Delivery	Plain English' editing (just to simplify),	Understood, will check	
Planning Obs			It is clear there is already quite a lot the Council is doing through the Town Deal, and through MKDP (in terms of land assembly), to try and influence what is happening in the area. This already makes it stronger than the previous EDAW work. It does clearly reference the planning obligations policies in Plan:MK and the new Planning Obs SPD. What I would say on this is that there are several policies in Plan:MK that relate to potential planning obs (not just INF1), and that the Planning Obs SPD isn't prescriptive in what developments should contribute. The PO SPD elaborates on all the relevant policies in Plan:MK and suggests potential requirements and heads of terms. However it comes down to a 'site by site' analysis each time, depending on the scale and nature of development proposed.	Noted	
Education / Heath			With this in mind it will be more important for those being consulted on any planning applications in the area to be mindful of the cumulative impact the significant change proposed in the CBUDF, and be on board with that ambition. For example, I would hope we could strengthen our requirements for public realm contributions on the back of this, or position our requirements around 'passenger transport' contributions slightly differently than in other areas of MK. I would be keen for our Children's services colleagues (school places, libraries, early years, etc.) to really understand what is being proposed here, as they are generally a key consultee on s106. Maybe they have already responded through the consultation? If not Marie Denny chairs a Children's Services Infrastructure Board that might be worth addressing directly?? Have the health sector responded at all?? Again, they are generally a key consultee.	See response number 7 from MKC Education. The health sector were notified but we are yet to receive a response	
Eastern Entrance	11. MKC Youth Cabinet	Saxon Street	Support a new pedestrian public plaza at eastern entrance	Noted - this is a key aspiration of the Saxon Street and Station Opportunity Areas	
Public Realm / Leisure		Placemaking themes	Better quality public realm is good but need things to do in them, eg small basketball court / MUGA and/or table tennis table with bats and ball. Need to ensure space is clean and remains. Round benches around a round table would also be welcome.	There is no space to accommodate a MUGA but will include additional reference around seating	
Public Art			A statue or public art within the new plaza or in Queensway would help draw people into the area. It should be contemporary and could help explain/connect the history of the area. Young people could help make the art and this could include a connection with nature as sustainability is really important	Agreed - will ensure that this is included in the SPD	
Safety / Lighting			All public realm must be well lit as it then feels safer	Agreed - will ensure this is covered off	

Queensway		Need dog poo bins within Queensway area	Agreed - will ensure this is included	
Retail / Independent Shops		There should be a greater variety of shops - must attract independent shops that aren't in CMK or MK1. This would incentivise students returning to Central Bletchley after studying and they could even start their own business in the area	Agree with the principle	
Queensway	Section 5 - Town Centre East / Queensway	Agree that traffic should be reduced in Queensway but do not need other places to park otherwise traffic will simply be pushed into surrounding streets. Queensway should be easy and pleasant to walk through but it is a balance about pedestrianisation - not all traffic should go through but some should still be allowed	Agree - see parameter plans pg 55 / 57, fig 5.3 / 5.4	
Community Facilities		There needs to be spaces for young people to drop in. Support a multi functional community hub (including health hub), this should include the library. It is really important that places such as this exist for young people and they need to be free because while a greater variety of independent shops would be very welcome but aren't free!! Facilities need to be provided for young people that are free or very cheap.	Too detailed for the SPD, but is a valid point. Community facilities are suggested for Town Centre East, see pg 54 para 5.4.7. Also see delivery section	
Street Furniture		Seating is very important in Queensway especially if becomes more pedestrianised.	Agree - more of a detailed design consideration, mentioned on pg 54, para 5.4.13.	
Open Space / Park	General Comment	Would be great if Central Bletchley could have a central park like Campbell Park for CMK.	The SPD encourages enhancing and improving access to existing spaces - see pg 60-61 and	
Allotments		Allotments are really important for people living in high density	Existing allotments are outside the SPD area and there is limited space within the site. - in principle agree with improving access to and size of existing allotments.	
	12. Jill Stephenson BA(Hons) MTPL MRTPI PIEMA - Principal Development Manager Network Rail Property (NW&C) - Network Rail	Thank you for consulting Network Rail on the emerging SPD to help to shape future development in the central Bletchley area. Network Rail owns a significant amount of operational railway land and infrastructure within the SPD area, centred around Bletchley railway station, and therefore has a vested interest in future development proposals, land use and design intentions. We are pleased to see that the SPD has a focus on connectivity, visibility and accessibility of the station to achieve an improved sense of arrival for rail users. We are working with MKDP, MKC, LCR, West Midland Trains and EWR to explore opportunities for development potential around the station, together with the former police and fire station sites. Our overarching aim will very much be to enhance the station and passenger facilities as part of any development opportunity brought forward.	Positive and noted	
Site Area		In making the most of the development opportunity, the triangular area of vacant land adjacent to the station entrance which is subject to a group TPO should be considered for inclusion, with sensitive retention of any high quality trees and carefully considered replacement throughout the development area.	The site area is fixed in Plan:MK. There is an area of trees near the station included, as suggested within the Sherwood Drive Opportunity Area (see Pg 61)	
Station Operation		It is important that the SPD reflects future operational and passenger needs at the station, including the potential need to extend the current decked car park to an MSCP to cater for a) the potential relocation of the train driver's car parking, b) growth created by EWR services, and c) the innovation hub. This should be reflected in Section 4.4 of the draft SPD.	Will include a new para Para 5.4.29: "It is important that the SPD reflects future operational and passenger needs at the station and potential need to extend the current decked car park to an MSCP to cater for the potential relocation of the train driver's car parking, growth created by EWR services as well as the Innovation Hub"	
Station Buildings		In terms of other operational facilities at the station, we are willing to explore opportunities to relocate the existing training facility into an improved station building, and to look at the removal of the signal box, albeit this could be cost-prohibitive.	Positive and noted, the framework and the Station Quarter Parameters Plan doesn't exclude any of these options.	



Rail Freight / CEMEX		<p>Rail freight is another key consideration, and is of vital importance to the UK economy. Plans that impact the access to the Cemex plant should ideally deliver separate access from public/passenger. Opportunities to create a new access off Princes Way Roundabout should be explored.</p> <p>I trust that this is a useful summary of Network Rail's future requirements and aspirations that will feed into the final SPD. If you have any queries please don't hesitate to contact me.</p>	<p>Positive and noted, we alongside EWR are in discussion about possible options regarding the Princes Way Roundabout / CEMEX access. We will adjust the current parameters plan in Fig 5.2 to show the potential alternate access points for cemex that will be explored.</p>	
Station passenger experience / public realm improvement	12. Jones, Matthew / Emma Walker / Julie Shilton - <a href="#">Network Rail - Strategic Planning, NW&amp;C South</a>	<p>Network Rail welcomes the passenger experience improvements outlined in the Transport section for Bletchley station and the facilities in the local public realm. We are working with East West Rail Co. on the new eastern entrance to the station under the current East West Rail project.</p>	<p>Positive and noted</p>	
Working with partners		<p>Network Rail is working closely with England's Economic Heartland (EEH), West Midlands Rail Executive and rail industry partners to investigate ways to integrate local train services - in support of the transport and connectivity objectives outlined in the draft plan.</p>	<p>Positive and noted</p>	
Working with partners		<p>Additionally, we are working with industry partners to establish how to optimise utilisation of capacity on the West Coast Main Line, following the commencement of services on High Speed Two. This will provide an assessment of opportunities for improved access to rail in the Milton Keynes area, along with identification of options for enhancement which could support local growth over the longer-term. We look forward to discussing these opportunities further with our industry partners, in order to improve services for passenger and freight customers.</p>	<p>Positive and noted</p>	
Public Realm Investment	14. Collier, Adam - Adams Hendry Consulting Ltd submit this response on the Central Bletchley Urban Design Framework SPD on behalf of our client, <a href="#">East West Rail Company Limited (EWR Co)</a> .	<p><b>General Comment</b></p> <p><b>EWR support for the SPD</b> EWR Co recognises and supports the urban design principles set out in the SPD, and agrees that the delivery of EWR, alongside associated investment, can provide an opportunity for the transformation of Central Bletchley. In respect to investment, the Council should consider what role contributions from new development within the SPD area can make to delivering the improvements outlined within the document, including in relation to public realm and the provision of the eastern entrance. EWR Co would also like to reinforce the positive environmental and social benefits role that EWR will play in providing a low carbon transport solution to Bletchley and Milton Keynes, and throughout the sub-region (i.e. providing a net-zero railway, supporting economic growth, facilitating accessibility and movement).</p>	<p>Positive and noted, Para6.7.6 states that s106 contributions from individual developments can support infrastructure changes that maximise benefits to the wider area for all users of Central Bletchley.</p>	

<p>Eastern Entrance</p>	<p>Section 3</p>	<p>Eastern entrance EWR Co recognises the ambition of Milton Keynes Council within Policy SD16 of Plan:MK to develop a new eastern entrance to Bletchley Railway Station, as a means of 'breaking down the east-west divide'. This theme and ambition are strongly reflected throughout the SPD, particularly within paragraphs 3.3.7 and 3.3.8. However, EWR Co feels that there is a lack of clarity as to how the Council envisage that an eastern entrance to the station may be delivered. As set out in paragraph 6.6.8, construction of EWR connection stage 1 (CS1) from Oxford to Milton Keynes is currently in progress, and significant engineering works have been undertaken to upgrade the railway infrastructure at Bletchley. The CS1 works include two new platforms (7 and 8) added to the existing viaduct, which will serve the new EWR corridor through Bletchley. This will also include a new station building that will allow access to the two platforms from under the viaduct and a new footbridge which will connect the scheme to the existing station. As correctly stated in paragraph 6.6.10, upgrades to the existing Bletchley station do not form part of the current CS1 works: "An upgraded railway station and potential delivery of an eastern entrance to that station will not be forthcoming until post 2025, after the completion of East-West Rail Connection Stage 1 and the commencement of EWR train services between Oxford and Bletchley." (para 6.6.10)</p>	<p>It is true that there is not yet an agreement on how an eastern entrance will be funded. However all relevant stakeholders and landowners are in discussion and are committed to try and make it happen. The wording in para 3.3.7 and 3.3.8 simply acknowledges that a new eastern entrance would play a key role in improving the sense of arrival for users of all modes of transport. It is written in the knowledge that further work needs to occur to ensure it is deliverable. Your adjacent comments do furthermore acknowledge that an eastern entrance is one of the options being explored as additional works. Para 6.4.12 within the Implementation and Delivery section highlights the need for ongoing discussion between the key relevant stakeholders to provide the best possibility that an eastern entrance will be delivered. To date these joint discussions are ongoing and are proving to be productive.</p>
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<p>Eastern Entrance</p>	<p>Section 4</p>	<p>In relation to the delivery of a new eastern entrance, paragraph 4.2.2 however appears to suggest that EWR Co are proposing to deliver a new eastern entrance to the station: "Interventions proposed to encourage walking and cycling in Central Bletchley and beyond include:</p> <ul style="list-style-type: none"> <li>• New eastern entrance to Bletchley Railway Station, in accordance with current East West Rail plans." (para 4.2.2).</li> </ul> <p>Whilst it supports the ambition of Milton Keynes Council to develop an eastern entrance to Bletchley Station, EWR Co is currently assessing the additional works that may be required at Bletchley Station to accommodate future services under Connection Stages 2 and 3 (CS2 &amp; CS3), over and above those currently being implemented under CS1. Creating an eastern entrance is an option that EWR Co is considering for Bletchley station. However, this is just one of the options being considered at Bletchley. As such, the reference to the eastern entrance being "in accordance with current East West Rail plans" ought properly to be deleted.</p> <p>The additional works that are being considered include1:</p> <ul style="list-style-type: none"> <li>• Altering or replacing the current station footbridge;</li> <li>• Providing step-free access to platform 6;</li> <li>• Improving or replacing the current station building on Sherwood Drive;</li> <li>• Improving and enlarging the station car park;</li> <li>• Altering the proposed design of the new platforms for trains to and from Oxford;</li> <li>• Providing a further additional platform, next to the current platform 6 to be used by Bedford or Cambridge trains that start or terminate at Bletchley, in order to provide additional platform capacity to allow more trains to operate in the future; and</li> <li>• Creating a new station entrance on the east side of the station near the Saxon Street / Buckingham Road roundabout. This new entrance would be more convenient for access to and from the bus station, the town centre and Fenny Stratford.</li> </ul> <p>EWR Co continues to consider the feedback that was received on these potential options during the non statutory consultation undertaken in Spring 2021, and therefore the proposals for Bletchley station are still being developed. Once EWR Co have developed the preferred approach for Bletchley station, that combination of options will be published as part of a future EWR statutory consultation, likely to be</p>	<p>Understood will amend para 4.2.2 as follows, "<b>New eastern entrance to Bletchley Railway Station</b>" Only</p>	
<p>sustainable / active travel</p>	<p>Section 4</p>	<p><b>Support for sustainable and active travel measures</b> - A key component of the station and infrastructure enhancements proposed by EWR Co is the integration and development of multi-modal improvements to encourage sustainable travel patterns to and from the station to key locations through new cycle and walking routes, bike storage capacity at stations and improved public transport interchanges. As part of EWR Co's ongoing design work, pedestrian access in and around the immediate station areas are being carefully considered, and EWR Co are keen to work with local stakeholders to promote an integrated planning approach. As such, EWR Co support the promotion of the new walking and cycling interventions set out in paragraph 4.2.2 of the SPD and will continue working with other organisations, including bus operators to improve facilities, including interfaces and interchange with bus services at Bletchley station and providing onward travel information.</p>	<p>Noted</p>	






		General Comment	<p>Summary - EWR Co supports close working and ongoing communication with Milton Keynes Council, to ensure that the proposals for East West Rail are fully integrated with Milton Keynes Council's plans for Central Bletchley, particularly around the potential delivery of an eastern entrance to Bletchley station. EWR Co would be happy to meet with Milton Keynes Council if any further information or clarity on proposals is required. However, to keep up to date with the progress of EWR, please visit <a href="https://eastwestrail.co.uk/latest-news/project-update5">https://eastwestrail.co.uk/latest-news/project-update5</a>.</p>	Understood & noted	
Saxon Street: Eastern Entrance	15. Angie Ravn-Aagaard, <a href="#">Bletchley Park Area Residents Association (BPARA)</a>	Section 5 - Opportunity Areas	<p><b>Saxon Street:</b></p> <p>These comments are in addition to those set out in BPARA consultation response on Transport &amp; Parking for Saxon Street.</p> <ol style="list-style-type: none"> <li>There has long been an aspiration for an eastern entrance to Bletchley Rail Station. Having taken part in East/West Rail (EWR) workshops, this has confirmed BPARA's opinion that this is a costly and complex project, and BPARA questions this is viewed as value for money by EWR.</li> <li>EWR have constructed their new platforms at the rail station and a bridge from this area over Saxon Street to the Queensway/bus station area would appear to be a more realistic option from both cost and earlier achievability factors.</li> <li>Since this draft SPD was compiled, BPARA understands that it has been confirmed that there is no prospect of re-routing the bus station closer to the rail station.</li> <li>BPARA agrees that parking controls at Chandos Place are urgently needed.</li> </ol>	<ol style="list-style-type: none"> <li>Agree, delivery of an Eastern Entrance has not yet been finalised. It does however offer so many benefits to the renewal of Central Bletchley that we believe it should remain. Para 6.4.12 within the Implementation and Delivery section highlights the need for ongoing discussion between the key relevant stakeholders to provide the best possibility that an eastern entrance will be delivered. To date these joint discussions are ongoing and are proving to be productive. It is unclear where confirmation that a bus station located closer to the train station can't be achieved has come from, but we are unaware. The existing site of the bus station will in all likelihood remain as a bus station unless / until an alternate site is delivered which in the context of this SPD is on the western side of Saxon Street associated with an eastern entrance. It is believed that even if an eastern entrance doesn't occur the increased patronage associated with EWR will generate the need for an improved bus interchange better integrated to Bletchley train station. It is however proposed to include wording to clarify this position in a new <a href="#">para 5.4.16</a>: "It should be noted that the existing bus station site will remain as a bus station until the new bus interchange on the western side of Saxon Street has been delivered." A new <a href="#">para 4.5.4</a> will also be included to allow some flexibility around the future location of the bus station on the western side of Saxon Street. New wording is as follows, "It should be noted as outlined in Fig 5.2 pg53 the possibility for the new bus station to move further south and therefore relate better (be closer) to the extended Queensway. Any move south would however be based on an analysis of pedestrian desire lines, the entrance requirements of the train station and the technical feasibility of delivery." It is true that there is not yet an agreement on how an eastern entrance will be funded. However all relevant stakeholders and landowners are in discussion</li> </ol>	

<p>Town Centre East &amp; West:</p>	<p>Section 5 - Opportunity Areas</p>	<p><b>Town Centre East &amp; West:</b>  <b>1.BPARA welcomes these proposals, including the desire to attract quality establishments including those to aid the night-time economy. However, as this is dependent on existing landowners being willing to cooperate, this is likely to be a barrier as in the past!</b>  <b>2.Opening Buckingham Road to Queensway is welcome, but the area around Stephenson House is an eyesore which is a poor reflection on Bletchley.</b>  <b>3.Construction of proposed multi-storey carpark is essential</b>  <b>4.Duncombe Street between the entrance to public car park and Water Eaton Road should be one-way only, with no entry from Water Eaton Road as currently congested.</b></p>	<p>The SPD is broadly consistent with these comments. In terms of the proposed one way on Duncombe st the SPD follows the advice of the Transport and Parking Study.</p>	
<p>Station / Sherwood Drive &amp; Buckingham Road:</p>	<p>Section 5 - Opportunity Areas</p>	<p>Station / Sherwood Drive &amp; Buckingham Road:  1.As set out in Cllr Rankine’s motion approved by MK Council in October 2021, the current visitor experience around Bletchley Station is not attractive and leaves an extremely poor impression of Bletchley.  2.Many commuters and visitors to Bletchley Park &amp; MK1 (for both MK Dons and other sporting events and concerts) already use the Station.  3.Footfall will increase with East/West Rail via Bletchley, new visitor attractions at Bletchley Park and the Institute of Technology being fully operational – the western rail station entrance and Sherwood Drive must undergo an urgent major facelift to make it more attractive and user-friendly for visitors, workers, students and for residents. A multi-storey carpark with affordable charges is necessary to alleviate the shortage of suitable parking provision in this area. Focus must be on the western entrance and not the aspirational, costly and complex eastern entrance!  4.Reports received by West Bletchley Council confirm that vehicles speed along Sherwood Drive and vehicles parked at the roadside pose a risk for pedestrians trying to cross the road.  5.A hotel to support visitors to, and potential corporate clients of, Bletchley Park and the Institute of Technology, is necessary and would enable Bletchley to become a base for tourists to explore the many opportunities in and around Bletchley.  6.The Cricket Pavilion site is a derelict eyesore and a blot on the landscape of Bletchley’s Conservation &amp; Heritage Area. BPARA has advocated that this site should be developed as a public green space with a memorial to Alan Turing. As the site is in the Conservation area, together with the nearby Eight Belles Park and the Blue Lagoon, this would create a welcome green corridor.  7.A pedestrian-friendly access to the rail station from Buckingham Road is urgently needed – those with access needs or with pushchairs/luggage cannot use the existing stepped access.  8.The former fire &amp; police stations, also known as the Innovation Hub. The former should be a hotel with residential units facing the rail station that would serve station users as well as other consumers. The latter should be for residential use with adequate parking provision despite being situated close to public transport. There is a myth that such residents do not need cars – this can be disproved by the number of motorists living in residential areas close by, for instance, on land formerly part of Bletchley Park.  9.As Town Deal Board Member, I have put on record the concerns of residents, not just BPARA members, at the apparent lack of urgency of the rail companies in relation to Town Deal projects - the Rail Station and Redways. This view was shared</p>	<p>The SPD is broadly consistent with these comments. See earlier responses about proposed wording changes on building heights.</p>	

Northern Quarter		<p><b>Northern Quarter</b></p> <p>is an area that has so many opportunities to link Bletchley with MK Dons Stadium and adjoining retail/leisure park.</p> <p>2.It is not a pleasant experience for pedestrians using Saxon Street to reach Watling Street retail parks and MK Dons/MK1 Retail Park and is a bad reflection of Bletchley on visitors to the area.</p> <p>3.Although the Princes Street/Dukes Drive Retail Park is more attractive than other retail areas in Bletchley, there is room for improvement.</p> <p>4.Residential development along Saxon Street, like that more recently constructed along Princes Way towards the Leisure Centre would be desirable, but not 16 storeys high – this is not New York, USA!</p> <p>5.If development does take place, than a multi-storey car park would be necessary.</p>	<p>1.This</p> <p>The SPD is broadly consistent with these comments</p>	
Transport & Parking Study	Section 4 - Transport & Parking	<p><b>Saxon Street</b> - This section will be dependent upon work undertaken by City Science as part of their Central Bletchley Transport &amp; Parking Study. BPARA is surprised that no traffic/parking surveys have been undertaken as part of this exercise. There is the aspiration to make changes to Saxon Street which will significantly impact motorists, but the detail of numbers using the existing carriage way and realistic alternatives for them is lacking.</p>	<p>Agree this information would have been useful. A traffic/parking survey was considered problematic due to the pandemic and the lack of ability to get accurate car traffic and parking data. Modelling of a 2 lane Saxon Street has just been undertaken which indicates that the implications for traffic flow are acceptable.</p>	
Queensway / Princes Way junction	Section 4 - Transport & Parking	<p><b>Queensway:</b> Proposed conversion of Queensway to one-way, closure of side roads to form gateways, and improvements to Findlay Way &amp; Cawkwell Way with no buses travelling along this part of Queensway – all welcome. However, the exit routes from Queensway could be problematical given the amount of traffic using these routes, and the Princes Way/Queensway mini roundabout is not good now. Albert Street/Princes Way junction is a nightmare now, and new development on the Burger King &amp; adjacent sites will increase traffic using this area. It is a barrier as far as pedestrians/cyclists are concerned.</p>	<p>Agree, the Queensway / Princes Way junction needs to be improved particularly for pedestrians. Para 4.6.6 already acknowledges this.</p> <p><b>We will however indicate this on the Town Centre East - Parameters Plan fig 5.3, pg 55.</b></p>	
General	16. Robert Lloyd-Sweet - <a href="#">Historic England - Historic Places Adviser (South East England)</a>	<p>We see the preparation of a design framework as a positive measure to ensure the regeneration of Bletchley, capitalising on the inherited landscape and addressing notable issues that have developed in its townscape. In particular we support the focus on reconnecting Queensway and Buckingham Road to enhance the link between the high street and the transport hub of the railway station and to provide sustainably located homes near the rural fringes of the Milton Keynes’ built up area with access to excellent transport connections by rail.</p>	Noted	

Building Heights		<p>With regard to the Design parameters for individual opportunity areas we do have concerns about the focus of taller buildings in the Town Centre West Area and suggest this needs careful thought, testing and evidencing of the approach proposed and, potentially, consideration of whether the density of development might be better delivered by taller perimeter blocks rather than standalone tall buildings. In terms of our primary concern are whether the potential visual impact of a cluster of tall buildings on the setting of the Bletchley Park Conservation Area has been adequately investigated and the potential mitigation of any harmful impact considered. Whilst buildings of the height suggested may have a relatively limited impact on the immediate surroundings where narrow streets can rapidly block views, they can have a greater than expected impact in a wider landscape, particularly where areas of open space and parkland open view up. Given the generally low scale of Milton Keynes' built form we would be concerned that doubling the height of development in this area risks creating discordant townscape features, potentially needlessly, where alternative built forms could provide an equivalent density (and a greater connection with the ground and surrounding green space).</p>	<p>Agree, we have removed the various references to actual approximate building height numbers and replaced with the following text: "Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and build on the density policy within Policy SD16 whilst at the same time respecting the local context and the impact on amenity in line with Policy D3 and D5 in Plan:MK". We don't however believe taller buildings in principle will have a impact on the setting of the conservation area. See Para 5.4.20 (was 5.4.18), Para 5.4.35 (was 5.4.32), Para 5.4.50 (was 5.4.46), Para 5.4.20 (was 5.4.18) Para 5.4.53</p>	
Tall Buildings		<p>Secondly, we note with concern that several of the suggested locations for tall buildings lie on the southern side of streets and public spaces that would necessarily be in shadow for a large part of the day, creating an overbearing impact in the townscape, reducing the value of natural lighting. It tall buildings remain the favoured option and the impact on the conservation area setting is demonstrated to be either negligible or harm otherwise justified, we recommend considering whether the indicative locations of tall buildings within blocks is optimised to create the best environment for occupants, surrounding buildings and at street level.</p>	<p>Agree. We will have reviewed the location of tall buildings specifically with regards to fig 5.4 - Town Centre West - Parametres Pla. addition text added Para 5.4.18 / Para 5.4.46 "Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and build on the density policy within Policy SD16 whilst at the same time respecting the local context and the impact on amenity in line with Policy D3 and D5 in Plan:MK".</p>	
Tall Buildings / Heritage		<p>Given that our concerns relate to the potential impact of tall buildings on Heritage assets we recommend the Council review our advice on this subject published in Historic England Advice Note 4: Tall Buildings <a href="https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/">https://historicengland.org.uk/images-books/publications/tall-buildings-advice-note-4/</a></p>	<p>Noted -</p>	
Consultation methods	17. Revell, Ian MK Community Foundation Section 1	<p>1.8 Stakeholder engagement – Consultation methods need to be focus on the diverse communities in central Bletchley with event held in diverse community spaces. It will be important that those carryout such consultation reflect the diversity of the communities they seek to consult with and in languages and mindful of cultural sensitivities.</p>	<p>Whilst we accept that there have been difficulties during the Pandemic. Stakeholder engagement has been extensive when considering a range of related projects. See Delegated Decision report for further details.</p>	
Consultation methods	Section 1	<p>1.8 Stakeholder engagement – Consultation methods need to be focus on the diverse communities in central Bletchley with event held in diverse community spaces. It will be important that those carryout such consultation reflect the diversity of the communities they seek to consult with and in languages and mindful of cultural sensitivities.</p>	<p>We accept that there have been difficulties during the Pandemic but felt that the Digital Engagement Platform was an appropriate consultation tool given the pandemic.</p>	
Placemaking Themes	Section 3	<p>3.3 Placemaking Themes – The Theme miss the opportunity to emphasis the need to ensure and encourage community engagement and sense of belonging. 01 – A Compact Central Bletchley – 3.32 need to add we need to create space where communities can meet and engage</p>	<p>Agreed, will add additional text to para 3.3.4 as follows, "A more compact Central Bletchley will also create the demand for internal spaces where communities can meet and engage with each other."</p>	
Community Uses	Section 5	<p>Central Bletchley – Opportunity Areas: Summary – Community uses are mention across different areas. Is there an opportunity to consolidate these community space to create a multipurpose space which is accessible to all rather than smaller element in various developments?</p>	<p>Reference is made in para 5.4.18 (was 5.4.16) (Town Centre West) to a multi-use community hub that would consolidate community space in 1 location.</p>	

<p>Culture and Public Art</p>	<p>Section 5</p>	<p>Saxon Street – Strong links to Bletchley heritage need be included creating a link to Bletchley park, public art and sculpture will be key</p> <p>Town Centre East – To enable a range of activities within Stainer Square plug in utilities will need to be planned in. Ensuring access to toilets and a changing Space facility is a priority</p> <p>Town Centre West – Opportunity to develop facilities that complement or replace the Duncan Street Mosque</p> <p>Station Quarter – Strong links to Bletchley heritage should be emphasised and as a bedrock to link this to the Innovation Hub and Institute of Technology. Opportunity to create a heritage trail that takes people through the story of Bletchley, Old Bletchley and into the centre.</p> <p>Sherwood Drive and Buckingham Road Quarter - Opportunity to see Former pavilion/music centre re-developed as a community space and linked to the college social enterprise activities.</p> <p>Opportunity to be a key gateway link through Eight Bells park to the Water Eaton Estate this is a key “levelling up” opportunity</p> <p>Northern Quarter – Consideration of the landscaping mix established along Saxon Street. Opportunity for landmark sculpture on Roundabout</p>	<p>Noted, earlier responses have outlined how the SPD has been amended to reflect the importance of culture and public art in helping promote the key placemaking theme of creating a place identity for Central Bletchley</p>	
	<p>Section 6</p>	<p>Implementation &amp; Delivery – Whilst the Community Foundation does not currently own any land or building in the SPD area we would welcome the opportunity to gain ownership of community building that would support the development of community activities, in particular facilities that would stimulate diverse communities engagement. If opportunity presents itself the setting aside of land for future community facilities would also be welcomed, this would enable future communities uses to be accommodation and the demographics and population continue to change.</p>	<p>Noted - will add new para in Section 6.4 under heading, "Key Partners and Collaborators" the heading "Milton Keynes Community Foundation" and include the following wording, "Whilst the Community Foundation does not currently own any land or building in the SPD area they would welcome the opportunity to gain ownership of any community building that would support the development of community activities, in particular facilities that would stimulate diverse communities engagement. Opportunities to set aside of land for future community facilities would be encouraged, as this would enable future communities uses to be accommodation as the demographics and population continue to change."</p>	
<p>Sustainability</p>	<p>Section 6</p>	<p>6.5 Sustainability &amp; Climate Change – Review of development to the UN SDG should be encouraged. Reusing and repurposing of existing building should be prioritised. Walking should be prioritised and sustainable transport methods catered for. EV charging must be prioritised. Developing a EV community transport provision should be consider for each of the residential development opportunities</p>	<p>Noted, the re use of some buildings is currently proposed. whilst welcome and consistent with the Sustainable Construction SPD (2021) in many cases this may prove problematic given the age, location and cost associated with repurposing buildings. As addressed in a previous response new wording has been added around EV infrastructure.</p>	

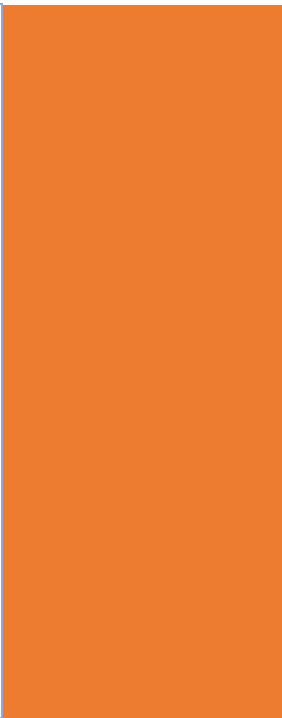



	<p>18. Newman, Kat - <b>YMCA MILTON KEYNES &amp; NORTHAMPTONSHIRE</b></p>		<p>As a rapidly growing city and with a high proportion of young people, the challenge of finding affordable housing is immense. Young people facing and experiencing homelessness is an increasing and visible issue within Milton Keynes. In the Milton Keynes 2011 Census Profile produced by Milton Keynes Council it states, 'Milton Keynes has a younger age profile than England as a whole'. The shortage of youth housing options is a significant social issue which has risen 40% in the last five years. To tackle this growing social issue, as the local experts on supported housing provision for young adults, we would like to collaborate with key partners to provide innovative move-on social housing options for employed 18–35-year-olds in Bletchley. We are able to access significant funding opportunities to maximise the investment being offered in the planning document that are not available to public bodies, and our experienced fundraising team have secured over £2million for similar projects in the last two years. We would therefore like to request that YMCA Milton Keynes is included as a Key Partner and Collaborator in the Central Bletchley Urban Design Framework SPD.</p>	<p>Noted. Will amend the SPD with a new heading, "YMCA Milton Keynes" in section 6.4 (Key Partners and Collaborators) and a new para 6.4.18, "Milton Keynes has a younger age profile than England as a whole and the consequently there is a shortage of youth housing options having grown 40% in the last 5 year. To tackle this growing social issue, as the local experts on supported housing provision for young adults, YMCA Milton Keynes have the ability to collaborate with key partners to provide innovative move-on social housing options for employed 18–35-year-olds in Bletchley. They are able to access significant funding opportunities to maximise the investment being offered through developers that are not available to public bodies, and their experienced fundraising team have secured over £2million for similar projects in the last two years."</p>	
	<p>19. Broadbent, Craig - <b>Milton Keynes Cycling Forum</b></p>	<p>Section 4.5.2 Transport and parking</p>	<p>Section 4.5.2 states Additionally, it includes improving the crossings and connecting the Redway to Queensway and to the Saxon Street Redway north of Princes Way.1/ This crossing must be grade separated, step free. There is little meaning of prioritising pedestrians over cars, if the pedestrians and cyclists have to wait to cross a road. This will significantly improve the appearance, safety and utilisation. A 24-7 access across the railway station from Queensway to Bletchley Park would offer an attractive route for active travel. More direct and avoiding traversing under the mainline bridge next to Buckingham road.</p>	<p>Agree that this would work well if the road was lowered and the space in front of the proposed Eastern Station Entrance to Buckingham Rd flowed across to Queensway. However this would be costly and a pedestrian underpass on a constrained urban site would provide a poor introduction to Bletchley Town Centre. Within an urban setting underpasses and narrow pedestrian / cycle bridges are a dated solution which are often considered problematic. They attract antisocial behaviour, increase the fear of crime particularly for pedestrians, women and the vulnerable and in many ways are less accessible to those with disabilities.</p>	
<p>Cycling / Walking</p>		<p>Section 4.5.5 Transport and parking</p>	<p>Section 4.5.5 A continuous Redway on the eastern side, as well as the existing Redway on the western side from the station. The existing redway includes a long narrow tunnel. This does not engender feelings of safety. Also the existing redway on East Side has crossing at South terrace, Princesway, exit and entrance to the BP garage/Kwikfit etc. Most are large radius car exits from fast roads requiring significant care to cross. 2/ The Redway should remain on the West side of Saxon Street heading north to V6 giving fast access to CMK. This would allow for more direct access with only Cemex and garage crossings. It should pass under the wide railway arch to the North of Princes way. A dedicated bus/bike lane may provide a middle way offering good north bound connection and removing unattractive tunnel on both journeys.</p>	<p>The redway switches to the west side of Saxon Street as that's where development is likely to come forward. This avoids conflict with the CEMEX HGV's and the petrol station access. A new crossing is proposed.</p>	
<p>Cycling / Walking</p>		<p>Section 4.6.2 Transport and parking</p>	<p>Section 4.6.2 The current preferred option to deliver this is to reduce Queensway to one-way between Albert Street and Cambridge Street. Currently, the one-way route is proposed as eastbound. 3/ If Eastbound one-way route then we would recommend that the redway is on the South side to avoid requirement to cross main flow at west side of Queensway</p>	<p>The detailed design of Queensway is flexible at this stage. However, we have indicated the redway on the south side of Queensway in the parameters plan on page 55.</p>	
<p>Cycling / Walking</p>		<p>Section 4.6.6 Transport and parking</p>	<p>Section 4.6.6 Additionally, the Princes Way / Queensway mini roundabout would be reviewed and likely redesigned to improve provision for pedestrians and cyclists to cross. 4/ We would recommend that cyclists and pedestrians have priority of crossing on south side of Queensway at Westfield road and Lennox roads as per stated aims. Raised platforms, colour and paving type to identify change in priority.</p>	<p>Agree, this area needs improvement for pedestrians and cyclists. The detailed design would be a matter for a later stage.</p>	

Cycling / Walking		Section 4.7 Transport and parking	Section 4.7 5/ A link from Bletchley station to the Blue Lagoon redway must be made to connect safe active transport to South Bletchley. Grade separated crossings of Buckingham road and Water Eaton road are recommended. Utilising the old Oxford railway bridge over Buckingham road saves time for both cyclists and drivers. Saving time and making safe routes encourages train and active travel.	Agree, this link is unfortunately on land outside of MKC's control and proving problematic because Network Rail are currently not allowing access across their land. Ongoing discussions will hopefully resolve this issue. One of the Town Deal Projects is seeking to bring this redway connection forward as much of it is outside the CBUDF area.	
Cycling / Walking		Section 5 Urban Opportunity Areas	<p>Station Quarter</p> <p>5.4.26 The redevelopment of certain Network Rail assets such as the Signal Box, Staff Accommodation and Station building and land to the north of a consolidated new multi-storey car park could accommodate office and/ or residential uses as well as convenience type uses typically associated with a station entrance.</p> <p>6/ The new station entrance needs high quality bike parking provision, electric bikes are expensive and allow easier transit for more people without sweating. They are outselling electric cars and this is expected to continue. Bike and train is a proven bimodal system in Denmark and Holland, reducing car traffic and improving train utilisation. 40-50% of all train journeys start with a bike ride.</p> <p>The provision of a bike shop at the entrance would provide additional service and could become the provider of paid security for high value bicycles. There is also potential for Cargo bike final mile delivery from stations. Pedalme and other providers have a good income from train based medical cargo which is high value and supports their core business which can then grow to other cargos. The council should engage to see if this could be a key element to help last mile delivery and reduce commercial delivery traffic.</p> <p>If successful the bike shop and last mile delivery hubs could be models for rollout across MK.</p>	Agree, although the SPD can't fix any land uses, we will propose to add new wording into para 5.4.26 (now 5.4.28) as follows, ".....as well as convenience type uses, including those associated with first / last mile travel such as bike shops/ repair shops and cargo bike final mile delivery typically associated with a station entrance.	
Car Clubs		Section 5 Urban Opportunity Areas	<p>7/ Car clubs have been shown to reduce car ownership and improve active travel's modal share.</p> <p>Car clubs should be offered as part of transport hubs. The station area is an obvious transport hub. Others offering local services to Bletchley residence would also be welcome.</p>	Agree, whilst the SPD does include car clubs as part of sustainable travel measures they are a matter for the individual developers to deliver.	
Cycling / Walking		Section 5 Urban Opportunity Areas	8/ In order for cycle routes to have maximum impact they should be connected to other redways, safe routes. The new Saxon road route terminates without connecting to any other safe cycle routes. Continuation of this and other routes would help to bring active travel commuters into Queensway etc.	Agree, the proposed redways within the CBUDF need wider connectivity which is why City Science have working alongside MKC in looking at the wider area feeding into section 4 of the framework. The SPD also works alongside the LCWIP.	
General	20. Mirzoeff, Jo - Bucks Gardens Trust		<p>BGT would not necessarily wish to see any changes to the draft consultation but would like to stress the following points:-</p> <ul style="list-style-type: none"> <li>☑ We support the proposals to enhance access to greenspace and to make some small improvements</li> <li>☑ We welcome that the heritage value of Bletchley Park is recognised.</li> <li>☑ We welcome the recognition of the land which was formerly part of Bletchley Park and recommend some commemoration of this in the proposed new park.</li> <li>☑ We request that we are consulted further as the proposals develop</li> <li>☑ We request that we are consulted specifically regarding any proposals which have the potential to impact on any RPG or public park.</li> </ul>	Noted	

Green Infrastructure	21. Hearn, Sarah - Senior Biodiversity and Planning Officer Berks, Bucks and Oxon Wildlife Trust	Section 1	<p>One key element of the Plan:MK Policy SD16 is 'The development will provide green infrastructure in line with Policy NE4, providing wellbeing benefits through access to nature'. The planning policy background section (1.6) should therefore refer to key policies relating to the natural environment and green infrastructure. Suggestions for which policies/guidance documents should be referenced, and where within this section, have been made below. NFFP</p> <p>After paragraph 1.6.13 include Para 174 (NPPF) Conserving and enhancing the natural environment after 174</p>	<p>Agree. New para 3.3.14 as follows, "All existing and new routes and spaces should in order to deliver on the Council's carbon reduction and sustainability aims aim to be as green as possible. All mature trees, subject to assessment should be retained with any trees removed, replaced where appropriate with new ones while their should be an aim for additional new trees and where appropriate other landscaping and SUDS included within these routes and spaces."</p>	
Biodiversity		Section 1	<p>Plan:MK After paragraph 1.6.22 Policy NE3 Biodiversity and geological enhancement- Policy NE4 Green Infrastructure</p>	<p>Will include the relevant parts of Policy NE4 (Policies A-D) in Section 1.7, see Para 1.7.24. It should be noted that notwithstanding the fact that the development sites are mostly brownfield, the SPD does propose a new green lung on the former cricket pavilion / music centre site which would form a trail of public open spaces and routes between the town centre and the Blue Lagoon Nature Reserve.</p>	
Green Infrastructure		Section 1	<p>Other Planning Policy and Guidance As a bullet point after 1.6.24 (This is a publication which should have been, and I hope was, used to inform the framework): Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes (Buckinghamshire and Milton Keynes NEP 2016)</p>	<p>Noted, but not included</p>	
Green infrastructure		Section 3	<p><b>Placemaking themes</b> Green infrastructure is a key element of the SD16 Policy. This does not come through in the placemaking themes and the opportunity areas (and their Key Principles) that have been identified. There are opportunities to highlight where green infrastructure could be used to help deliver the aims of the placemaking themes and opportunity areas. As well as all opportunity areas, this is particularly apparent in the following themes: (03) An improved sense of arrival (04) Improving Routes and Spaces (06) Creating a 'Place Identity' for Central Bletchley</p>	<p>see above responses above that address this comment</p>	



	<p>Section 3</p>	<p>The first key principle identified in the 'Vision and Principles for the Improvement of Green Infrastructure in Buckinghamshire and Milton Keynes' (Buckinghamshire and Milton Keynes NEP 2016) is that 'Green Infrastructure is as important and necessary as grey (man-made, constructed) infrastructure and social infrastructure for the health and wellbeing of Buckinghamshire's economy, environment and society.' As such Green Infrastructure could play a key role in the themes and opportunity areas identified in the Urban Design Framework to improve the feel and look of Central Bletchley, and therefore improving the mental and physical wellbeing of residents and visitors through access to nature, whilst also benefiting the environment and biodiversity, by providing extended green spaces and ecological networks and resources. Green infrastructure can also play a role in reducing the urban heat island effect, reducing air pollution and reducing water run-off, all of which are of particular concern in urban areas such as Central Bletchley. This range of benefits is known as 'ecosystem services'. Examples of what could be included are:</p> <ul style="list-style-type: none"> <li>-Tree lined streets</li> <li>-Wildflower rich road verges and green corners etc. with loggeries, hibernacula, bug hotels</li> <li>-Climbing plants on fences and walls</li> <li>-Any shrubs chosen to maximise: berries for winter bird food; flowers for pollen and nectar.</li> <li>-Green rooves on garages and public buildings</li> <li>-Green walls</li> <li>-Built in bird boxes including swift bricks, swallow and house martin and garden birds.</li> <li>-Built in bat boxes, bricks and lofts – suitable for crevice dwellers and roof void dwellers.</li> </ul>	<p>See responses above. Have also included new wording in para 1.5.6 (was 1.4.7) within the 'Climate Change' heading, "Although the renewal of Central Bletchley is largely associated with brownfield sites, green infrastructure can still play an important role in reducing the urban heat island effect, reducing air pollution and reducing water run-off, all of which are of particular concern in urban areas such as Central Bletchley." The examples mentioned are beyond the scope of the SPD, these will come through detailed applications.</p>	
	<p>22. David Broadley - Buckinghamshire Council</p>	<p>This response confirms that after considering the document, Buckinghamshire Council has no objection to the Draft SPD.</p>	<p>Noted</p>	
<p>General</p>	<p>23. Christine Mc Goldrick MRTPI - Central Bedfordshire - Head of Strategic Growth</p>	<p>The Council supports the aims and objectives of the SPD and the level of detail in the document is commendable. It is clear that you are seeking to enable transformational and inclusive renewal in Bletchley. The Council recognises that the SPD seeks to capitalise on the significant opportunities flowing from the enhanced connectivity and accessibility enabled by East West Rail and that a key objective of the SPD is to ensure that the renewal of Central Bletchley is brought forward in a holistic and comprehensive manner so that wider public benefits can be achieved - this approach is supported. Overall we believe the SPD will successfully inform landowners and potential investors about the place making and development opportunities within central Bletchley which will deliver your agreed aspirations for the area. We welcome this opportunity to comment on your Urban Design Framework for Bletchley and hope it has a smooth progression towards adoption.</p>	<p>Noted</p>	


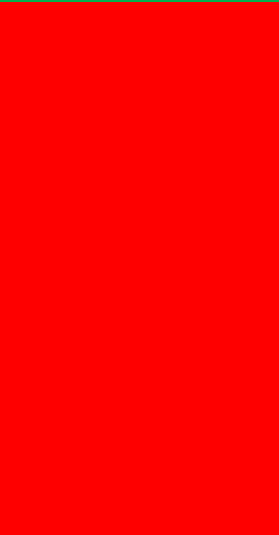
<p>Biodiversity</p>	<p>24. Ellen Satchwell - <a href="#">Natural England</a></p>	<p><b>Biodiversity Net Gain:</b>                  Biodiversity net gain is a key tool to help nature’s recovery and is also fundamental to health and wellbeing as well as creating attractive and sustainable places to live and work in. Development at Central Bletchley should protect and enhance the nature conservation or geological interest of nationally important wildlife sites. There is a likelihood that mandatory net gain may come forward soon. Biodiversity net gain is strongly supported by the National Planning Policy Framework (NPPF) and features prominently in the government’s 25 Year Environment Plan. Natural England has recently released the Defra Biodiversity Metric 3.0. The new metric is accompanied with detailed guidance and a tool to apply the metric. Natural England encourages the incorporation of the 10 best practice principles developed by CIRIA/CIEEM/IEMA for those delivering biodiversity net gain. The plan should set out a strategic approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity. There should be consideration of geodiversity conservation in terms of any geological sites and features in the wider environment. A strategic approach for networks of biodiversity should support a similar approach for green infrastructure. Planning policies and decisions should secure wider environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120,174, 175 and 180). The Chartered Institute of Ecology and Environmental Management, along with partners, has developed ‘good practice principles’ for biodiversity net gain, which can assist plan-making authorities                  Page 2 of 4                  in gathering evidence and developing policy.                  We would recommend that a minimum of 10% net gain is provided on site where possible. Natural England would like to draw your attention to Annex A which contains useful resources as well as advice related to biodiversity net gain.</p>	<p>Biodiversity is addressed in para 6.5.2 within the Sustainability and Climate Change Section</p>	
		<p><b>Climate Change</b>                  We welcome the consideration of Climate Change. In considering climate change adaption, also recognise the role of the natural environment to deliver measures to reduce the effects of climate change, for example tree planting to moderate heat island effects. In addition factors which may lead to exacerbate climate change (through more greenhouse gases) should be avoided (e.g. pollution, habitat fragmentation, loss of biodiversity) and the natural environment’s resilience to change should be protected. Green Infrastructure and resilient ecological networks play an important role in aiding climate change adaptation.                  We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact me.</p>	<p>Noted</p>	

	<p>25. Kilgallon, Rachel - Flood and Water Management Officer - <b>Lead Local Flood Authority</b></p>	<p>Many thanks for your consultation email regarding the Draft Central Bletchley Urban Design Framework SPD from Milton Keynes Council. Milton Keynes Council, in the role as Lead Local Flood Authority (under the Flood and Water Management Act 2010), has a responsibility for managing the following types of flooding:</p> <ul style="list-style-type: none"> <li>•Surface Water Flooding – this includes flooding from rainfall runoff from surfaces such as roads, roofs and patios.</li> <li>•Ordinary Watercourses – this includes flooding from drains and ditches, but excludes main rivers that are managed by the Environment Agency.</li> <li>•Groundwater flooding – this includes flooding caused by heavy and sustained levels of rainfall capable of increasing the groundwater table.</li> </ul> <p>We welcome this proposed SPD that seeks to ensure that the renewal of Central Bletchley is brought forward in a holistic and comprehensive manner. This compliments policies FR1 – FR3 of Plan:MK, which include locally specific strategic flood risk management policies to maintain and continue the exemplar sustainable drainage model of Milton Keynes. Plan:MK seeks flood management and drainage infrastructure to be provided as strategically as possible and as part of a maintained, multi-functional blue/green infrastructure. It is important to account for the impacts of climate change, which can result in higher intensity rainfalls leading to overwhelmed traditional drainage systems. At this time, the draft document should further consider the role of surface water drainage in this area. The LLFA wish to provide the following comments regarding this proposed SPD:</p>	<p>Understood &amp; noted but this is beyond the scope of the SPD</p>	
<p>Drainage</p>		<p>Critical Drainage Catchment This area of Central Bletchley is identified as a Critical Drainage Catchments (CDC). As per Plan:MK, all sites within a CDC, as defined by the Milton Keynes Surface Water Management Plan 2016, will be expected to show that the development would not increase the CDC's flood risk and, if possible, will improve the current situation.</p>	<p>Understood, but relevant for the planning application stage.</p>	
<p>Drainage</p>		<p>Risk of Surface Water Flooding There are overland flow paths areas identified within the area of interest. The areas of High Risk are mainly associated with Buckingham Road and Queensway. However, other areas at High Risk are on Sherwood Drive and Westfield Road. Section 19 Investigations Milton Keynes Council is responsible for investigating flood incidents as detailed within Section 19 of the Flood and Water Management Act 2010. Please note, that several areas of Bletchley have been historically impacted by surface water flooding. Please see our Section 19 reports for further information.</p>	<p>Noted, but assessment and mitigation will be addressed at the planning application stage</p>	

SUDs		<p>Sustainable Drainage Systems - Surface water management and the integration of Sustainable Drainage Systems (SuDS) should be considered from the start of the planning process and throughout to maximise the benefits of any proposed development. This will have an impact on layout and design, seeking source control measures to be implemented as a standard. Such works should also be in accordance with national policies such as the National Planning Policy Framework 2021. For strategic retrofitting to be successful it is important to understand any existing problems as urban drainage systems can be complex. There are many opportunities within the area of interest identified, as per the Draft Central Bletchley Urban Design Framework SPD, to manage and incorporate surface water management via SuDS. As an example, the SPD may wish to consider:</p> <ul style="list-style-type: none"> <li>-The utilisation of pervious surfaces in the parking areas such as by the Bus Station. Permeable paving can provide attenuation, slow the runoff rate of surface water as well as improve water quality before entering the sewer network/watercourse.</li> <li>-Further incorporation of SuDS tree pits along the pedestrian areas: <a href="https://greenblue.com/gb/case-studies/bletchley-brunel-roundabout/">https://greenblue.com/gb/case-studies/bletchley-brunel-roundabout/</a>.</li> <li>-Designing the Street Sections to be blue/green friendly through use of integrated landscaping such as rain gardens, dropped kerbs for highway runoff with generous footpaths/cycleways: <a href="https://www.susdrain.org/case-studies/case_studies/greening_streets_retrofit_rain_gardens_nottingham.html">https://www.susdrain.org/case-studies/case_studies/greening_streets_retrofit_rain_gardens_nottingham.html</a>.</li> </ul>	<p>Agreed - this has been addressed in a new para 3.3.14 "All existing and new routes and spaces should in order to deliver on the Council's carbon reduction and sustainability aims aim to be as green as possible. All mature trees, subject to assessment should be retained with any trees removed, replaced where appropriate with new ones while their should be an aim for additional new trees and where appropriate other landscaping and SUDS included within these routes and spaces."</p>	
Minerals and Waste Planning	<p>26. Drake, Robin / Laura Burford - <a href="#">MINERALS AND WASTE PLANNING AUTHORITY</a></p>	<p>M&amp;W officers have reviewed the consultation information and at this time do not consider it likely that materially significant mineral and waste impacts will emerge because of implementing the consultation's proposals. M&amp;W officers have based this response on potential impacts relating to: - Gloucestershire's mineral resources; the supply of minerals from and / or into Gloucestershire; and the ability of the county's network of waste management facilities to operate at its full permitted potential   M&amp;W OFFICERS RAISE NO OBJECTION</p>	<p>Noted</p>	
National Grid	<p>27. Chris Johnson MRTPI / Matt Verlander <a href="#">MRTPI National Grid</a></p>	<p>We have reviewed the above document and can confirm that National Grid has no comments to make in response to this consultation.</p>	<p>Noted</p>	
Canals	<p>28. Hennell, Jane <a href="#">The Canal &amp; River Trust</a></p>	<p>Based on the information available the Trust has no comment to make on the proposal</p>	<p>Noted</p>	
The Coal Authority	<p>29. Roberts, Debb <a href="#">The Coal Authority</a></p>	<p>As you are aware, Milton Keynes Council lies outside the defined coalfield and therefore the Coal Authority has no specific comments to make on your Local Plans / SPDs etc.</p> <p>In the spirit of ensuring efficiency of resources and proportionality, it will not be necessary for the Council to provide the Coal Authority with any future drafts or updates to the emerging Plans. This letter can be used as evidence for the legal and procedural consultation requirements at examination, if necessary.</p>	<p>Noted</p>	

Princes Way Roundabout	30. Town Deal Business Case Workshop		<p>To safely extend the redway network north across Princes Way and gain access to relocated bus station and the Eastern Train Station Entrance from the north there would be a need to accommodate pedestrian and cycle crossings of Saxon Street and Princes Way. To do this safely it is likely that signal control would need to be explored on the Princes Way Roundabout. This could also have the benefit of providing more space and increased feasibility of the delivery of the alternative CEMEX access options.</p>	<p>As enabling Signal Control on the Princes Way Roundabout unlocks the potential for providing a solution to a key constraint in the delivery of the Eastern Station Entrance, as well as improving active travel to the Town Centre, The Train / Bus Station via safe crossing of Saxon Street and Princes Way the following has been added to key / diagram in figure 4.4, 5.2 &amp; 5.5 - Explore Signal Control at Junction, including symbol on the Princes Way Roundabout and explanation next to fig 4.4</p> <p>The following text has been added to Paragraphs on - Pg44, Para 4.5.2 The overall aim for Saxon Street (south of Princes Way) is to deliver a human scale street that better supports pedestrians and their movement between the existing train station, a proposed new eastern entrance to the railway station and Queensway, as well as north-south adjacent to Saxon Street. This involves reducing Saxon Street to a single lane in each direction and the removal of the Brunel Roundabout. Additionally, it includes improving the crossings and connecting the Redway to Queensway and to the Saxon Street Redway north of Princes Way. In order to safely enable pedestrian / cycle crossings close to Princes Way Roundabout signal control of this roundabout should be explored. This could also potentially assist with the delivery of some of the proposed alternate CEMEX access options identified in Fig 5.2. and Pg. 58, Para 5.4.39 - "A new transport interchange and associated pedestrianised public realm will be created around a new eastern entrance (subject to relocation of existing Cemex Access). To accommodate an alternate CEMEX access and enable safe pedestrian access to the eastern entrance / relocated bus station, signal controls will be explored on the Princes Way Roundabout."</p>	
CEMEX Access	31. Thomas Cox - CEMEX	Section 5 Station Quarter – Opportunity Area	<p>CEMEX operate a Concrete / Asphalt Plant &amp; Dry Silo Mortar facility at land off Saxon Street, Bletchley. The facility is accessed off of Saxon Street and CEMEX have a long term lease on the land which is owned by Network Rail.</p> <p>With reference to the Central Bletchley Urban Design Framework Supplementary Planning Document (SPD) consultation, it is proposed in the main, to pedestrianise Saxon Way.</p> <p>Figure 3.2 – Central Bletchley: Illustrative Masterplan shows the retention of the CEMEX / Network Rail land (retained industrial area), however, the existing access arrangements off of Saxon Way have been removed / are not shown which commercially, causes us great concern.</p> <p>In conclusion, we can't see the Saxon Street pedestrianisation option working without closing the existing access to our site. Therefore, we would like to formally object to the emerging SPD on the basis that no alternative solution / access has been provided thus far.</p> <p>However, we would welcome further discussions going forwards in order to resolve this issue which should involve the Council, East West Rail, Network Rail and ourselves.</p>	<p>Objection noted and understandable given the uncertainty regarding delivery of an alternative CEMEX access. Saxon Street is not intended to be pedestrianised (and therefore you can still gain access to your plant using the same access), but it is intended to be a more attractive environment for pedestrians creating a street for a wide variety of users as opposed to a road largely for motorised vehicles (and hence the desire to move the cemex vehicles from having to turn at the Brunel Roundabout). The aim is also to relocate the Cemex access as it appears to impact on an optimum eastern train station entrance. Discussions are furthermore currently ongoing to explore alternate access arrangement off Princes Way roundabout and slightly to the north of the latter. At a meeting held on 17 Feb it was agreed to initiate technical studies to further explore the feasibility of these 2 access points. Figure 5.2 will be amended to show potential alternate access points coming off Princes Way Roundabout.</p>	

Former Cricket Pavilion Site	32. Hickling , FrazerP.P.S. On behalf of: Landmark C9 Limited	Statement relates to: Sherwood Drive Quarter Pages 60 and 61 – paragraphs 5.4.45, 5.4.47 and 5.4.54.	On behalf of the owner of the land of the former Cricket Pavilion, I can confirm SUPPORT for the objectives set out in this document. We support the key principle (no.3) which states: "Creation of an Urban Park and enabling development at the former Cricket Pavilion Site." Based on the proposals within this Urban Design Framework, and with specific reference to the detailed commentary at paragraphs 5.4.45, 5.4.47 and 5.4.54, the owner supports the objective of enabling development within the site in the form of small clusters of higher density housing, in order to deliver a new Urban Park area and facilitate the creation of a new pedestrian route through the site, from the station to the new pedestrian/cycle crossing on Buckingham Road.	Positive and Noted	
Former Cricket Pavilion Site		Cross reference is made to the Illustrative Masterplan (Figure 3.2) on page 39 and paragraph 4.4.1.	Echoing the comments at 5.4.45 and delivering on the objectives in 5.4.54, we would agree that the site offers great potential to make a meaningful contribution to the proposed links between other publicly accessible greenspaces while enhancing the pedestrian and cycle route options. We would also take this opportunity to highlight that one of the key constraints of this site is the Area-based Tree Preservation Order. The site contains many mature, healthy and high-quality trees that are valued and can continue to make a very valuable contribution to public amenity in this area. However, the site has also not been actively managed for many decades, even during its time in the control of Buckinghamshire County Council. The issue is that the parkland planting has been left unmanaged with many of the younger trees being self-set resulting in significant overcrowding, undermining trees of greater quality and value. It is on this point that we must be clear that in order to deliver the Urban design Framework Vision, the site must be brought under proper management with many of the poorer quality trees removed, along with shrubs and scrub that have little value. A planning application brought forward on this site can set out in detail how the treescape will be brought under better control, how the significant areas of open space can be opened up and made more visible to enhance natural surveillance and safety. This can include improved inter visibility through ground level clearance and management, as well as delivering a defined route and providing appropriate lighting. In terms of the Pavilion, the suggestion of making reference to the former Pavilion (at point 5.4.47) is both sensible and realistic. Unfortunately, the Pavilion building was lost to fire caused by anti-social behaviour. The building has been lost and its replication would not be an appropriate response in heritage terms. Reference within a landscape scheme through interpretation would work well within this new public area.	Noted	



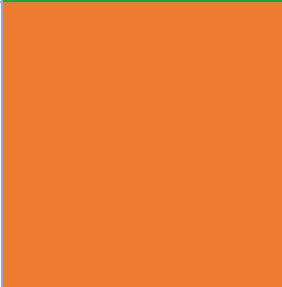
<p>Building Heights</p>		<p>One comment we would make linked to the objectives for high-density housing is the matter of height and what may be appropriate on this site. The main college 5 buildings are 3 storeys in height but have flat roofs of contemporary design, but on the western edge, the college building is single storey. Beyond the western boundary is Downing Close comprising of large 3 storey residential blocks with pitched roofs, while immediately adjacent to the southwest is the Freeman Memorial Methodist Church which is primarily 2 storey in height with a single storey outrigger to the rear. We would contend that if a contemporary approach was taken the site could sustain 3-storey development, particularly given the site's location as a transition between the more suburban development to the west and the new higher density core of Central Bletchley. If this was agreeable, a reference within the text would be useful in providing a more definitive set of parameters for the application.</p>	<p>You have provided what seems a reasonable assessment of the surrounding context but we don't feel it would be useful to be prescriptive on building height, indeed it might be that 4 storey could be designed to be appropriate. Detailed design at the planning application stage will also help determine height.</p>	
<p>Deliverability</p>		<p>With regard to the enabling housing component, the cost of delivering the urban park must be viable and deliverable. A reasonable level of housing will be needed to realise this objective but at this stage we cannot comment on the quantum that may be necessary. In considering density we note the content of point 10 at paragraph 4.4.1 regarding parking, and while the caveat under Part E of Plan:MK Policy HN1 is also noted, it is important to recognise that reduced parking, or indeed car free development is genuinely feasible in this highly accessible location.</p>	<p>We agree there is an argument for car free development in this location, However, there is a need to demonstrate that it works and convince local stakeholders, planners, politicians and highways colleagues.</p>	
<p>Illustrative Masterplan</p>		<p>Finally, in terms of the Parameters Plan, while only illustrative, it is a useful tool to inform the scope of any development proposals. In reviewing the document, we have noticed that the Illustrative Masterplan at Figure 3.2, while of a "lower resolution" in terms of the information shown, with regards to the Pavilion site, the masterplan does show several tree icons sitting over the top of the proposed western edge development block (adjacent to the Methodist Church). This isn't shown in the more detailed Parameters Plan in figure 5.6. It is a small point but a minor amendment to that plan would make it more consistent with the Parameters Plan and avoid any confusion when the application is made.</p>	<p>Agree, <b>will amend the Illustrative Masterplan to be consistent with the Parameters Plan (pg39, fig 3.2)</b></p>	
<p>Constraints Plan</p>	<p>33. Lloyd- Ruck, Matthew - Savills On behalf of Adil Catering Ltd, Section 2</p>	<p>Figure 2.4 Challenges and Constraints Plan The key for Figure 2.4 identifies Bletchley View South as an empty, demolished or underutilised building. Neighbouring the site to the north is Burger King, Bletchley. This site is considered to be equally underutilised, with substantial potential for optimisation through redevelopment. As such, the designation of Bletchley View South should be extended to the north as a reflection of the Burger King site's context and emerging transport connectivity credentials. We therefore request that Burger King, Bletchley is identified as an 'Empty, demolished or underutilised building' to accurately reflect the current use of the site.</p>	<p><b>Noted, will amend Fig 2.4</b></p>	

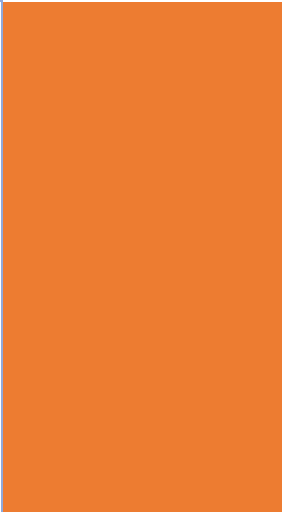
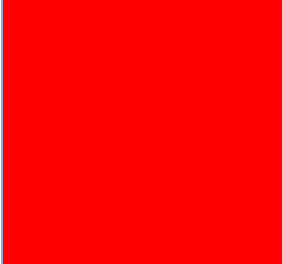
Brownfield Sites	Section 3	<p>3.2 The Vision</p> <p>We support the overarching vision outlined for Central Bletchley. However, we feel that it should make specific reference to optimising the capacity of well-connected brownfield sites to deliver higher density living, in line with NPPF paragraph 119.</p> <p>We suggest the following wording:          ‘Development in Central Bletchley will seek to optimise the capacity of brownfield sites through a design-led approach to support housing delivery across the area and realise the areas development potential.’</p> <p>Our clients have been stakeholders in the Bletchley community since 1994 and it has always been their aspiration to help improve the local amenities and surroundings to create an environment for locals</p>	<p>Noted, will amend the first bullet point within the Vision to read, "Increased housing delivery, diversity and choice for both new and existing residents by optimising the capacity of brownfield sites and realising Central Bletchley's development potential" See pg. 33, Para 3.2</p>	
Placemaking Themes	Section 3	<p>3.3 Placemaking Themes – An Improved Sense of Arrival</p> <p>We support Theme 3.3 ‘Placemaking Themes’ and the plan to create a new sense of arrival to Central Bletchley through new development. We consider that a landmark building of exemplary design should be delivered in conjunction with the new eastern entrance to Bletchley Railway Station to help improve the sense of arrival and direct footfall towards Bletchley Town Centre, thus driving growth and regeneration through increased spending and pedestrian activity</p>	<p>Noted</p>	
Diagram Amendment	Section 3	<p>Concept Plan</p> <p>The Concept Plan key refers to ‘focus of higher density residential led mixed use’ and ‘residential led mixed use’ separately but with the same key colour. It is not clear if they are referring to something different. If not, there should only be one key for it. If they are, this should be made clear by giving them different key colours. The full key should be located next to the concept plan on page 37 for clarity when interpreting the diagram.</p> <p>Notwithstanding the above, we support the designation of the Burger King site as a key gateway location to Central Bletchley. Allocating the Site as such recognises the opportunity to deliver an exemplar residential-led mixed use scheme that would greatly contribute to the growth and character of the area.</p>	<p>Noted and agreed, will amend duplication in the key in Fig 3.1, pg. 37</p>	



<p>Parking</p>	<p>Section 4</p>	<p>4.4 Parking This section outlines interventions proposed for parking, including the following: - Conduct a study to revise parking standards for new residential and commercial development that reflects the new policy position for Central Bletchley and its enhanced accessibility and connectivity arising from both EWR and MK's proposed MRT system. It should be noted that Part E of Plan:MK Policy HN1 (Housing Mix and Density) states that "where no or low levels of parking are proposed, to achieve densities that help realise wider strategic objectives, they will be required to demonstrate the site has good accessibility to frequent public transport services to public transport nodes, district/ town/local centres, schools and employment areas." We consider that revisions to the existing car parking planning policy requirements for residential and commercial schemes would be critical to realising the potential of the Central Bletchley area and delivering the transformational urban renewal outlined in this SPD. Currently, the existing car parking requirements are considered to be overly restrictive and a potential barrier to delivering the appropriate densities of development in this highly sustainable, well-connected area and optimising site capacities. We therefore support the proposed intervention outlined above and would encourage the council to pursue this in order to unlock the full development potential of the Central Bletchley area.</p>	<p>Noted we agree there should be a review of car parking need in this location and in fact the 2016 Parking Standard SPD is for various sections currently being reviewed including for Private Sector Rental Schemes across MK which will be of relevance for much of the new build housing in Central Bletchley.</p>	
<p>Building heights</p>	<p>Section 5</p>	<p>Page 62 – Northern Quarter Paragraph 5.4.59 states that: 'Subject to detailed design proposals, building heights of up to, approximately, 15-storeys are likely be supported south of Princes Way while heights of up to 6-storeys will be considered north of Princes Way.' We support the ambition to deliver higher density development of up to approximately 15 storeys south of Princes Way. This would enable the delivery of a landmark building that sets an exemplary design standard, while also optimising housing provision on a brownfield site and allowing provision of ground floor commercial uses. We also feel height in this location will relate well to a gateway building as identified in figure 5.7. Page 63 – Northern Quarter Opportunity Area, Figure 5.7 We strongly support the proposed location of a gateway building on the Burger King site. This site reflects a prime opportunity to redevelop underutilised brownfield land to deliver housing in a highly sustainable location. We suggest that, for clarity, the diagram specifically identifies that the Burger King site is labelled for this use.</p>	<p>Other representations have argued that a number for building height should be removed on the basis that the SPD includes no rationale for 6 or 15 storeys. We there propose to amend pg. 62, para 5.4.63 as follows, "Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and build on the density policy within Policy SD16 whilst at the same time respecting the local context and the impact on amenity in line with Policy D3 and D5 in Plan:MK. Building heights will however likely be a little lower north of the Princes Way Roundabout."</p>	
<p>Consented schemes</p>	<p>34. Harrison, Nick / Thamdi, Jeevan - Lambert Smith Hampton (LSH) o.b.o Bletchley View Limited c/o Godwin Developments</p>	<p>Section 1: Introduction BVL welcomes the publication of the SPD and through Godwin Developments has been engaged in various stakeholder consultation events hosted by the Council. BVL looks forward to continuing to work with the Council to deliver the vision for Central Bletchley. Given the significance in terms of scale and consented nature of the first phase of Bletchley View, it is considered that this should be explicitly acknowledged within the first section of the SPD. In doing so, it allows the Council to demonstrate that progress has already been made in respect of working with landowners to support the delivery of major development opportunities within the Central Bletchley area.</p>	<p>Noted, will add a final sentence to pg5, para 1.1.3 as follows, "This has already begun to be acknowledged and realised with the first major redevelopment of a brownfield site being the consented first phase of the higher density residential led mixed use development, Bletchley View located on Saxon Street." Will also include additional wording at the end of the 2nd bullet in pg66, para 6.3.1, "The Council have already demonstrated this by working collaboratively with the landowners of Bletchley View where a higher density residential scheme has been consented."</p>	

Prescriptive	Section 1: Introduction paragraph 1.2.3	<p>Whilst endorsing the aim of building on the Central Bletchley Prospectus noted at paragraph 1.2.3, BVL does wish to emphasise the importance of the SPD not taking an unduly prescriptive approach towards development within Central Bletchley. Further comments in support of this view are also made in relation to later aspects of the SPD.</p>	<p>Noted and understood getting the balance between meaningful guidance and not being overly prescriptive is a delicate balancing act which we have tried to acknowledge and address throughout the document</p>	
Delivery	Section 1: Introduction paragraph 1.4.4,	<p>Although supportive of the principle set out at paragraph 1.4.4, that the SPD adopts a holistic approach to the renewal of Central Bletchley, BVL consider that it is important to acknowledge within this paragraph – and the SPD more generally – that delivery will be incremental.</p> <p>BVL acknowledges the need to maximise the wider public benefits that will derive from the regeneration of Central Bletchley. However, it is important that the SPD allows for the development of large sites to come forward in a manner that is not reliant on the delivery of adjacent or nearby sites which may not be at such an advanced stage in terms of planning or delivery. The Bletchley View scheme, in particular, is a major component of the 'Town Centre West' Opportunity Area and its development will be a catalyst for the wider regeneration of Central Bletchley. The SPD should not therefore hinder delivery where development accords with the vision and principles of the Urban Design Framework.</p>	<p>Noted and agreed - will amend para 1.5.3. to commence the para with, <b>"While individual developments will clearly come forward in an incremental way, a key objective of the....."</b></p>	
Car Parking	Section 1: Introduction paragraph 1.4.7	<p>With reference to paragraph 1.4.7, BVL supports the Council's overall ambition for Milton Keynes to become carbon neutral by 2030 and carbon negative by 2050. It is agreed that the regeneration of Central Bletchley will go some way towards helping achieve these climate targets, particularly through the promotion of higher density and more sustainable uses of land within the area. However, BVL is concerned that the Council's proposed approach towards the provision of car parking within Central Bletchley – and the Town Centre West Opportunity Area more specifically – is contradictory to these overarching climate objectives. This view is expanded upon in relation to the later sections of the document which address parking.</p>	<p>The contradiction is acknowledged - we have to balance competing demands regarding parking requirements. The SPD does propose in section 4.4 that a review of parking standards is undertaken and this is indeed currently happening for various section of the Parking Standards SPD (2016) including PRS schemes across MK which will likely comprise a lot of the new higher density housing within Central Bletchley. Developers can furthermore propose a reduction in parking provision as part of their developments on the basis of Policies CT10 and HN1 in Plan:MK. The SPD does propose the development of some surface level public car parking so replacement parking will be needed, it is for this reason that wrapped public multi-storey car parks are proposed. Section 4.4 does furthermore promote car share schemes. It should also be noted that the SPD does include other proposals to reduce car usage and the impact of the car (the latter through proposals for both Saxon Street and Queensway) while it also aims to improve the nature of routes and spaces to promote pedestrian and cycle travel while a new bus interchange is also proposed. This supports the overall aim of a more compact and walkable Central Bletchley</p>	

<p>Car Parking</p>	<p>Section 2 – Central Bletchley: Existing Context</p>	<p>In respect of paragraph 2.1.1, BVL takes note of the requirement for planning applications within Central Bletchley to be supported by a contextual analysis as part of the preparation of a Design and Access Statement. As such, proposals for the second phase of Bletchley View will be informed by the opportunities and constraints that are noted within the SPD.</p> <p>With reference to paragraph 2.2.6, it is necessary to re-emphasise the point that has been made previously in relation to paragraph 1.4.4; in order to realise the major regeneration of Central Bletchley that the SPD envisages, provision will need to be made in policy to allow for the phased delivery of large sites, in a manner that is not reliant on the delivery of adjacent or nearby sites which may not be at such an advanced stage in terms of planning.</p> <p>BVL welcomes the findings of the urban design analysis that is set out at section 2.6. In relation to paragraph 2.6.7, it is agreed that the railway line coupled with the dualled nature of Saxon Street results in a barrier and severance effect for east-west movement within Central Bletchley, consequently limiting the flow of commuter pedestrian footfall to the town centre. This effect is appropriately indicated on the Challenges and Constraints Plan at Figure 2.4. BVL considers the barrier and severance effect of the railway line and Saxon Street to be a major obstacle to achieving the overall vision for Central Bletchley, and therefore support the Council's endeavours to improve the public realm in this location.</p> <p>Similarly, BVL endorses the comments made at paragraphs 2.6.8 – 2.6.10 which highlight the poor quality of pedestrian links and the public realm within Central Bletchley.</p> <p>With reference to paragraphs 2.6.11 – 2.6.14, BVL is in agreement that, at present, Central Bletchley offers a poor sense of arrival and pedestrian experience which is exacerbated by the aforementioned barrier and severance effect of the railway line and Saxon Street. In this context, BVL considers both phases of the Bletchley View scheme to have an instrumental role in resolving this issue, notably due to the gateway location of both sites in fronting the railway line.</p> <p>Paragraphs 2.6.12 and 2.6.16 also highlight the dominating and detracting nature of highway-related infrastructure and surface level car parking within Central Bletchley. As such, it is important to re-emphasise the view that is expressed in relation to other parts of the SPD; that utilising land that is so accessible to</p> <p>7</p> <p>sustainable travel modes for car parking is entirely inconsistent with the Council's overarching objectives of promoting sustainable travel and mitigating the impacts of the climate emergency.</p>	<p>Noted</p>	
<p>Concept / Vision</p>	<p>Section 3 – Vision and Placemaking Themes</p>	<p>In relation to paragraphs 3.1.1 and 3.1.2, it is evident that the SPD has been duly informed by: the strategic opportunity presented by East West Rail; contextual and urban design analysis; the existing planning policy context; and feedback from stakeholder engagement. This has resulted in the formation of a draft Concept Plan and Illustrative Masterplan, for which BVL wishes to confirm its overall support and commitment towards realising the vision, particularly in respect of the Bletchley View scheme and its surrounding environment.</p>	<p>Noted</p>	
<p>Car Parking</p>	<p>Section 3 – Vision and Placemaking Themes</p>	<p>BVL is encouraged by the overarching vision that is noted at section 3.2, but would, again, wish to emphasise that in order to “encourage pedestrian movement and ensure Central Bletchley becomes a walkable neighbourhood”, and promote a “serious alternative offer to the car”, new areas of car parking should not be encouraged.</p>	<p>The SPD does propose the development of some surface level public car parking so replacement parking will be needed, it is for this reason that wrapped public multi-storey car parks are proposed. Section 4.4 does furthermore promote car share schemes. It should also be noted that the SPD does include other proposals to reduce car usage and the impact of the car (the latter through proposals for both Saxon Street and Queensway) while it also aims to improve the nature of routes and spaces to promote pedestrian and cycle travel while a new bus interchange is also proposed. This supports the overall aim of a more compact and walkable Central Bletchley</p>	

<p>Delivery / General</p>	<p>Section 3 – Vision and Placemaking Themes</p>	<p>BVL endorses all six Placemaking Themes that are detailed under section 3.3, each of which are considered necessary in the context of fostering an attractive, vibrant, prosperous and well-designed Central Bletchley, which ensures a good quality of life for all new and existing residents.</p> <p>Notable support is given to theme 2 which concerns the diversification of uses and increase in housing choice within Central Bletchley. Fundamental to this is the recognition at paragraph 3.3.4 that vacant and underutilised sites provide the opportunity to develop higher density housing near to a significant public transport hub.</p> <p>Consistent with the comments that have already been made in relation to section 2.6, BVL is also supportive of theme 3 which recognises the important role that new, outward-facing development, such as Bletchley View, can have in breaking down the perception of an east-west divide within Central Bletchley.</p> <p>With regard to the Concept Plan that is detailed under section 3.4 and presented at figure 3.1, BVL supports the indication of the land on which Bletchley View is proposed as a focus for higher density, residential-led mixed-use development, situated within a key gateway location. In addition to this, support is given to the opportunity to redesign Saxon Street as a street for all users. The comments made at paragraphs 3.4.3 – 3.4.8 which correspond with the six Placemaking Themes are all also strongly supported.</p>	<p>Noted</p>	
<p>Illustrative Masterplan not prescriptive</p>	<p>Section 3 – Vision and Placemaking Themes</p>	<p>In relation to paragraph 3.5.1, whilst it is clear that the Illustrative Masterplan is not fixed and is open to interpretation, there remains a risk that it is misconstrued as the Council's preferred and only scenario for the regeneration of Central Bletchley. It is therefore considered that further emphasis is required to elucidate the fact that the Illustrative Masterplan represents only one possible scenario for the regeneration of the area and that the SPD does not preclude alternative solutions.</p> <p>BVL considers it opportune within this section to highlight that the intention of the SPD is not to prescribe the exact details of development within Central Bletchley, but rather to serve as a design guide for applicants who seek to bring forward high-quality schemes within the area.</p>	<p>Noted, have amended the 2nd sentence of pg. 38, para 3.5.1 to read, "The plan is not fixed and is open to interpretation, however it illustrates <b>one possible scenario</b> as to how the placemaking themes <b>and principles and guidance associated with parameter plans</b> could be addressed in a proposal."</p>	

<p>Parking</p>	<p>Section 3 – Vision and Placemaking Themes</p>	<p>As to the Illustrative Masterplan at figure 3.2, BVL is supportive of the general indication of development in respect of both the approved and future phase of Bletchley View. The sites' contribution towards the objective of achieving a compact Central Bletchley, comprising high-quality, higher density development, is also entirely agreed with.</p> <p>However, BVL wishes to express concern in regard to the indication of potential parking areas within such close proximity to a regionally significant railway station and proposed multi-modal transport hub. This is particularly pertinent to the area within which phase two of Bletchley View is proposed, to the south of South Terrace, where the Masterplan indicates the potential for both a public multi-storey car park and a private decked residential car park with roof garden. It is considered that providing such an extent of parking in this location would fundamentally be at conflict with the Council's overarching objectives of promoting sustainable travel and mitigating the impacts of the climate emergency. Indeed, it would fail to promote a "serious alternative offer to the car" – a key element of the Council's vision for Central Bletchley – and conversely, would encourage private car use by facilitating convenient access to parking. For this reason, it is imperative that a bolder and more restrictive approach (based the premise of 'no or low use') towards the provision of car parking is adopted within Central Bletchley, especially in areas where residential-led development will be delivered in close proximity to public transport facilities.</p> <p>Furthermore, consideration has not been given to the significant abnormal costs that are borne in providing multi-storey or decked residential parking, which can often threaten the viability of residential development altogether, or potentially restricting the scope for delivery of high-quality public realm.</p>	<p>See response above on car parking. The contradiction is acknowledged - we have to balance competing demands regarding parking requirements. The SPD does propose in section 4.4 that a review of parking standards is undertaken and this is indeed currently happening for various section of the Parking Standards SPD (2016) including PRS schemes across MK which will likely comprise a lot of the new higher density housing within Central Bletchley. Developers can furthermore propose a reduction in parking provision as part of their developments on the basis of Policies CT10 and HN1 in Plan:MK. The SPD does propose the development of some surface level public car parking so replacement parking will be needed, it is for this reason that wrapped public multi-storey car parks are proposed. Section 4.4 does furthermore promote car share schemes. It should also be noted that the SPD does include other proposals to reduce car usage and the impact of the car (the latter through proposals for both Saxon Street and Queensway) while it also aims to improve the nature of routes and spaces to promote pedestrian and cycle travel while a new bus interchange is also proposed. This supports the overall aim of a more compact and walkable Central Bletchley. - It needs to be recognised that existing surface level parking areas are proposed to be redeveloped on and some replacement parking will be required especially for shoppers, employees and other visitors of the Queensway and the new opportunities that will be provided. In the context of a more compact urban form we don't want to see large surface level parking areas remain.</p>	
<p>Walking and Cycling</p>	<p>Section 4 – Transport &amp; Parking, paragraph 4.2.1, paragraph 4.2.2 section 4.3</p>	<p>With regard to paragraph 4.2.1, BVL wishes to emphasise the importance of walking and cycling being promoted as the primary means of travel within Central Bletchley. As noted throughout this response, BVL is supportive of the Council's commitment to supporting sustainable development and mitigating the impacts of the climate emergency. Discouraging private car use within Central Bletchley – an exceptionally well-connected and accessible location – will be fundamental to realising these commitments. It should therefore be expected of new development to integrate opportunities for the promotion of active travel, as opposed to maintaining reliance on car use.</p> <p>To this end, BVL would suggest an addition to paragraph 4.2.2 to reflect the significant opportunity that exists to discourage private car use within Central Bletchley through development that prioritises non-car modes of travel rather than providing direct and convenient access to parking.</p> <p>Taking into account the aforementioned comments, the content of section 4.3 which relates to public transport is supported.</p>	<p>Noted, see response on car parking above. The contradiction is acknowledged - we have to balance competing demands regarding parking requirements. The SPD does propose in section 4.4 that a review of parking standards is undertaken and this is indeed currently happening for various section of the Parking Standards SPD (2016) including PRS schemes across MK which will likely comprise a lot of the new higher density housing within Central Bletchley. Developers can furthermore propose a reduction in parking provision as part of their developments on the basis of Policies CT10 and HN1 in Plan:MK. The SPD does propose the development of some surface level public car parking so replacement parking will be needed, it is for this reason that wrapped public multi-storey car parks are proposed. Section 4.4 does furthermore promote car share schemes.</p>	

Review parking standards	Section 4 – Transport & Parking, paragraph 4.4.1	<p>In addressing paragraph 4.4.1, BVL considers it essential for the Council to undertake a study to review parking standards for new residential and commercial development that reflects both the new policy position for Central Bletchley, and future enhancements in accessibility and connectivity that will arise from East West Rail and a potential Mass Rapid Transit network. It is already evident that providing large extents of car parking in such an accessible location would be contrary the Council’s overarching objectives of promoting sustainable travel and mitigating the impacts of the climate emergency. Additionally, from a placemaking perspective, it is critical that the Council are supported by the necessary evidence to move away from a car-first approach to development, allowing for a more efficient use of land that prioritises active travel and the delivery of more extensive, high-quality public realm, over and above the provision of car parking.</p>	Noted, See response above on car parking	
Saxon Street	Section 4 – Transport & Parking, paragraph 4.5	<p>BVL wholeheartedly supports the proposed approach to the reconfiguration of Saxon Street that is set out under section 4.5. It is considered that both phases of the Bletchley View scheme will have an instrumental role in resolving the existing barrier and severance effect of Saxon Street, which result in a poor sense of arrival and pedestrian experience at ground floor level. The proposals for Saxon Street set out within this section are considered encouraging and of sufficient detail to demonstrate how it can be reconfigured to apportion a greater amount of space to active and sustainable travel, as opposed to private car use.</p> <p>Having regard to the preceding comments, the Future Movement Plan illustrated at figure 4.4 is, in principle, supported, with the noteworthy exception being the indication of large extents of car parking within such close proximity to a regionally-significant railway station and proposed multi-modal transport hub.</p>	Noted	


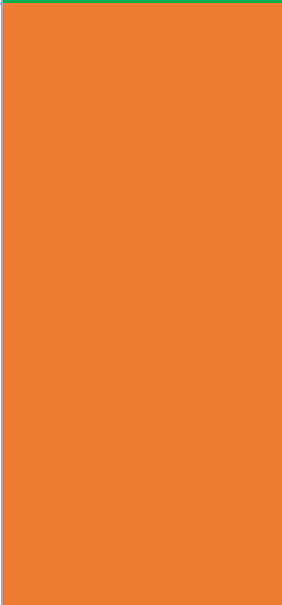
Flexibility / General	Section 5 – Urban Design Framework	<p>With reference to paragraph 5.2.1, BVL strongly supports the emphasis on the Parameter Plans not being interpreted as fixed or prescriptive, and therefore not being used to constrain the creativity of individual proposals. On the basis of the current wording, the paragraph is entirely endorsed. BVL also wishes to highlight at this point the need for flexibility interpreting the detail of the SPD, so as to ensure the timely delivery of major development schemes which are often constrained by viability.</p> <p>The boundaries of the six Opportunity Areas introduced under section 5.3 and in figure 5.1 are fully supported as these appropriately reflect the sub-contexts of Central Bletchley within which development proposals are able to come forward in an individual, yet coherent and coordinated manner.</p> <p>As with paragraph 5.2.1, the wording of paragraph 5.3.3 is entirely endorsed as this makes clear that the individual Parameter Plans represent an amalgamation of indicative design principles, the intention of which is to guide the delivery of new development, as opposed to dictate it.</p> <p>In relation to the Saxon Street Opportunity Area, which is detailed under section 5.4, BVL supports all key principles and interventions that are identified, not least of which include: improving a sense of arrival by reconfiguring Saxon Street; developing a multi-modal Transport Hub which interfaces with a new eastern entrance to the railway station; and the creation of a shared surface type environment that improves east-west permeability.</p> <p>It is acknowledged from paragraph 5.4.1 that new development which addresses the eastern side of Saxon Street – the largest element of which is Bletchley View – will play a crucial role in enhancing Saxon Street as a high-quality gateway and improving the arrival experience from the north. As with the first phase of Bletchley View, the second phase will positively address Saxon Street and include ground floor frontages in order to unlock a new street scene which is embedded within wider enhancements to the public realm.</p> <p>The recognition within the Parameter Plan at figure 5.2 of the role that phase one of Bletchley View will have in reinforcing Saxon Street as a gateway to Central Bletchley is entirely agreed with and supported.</p>	Noted	
Town Centre West	Section 5 – Urban Design Framework paragraph 5.4.15	<p>In respect of the Town Centre West Opportunity Area, the key principles of: developing the Council-owned car park adjacent to Albert Street; relocating the bus station for the subsequent redevelopment of the site; and improved public realm around Stephenson House, are all considered to be directly relevant to the second phase of the Bletchley View scheme. The proposals for phase two will therefore be informed by these principles.</p> <p>BVL is fundamentally in agreement with paragraph 5.4.15 which encourages residential development within the Town Centre West area. However, it is considered that the wording of “an appropriate density to reflect a town centre location near to a public transport hub” somewhat understates the significant opportunity afforded by this Opportunity Area, particularly in the context of an ambition to achieve a denser and more compact urban form. The following alternative wording is therefore recommended:</p> <p>“Residential development, of an appropriate density to reflect the ambition of achieving a more compact Central Bletchley which is centred around a regionally-significant public transport hub, will be encouraged to...”</p>	Agreed , will add the following wording to para 5.4.15 (now 5.4.17 on pg. 56, “Residential development, of an appropriate density to reflect the ambition of achieving a more compact Central Bletchley which is centred around a regionally-significant public transport hub, will be encouraged to...”	

<p>Building Heights</p>	<p>Section 5 – Urban Design Framework paragraph 5.4.18</p>	<p>With reference to paragraph 5.4.18, BVL is particularly concerned that the support noted for building heights of up to 15 storeys within the Town Centre West area is overly prescriptive, especially given the comments that have already been made in relation to the SPD guiding the delivery of new development, as opposed to dictating it. In the absence of any explanatory rationale or analysis with regard to building heights in the SPD, an arbitrary 15-storey limit is completely unfounded. Proposals for tall buildings will rightly need to be justified on a design basis as and when site-specific proposals come forward, but it is wholly inappropriate for the SPD to establish an arbitrary height limit without any supporting evidence. The reference to 15 storeys should therefore be deleted. Nevertheless, BVL does recognise the need that is set out within the same paragraph and paragraph 5.4.19 for building heights to respect the scale, massing and amenity of existing residential development along Albert Street.</p>	<p>Agreed, as mentioned above- Paragraph 5.4.18 (now 5.4.20) revised to say "Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and build on the density policy within Policy SD16 whilst at the same time respecting the local context and the impact on amenity in line with Policy D3 and D5 in Plan:MK". (also see Para 5.4.35 where this text is added)</p>	
<p>Car Parking</p>	<p>Section 5 – Urban Design Framework paragraph 5.4.22</p>	<p>With regard to paragraph 5.4.22 and the Parameter Plan at figure 5.4, BVL seeks to reiterate that a new multi-storey public car park, in such close proximity to a regionally-significant railway station and proposed multi-modal transport hub, is wholly contrary to the Council's overarching objectives of promoting sustainable travel and responding to the climate emergency and therefore cannot be supported. The Town Centre West Opportunity Area is exceptionally well-connected and accessible, and therefore it would be expected that within this context – and Central Bletchley more generally – priority is given to the promotion of active and more sustainable means of travel, as opposed to encouraging private car use. It should also be recognised that the ability to create a high-quality residential-led mixed-use destination, which brings with it the placemaking qualities that are referred throughout the SPD, would be seriously hindered by any obligation to provide multi-storey or decked car parking. Moreover, consideration has not been given to the significant abnormal costs that are borne in providing such car parking, which can often threaten the viability of residential development all together.</p> <p>In relation to the Northern Quarter Opportunity Area, BVL supports the recognition of the role that phase 1 of Bletchley View will have in providing a critical mass of residents to support the vitality of the town centre.</p>	<p>See response above on car parking. - It needs to be recognised that existing surface level parking areas are proposed to be redeveloped on and some replacement parking will be required especially for shoppers, employees and other visitors of the Queensway and the new opportunities that will be provided. In the context of a more compact urban form we don't want to see large surface level parking areas remain.</p>	
<p>Delivery</p>	<p>Section 6 – Implementation &amp; Delivery paragraph 6.2.1 paragraph 6.2.3 paragraph 6.3.1</p>	<p>With reference to paragraph 6.2.1, BVL endorses the position that the SPD should not be viewed as a rigid blueprint for development and that, ultimately, success will derive from the delivery of high-quality design at a more advanced stage in the process. In this context, BVL wishes to emphasise the need for flexibility in interpreting the detail of the SPD, so as to ensure the deliverability of major development schemes which may have issues with viability.</p> <p>As per the comments already made in relation to section 1.8, and in a manner consistent with that expressed at paragraph 6.2.3, BVL looks forward to working collaboratively with the Council and other stakeholders in order to bring forward Bletchley View Phase 2, and to help deliver the transformational renewal of Central Bletchley that is envisaged within the SPD.</p> <p>In relation to paragraph 6.3.1 which outlines the Council's role in helping to achieve the vision and objectives of the SPD, it is recommended that reference is also made to:</p> <p>"Facilitating effective and expeditious pre-application engagement processes with applicants to ensure that</p>	<p>Agreed, will add amended para 6.3.15, "In its role as Local Planning Authority will facilitate effective and expeditious pre-application engagement processes especially via Planning Performance Agreements to ensure that high quality applications are submitted."</p>	



<p>Delivery</p>		<p>Section 6 – Implementation &amp; Delivery paragraph 6.3.7 paragraphs 6.3.15 and 6.3.16</p>	<p>With regard to paragraph 6.3.7, BVL would welcome the opportunity to work in partnership with the Council in the form of a joint venture approach, where it would be necessary and advantageous to bring forward a more comprehensive development scheme within the Town Centre West Opportunity Area of Central Bletchley.</p> <p>In line with paragraphs 6.3.15 and 6.3.16, BVL would seek to engage in early dialogue with the Council, in its capacity as Local Planning Authority, as a means to improve the efficiency and effectiveness of the planning application process, and ultimately deliver better outcomes for the local community. The pre-application process will therefore need to be adequately resourced in order for this to proceed efficiently and expeditiously.</p> <p>BVL welcomes the Council’s commitment set out in paragraph 6.3.15 to work with public service and infrastructure providers to ensure that development across the Central Bletchley is facilitated by the timely provision of new and improved</p> <p>facilities such as public transport, green infrastructure, transport interchanges, rail, and highway improvements. This is particularly important in the context of the Bletchley View scheme which sits within the vicinity of various proposed infrastructure and public realm works, including the reconfiguration of Saxon Street and the new Transport Hub.</p>	<p>Noted</p>	
<p>Delivery / Car Parking</p>		<p>Section 6 – Implementation &amp; Delivery section 6.5,</p>	<p>Having regard to section 6.5, BVL is generally supportive of the Council’s commitment to promoting sustainable development and dealing with the climate emergency. However, BVL is notably concerned as to the indication of potential parking areas within such close proximity to a regionally-significant railway station and proposed multi-modal transport hub. It is considered that providing large extents of car parking in such accessible locations is fundamentally in conflict with the Council’s overarching objectives of promoting sustainable travel and mitigating the impacts of the climate emergency. Indeed, this would fail to promote a “serious alternative offer to the car” – a key element of the Council’s vision for Central Bletchley – and conversely, would encourage private car use by facilitating convenient access to parking.</p> <p>For this reason, it is imperative that a bolder and more restrictive approach towards the provision of car parking (based the premise of ‘no or low use’) is adopted within Central Bletchley, especially in areas where residential-led development will be delivered in close proximity to public transport facilities.</p>	<p>See response above on car parking. It needs to be recognised that existing surface level parking areas are proposed to be redeveloped on and some replacement parking will be required especially for shoppers, employees and other visitors of the Queensway and the new opportunities that will be provided. In the context of a more compact urban form we don’t want to see large surface level parking areas remain.</p>	
<p>Viability</p>		<p>Section 6 – Implementation &amp; Delivery paragraph 6.7.1</p>	<p>BVL is in agreement with paragraph 6.7.1 which correctly recognises the viability challenges that are often associated with brownfield development sites. In this context, BVL wishes to emphasise the need for flexibility in interpreting the detail of the SPD, so as to ensure that major development schemes within Central Bletchley are both viable and deliverable. Consideration will also need to be given to the significant abnormal costs that are borne in providing specific amenity features such as decked parking, which can often threaten the viability of residential development all together. BVL would seek to work proactively with the Council in instances where it is necessary to balance varying interests and obligations which have the potential to impact on development viability.</p>	<p>Noted</p>	

General	35. Anthony Aitken Colliers International On behalf of: Santander UK PLC	Section 1 and 2	<p>The Santander plot is bounded by Buckingham Road to the north, which leads to the Town Centre and Water Eaton road lies to the immediate east. Opposite the site is MK College and Bletchley Rail Station. The site borders Eight Belles Park to the south west, which leads to Blue Lagoon Local Nature Reserve to the south.</p> <p>It is on this basis that Santander wish to comment on the Central Bletchley Urban Design Framework Consultation Draft, as their Bletchley office lies within its boundary (page 6).</p> <p>Santander concur with the opening section (page 5) of the UD Framework that the new East West Rail link can provide a catalyst for transformational urban renewal and development.</p> <p>Santander support the overall planning analysis on pages 12/13 to deliver new homes, promoting healthy and safe communities, sustainable transport, making effective use of land, achieving appropriate densities and well designed places.</p> <p>The Santander landholding is identified as Opportunity Site 18 (page 30) in Figure 2.5. Santander support the Placemaking Themes on page 34, especially the reference to increasing housing choice, with higher density residential development close to a public transport hub being capable of being achieved in the future on the Santander landholding. Enhanced pedestrian/cycling connectivity and accessibility can be attained through the site when developed to Eight Belles Park and to Bletchley rail station. This thinking is equally relevant to improving routes and spaces (page 35), with the potential of the redevelopment of the Santander landholding to provide new pedestrian and cycling routes through their site, improving connectivity in the area and down to Blue Lagoon Nature Reserve.</p>	Noted	
Walking and Cycling		Section 3	<p>The Concept Plan (Figure 3.1 – page 37), with regard to the Santander landholding recognises the redevelopment potential of the site, which is welcomed overall. Whilst the new cycling and pedestrian links are indicative they dominate the site on the plan, but we appreciate they are to highlight a particular matter. In principle Santander recognise the placemaking requirements, as detailed in the preceding paragraph to allow pedestrians/cyclists to permeate the site, following natural desire lines on a north/south axis, from the rail station and east/west, to Central Bletchley. As opposed to two incursions to achieve this aim, there may be one on the Concept Plan that also depicts a more noticeable connection to the south west and into Eight Belles Park, which the Concept Plan has not currently achieved. These are minor points of detail that we are keen to engage with MK Council to clarify and update, as the overall aims are shared.</p> <p>The Illustrative Masterplan (page 39), whilst understood in the overall context of the document, it is recognised in paragraph 3.5.1 that it is 'not fixed and is open to interpretation'.</p>	Noted, happy to discuss, but will add further green dash annotation to go all the way through 8 Belles Park See concept Plan Pg37, fig 3.1.	
Movement Network		Section 4	<p>The crucial consideration is attaining the placemaking themes and it is correctly recognised that this could be achieved in a number of ways and the Illustrative Masterplan is solely one interpretation, others being able to be come forward for specific sites in the future.</p> <p>The Future Movement Framework (page 47) Figure 4.4 is noted and it also indicates a pedestrian/cycleway through the site, which as detailed in preceding paragraphs, Santander support in principle. A pedestrian crossing point to the north of their landholding is also indicated in the Figure.</p>	Noted	

<p>Sherwood Drive Quarte - General</p>	<p>Section 5</p>	<p>In terms of Opportunity Areas (page 50), the Santander landholding is located within the Sherwood Drive Quarter, it is understood these provide a framework for development to come forward in a coordinated manner. They provide key principles and a direction in terms of design that MK Council are keen to follow, irrespective of the exact nature of the development proposed. Santander are generally supportive of the Sherwood Drive Quarter aim; “We will work with landowners to enable the reuse and/or redevelopment of existing buildings and associated land to create high quality new residential led mixed use development.”</p> <p>The detailed analysis of the Sherwood Drive and Buckingham Road Quarter (page 60) noted as the sixth key principle;</p> <p>6. Redevelopment of Buckingham House and incorporation of key pedestrian route linking to wider green spaces.</p> <p>Santander support this principle, along with the specific identification of the Buckingham House site for higher density residential led development (para 5.4.42) and pedestrian/cycleway linking to Eight Belles Park. As noted on Figure 5.6 Sherwood Drive Parameters Plan (page 61) the sensitive edge to the western part of the site recognises the relationship to nearby residential properties, taking account of the scale of any new development. The key building corner at the north eastern part of the site is acknowledged at that location.</p> <p>Santander expect to come forward with a redevelopment option for Buckingham House over the forthcoming months and will take cognisance of the information provided in the SPD.</p>	<p>Noted</p>	
<p>CMK Primary Shopping Area</p>	<p>36. Sid Hadjioannou Turleys on behalf of Hermes CMK General</p>	<p>The Owners support the efforts being made to regenerate Bletchley Town Centre, especially the aim of encouraging a residential led rejuvenation of the centre. This notwithstanding, Plan:MK identifies Central Milton Keynes as the top of the retail hierarchy (city centre), following by second tier centres (town centres), which includes Bletchley. Given the primary focus of the Owner’s, is to contribute to maintaining and enhancing the primary shopping area of Central Milton Keynes as the regional shopping centre for comparison shopping, it is considered essential that any regeneration efforts for Bletchley do not encourage or indeed cater for competing retail offers that would jeopardise the primary shopping area’s ability to maintain its regional shopping centre status.</p> <p>Moreover, the scale and nature of the area covered by the SPD, could lead to the development of large box retail units attractive to national retailers, with the potential for attracting incumbent tenants away from Central Milton Keynes. Given this, it is considered that the SPD should encourage complementary and not competing retailers, with the primary focus of like for like replacement of existing tenants.</p> <p>In light of the above, and in line with Policy ER9 of the Plan:MK, it is considered that Bletchley should only cater for the daily and weekly convenience and comparison shopping and service needs of its catchment population, to ensure that the regional status and catchment of Central Milton Keynes, and especially, the primary shopping area is maintained and not diluted.</p>	<p>Whilst we see Bletchley becoming a more desirable shopping destination it will largely support the local population and visitors who seek a different more independent retail experience than as opposed to a regional shopping mall. The aim for a more compact urban form for Central Bletchley does not complement or support large box retail units or a shopping mall, so there should be no competition with CMK.</p>	

Reconfigured Saxon Street	37. James Bob	Section 4 - Transport & Parking Section 5 Urban Design Framework In relation to Saxon Street	<p>The reduction in capacity to a single lane in each direction is counter productive. The recent restrictions to a single lane under the railway bridge and its effects on traffic can already be seen. In the mornings the tailback jam down Buckingham Road reaches past my house on the entrance to Brooke Close. This has increased pollution and traffic fumes enormously especially for the children negotiating the road and crossing going to Holne Chase School. Further restricting the capacity will only compound this as Buckingham Road is the only route into Bletchley and beyond for the Housing estates in Old and Far Bletchley. It would also cause major issues for Emergency Services. The alternative route down Standing way will drastically increase congestion on Standing Way and Whaddon Way which is already bad in the rush hour. Diverting traffic from the Estates in this direction will be environmental madness. In order to ameliorate some of the predictable issues caused by this restriction of Saxon Street, the roundabout at Tesco on Watling Street must also be re-modelled as it is a pinch point especially when there are M1 diversions. An additional exit from Tesco onto the south side of Saxon Street would partly address this.</p>	<p>Disagree. Traffic modelling of a 2 lane Saxon Street between Princes Way and Brunel Roundabouts that incorporates future growth such as Salden Chase has been undertaken and the results show that downgrading this section is possible without causing queues although a number of mitigation measure should be explored as well as managing traffic demand. It is widely recognised that Saxon Street is a hostile environment for pedestrians and as currently laid out is an inappropriately designed road for a town centre location. Redesigning the street to be more attractive giving more space to pedestrians and cyclists becomes particularly important if / when an eastern entrance to the train station is delivered. Furthermore the principle of giving Saxon Street a more appropriate allocation of space for all users and creating a more attractive inviting space for pedestrians and cyclists in particular is consistent with the Council's sustainability and health objects as well as national and local planning policy and the movement hierarchy as set out in the revised Highway Code.</p>	
Reconfigured Saxon Street	38. Richard Martin	Section 4 - Transport & Parking Section 5 Urban Design Framework In relation to Saxon Gate assuming they mean Saxon Street	<p>You seem to forget the important role that Saxon Street plays in providing access between Bletchley west of the railway and the rest of Milton Keynes. Turn this into a restricted pedestrian focused street and the traffic that needs to get to MK and beyond has no viable route. Other options are all rat runs                  -Whaddon Way to Watling Street                  -Shelley Road to Standing Way                  -Tattenhoe Lane to Standing Way                  Or go in completely the wrong direction (Buckingham Road to Standing Way)Remove Saxon Gate and people will be cut off. You need a route out of W Bletchley to the outside world for cars, like it or not</p>	<p>Disagree. Traffic modelling of a 2 lane Saxon Street between Princes Way and Brunel Roundabouts that incorporates future growth such as Salden Chase has been undertaken and the results show that downgrading this section is possible without causing queues although a number of mitigation measure should be explored as well as managing traffic demand. It is widely recognised that Saxon Street is a hostile environment for pedestrians and as currently laid out is an inappropriately designed road for a town centre location. Redesigning the street to be more attractive giving more space to pedestrians and cyclists becomes particularly important if / when an eastern entrance to the train station is delivered. Furthermore the principle of giving Saxon Street a more appropriate allocation of space for all users and creating a more attractive inviting space for pedestrians and cyclists in particular is consistent with the Council's sustainability and health objects as well as national and local planning policy and the movement hierarchy as set out in the revised Highway Code.</p>	
Integration	39. Peter Jarvis		<p>The Plan should take note of the need to integrate with the rest of Bletchley (Old, Far, or nowadays West) and Fenny Stratford. Particularly cycle routes.</p>	<p>Agreed - proposals for redways is intended to do this. LCWIP also addresses this point</p>	
MRT			<p>Mass Rapid Transit This is a matter ready for a once-in-a-generation overhaul. Fast buses on dedicated routes – mainly on grid roads – are desirable. They need to be as fast as a car to persuade people to ride on them. Needs to be plenty of room for shopping trolleys and pushchairs. If they prove incredibly successful, they could be upgraded into tramways – higher in first cost but far cheaper in running costs. The MKDC laid out the grid roads with provision for tramways, and the designer Jacob Rowlands said there was room on his grid roads for any system under the sun, 'even chains of hot-air balloons kept aloft by politicians and hauled by flying angels with trumpets.'</p>	<p>Noted - the SPD recognises the potential this offers to Central Bletchley</p>	

Fenny Stratford	<b>Fenny High Street</b> – do you mean Victoria Road or Aylesbury Street? The original High Street was the Watling Street, which into my time had seven pubs, many dating from the coaching period, but it is a shadow of what it once must have been. Mind you, the other two are not nowadays much better – all the best shops have gone.	This area is beyond the scope of the SPD	
Fire Station and Police Station	<b>Demolition of Fire Station and Police Station.</b> I deduce there is no longer any crime in Bletchley and there hasn't been a fire for ages. You may care to remember that under the yard of the Fire Station is the well-thought-out Nuclear Bunker of the 1960s, wired in for any sort of civil emergency.	These facilities have relocated to the Blue Light Hub at Ashlands	
Fire Station and Police Station	<b>It would be well to keep this in repair</b> – you never know when something may turn up. I was in there when the police had a major hunt for someone who had, with a brick, beaten in the brains of a tramp in the porch of St Martins, Fenny Stratford. An impressive operation – they caught him.	see response in above	
History / Heritage Bletchley Park - computers	<b>p.19 First computer</b> is attributed <i>erroneously</i> to Alan Turing. This is not so – the first computer was the Colossus, designed by Tommy Flowers at the Post Office research labs and set up for GC&CS at Bletchley Park, where there is a working replica. Turing primarily worked on devices to break the 'Enigma' machine.	<b>Will amend to reference Colossus and remove reference to Alan Turing (see pg19, para 2.2.1</b>	
History Bletchley	<b>p.19 2-2-3</b> The Bletchley expansion was earlier than the MKDC and was, I believe, a scheme for London overflow thought up by the Ministry of Housing in the late 1940s or early 1950s. The masterminds for Bletchley were the late Dame Evelyn Sharp at the Ministry and our Surveyor, John Smithie: it was most successful, but twenty miles from a hospital; hence my arrival here.	Noted but not necessary to reflect this detail in SPD	
Photos	Your picture of the wartime buildings of Bletchley Park is taken from the entrance, showing the capacious loos, which we have restored. There are better views within – would your photographer care to come in with me? We must have one of the larger collections of bomb-proof buildings for miles around.	Noted but no additional photos required	
Road into Bletchley Park	3.3 The road into Bletchley Park was, without adequate consultation with Bletchley Park Trust, called Jemima Close – I am told after the child of a developer. This seems <b>inappropriate</b> – the other roads nearby are rightly named after famous codebreakers. There are no houses in Jemima Close and <b>I would urge that the name be changed to 'Bletchley Park'</b> , as this is the only set of buildings in the road.	Noted - but these personal views can't be expressed in SPD as outside of the site area	
The Cricket Pavilion	The <b>Cricket Pavilion</b> in the front corner of what used to be Bletchley Park is, I am told, one of the five most endangered buildings in the country, on the list kept by the Victorian Society – it is a charming and reverberant wooden building well suited to music and I have been to many concerts there. An attempt was made to burn it down, but fortunately the Fire Station was then across the road.	Noted and agreed a real shame it succumbed to fire	
Land Uses / Local Facilities	You rightly mark the <b>Wilton Hall</b> with a star, but immediately adjacent are <b>St. Mary's Parish Hall</b> (by Ninian Comper) and <b>Rectory Cottages</b> , a rare <b>II* true hammerbeam manorial hall</b> of c.1476 with carved heads in the roof. Both of these are extensively used for meetings and are part of the local social set-up – indeed, Rectory Cottages was the inspiration for MKDC's excellent policy of putting a meeting hall on every estate. So you need three stars on your map, not just one!	<b>Agree, will add 2 further stars to fig 2.1, pg21</b>	
Buckingham Road	<b>9.4.1 Access - Buckingham Road</b> is basically an old Roman road with mediaeval deviations; it is unsuitable for modern traffic, so was bypassed by the new A421 in the 1970s. It is still used by some heavy traffic and buses; there is not enough room to overtake and it is unsafe for cyclists. If we are serious about providing cycle routes – and I hope we are – this needs urgent attention.	Noted but this road is largely outside of study area	
Albert Street	<b>Albert Street</b> likewise is too narrow for modern traffic and dissuades people from shopping in Queensway. It is inadequate for buses.	Noted, it is proposed to remove buses from Albert Street	

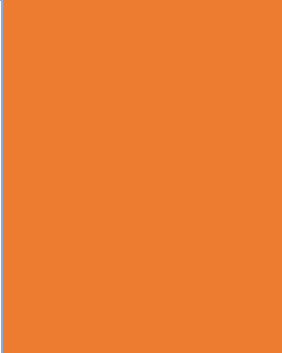
Railway Station	The <b>Railway Station</b> access is thoroughly unsatisfactory from almost any angle – the worst is the flight of steps down to the Buckingham Road, but it can be perilous crossing Sherwood Drive from the paths leading to Wilton Avenue, much used by people on foot and by bicycles. You cover the dreadful station access from the east in your document; it must be one of the more deplorable planning failures in the district.	Agreed, the SPD addresses your points		
multi-storey car park	8.4.10 There was a large multi-storey car park to serve the Leisure Centre, but it became unsafe and was demolished.	noted - thank you		
	For <i>story</i> read <i>storey</i> , passim.	noted		
Wellington Place	<b>Wellington Place</b> is not a public highway and the owners mulct garage proprietors for parking clients' cars in the road outside.	noted		
Typo / Error	Fig 2.2 for <i>Princess</i> read <i>Princes</i> . For <i>Water Eaton Drive</i> read <i>Water Eaton Road</i> . For <i>Rickley Lane</i> on maps, pp.24,37, 39, 47, 50 read <i>Church Green Road</i> . This rather gives the impression that whoever did the map does not know the district.	Noted and will amend fig 2.2 to reflect the correct names and or spelling		
pedestrian tunnel under the Brunel roundabout	There was a <b>pedestrian tunnel</b> under the Brunel roundabout into the shopping arcade, but it was closed.	Noted but not necessary to mention in SPD		
Trees	The former <b>Telephone Rentals</b> building had a pleasing row of trees outside it along Water Eaton Road, but these were hacked down when the place changed hands. Vandalism. They should be replanted.	Noted but outside study area of SPD		
Saxon Street - Speeding	Speeding along Saxon Street past the Bus Station is common and dangerous.	Agreed - hence the proposal to make it more pedestrian friendly		
East side of the Railway Station	<b>2.6.10</b> You discuss the inadequate arrangements from the east side of the Railway Station to the Bus Station – you are quite right and this will not do.	Agree & noted, the SPD addresses this point		
East-west divide	p.35 You talk of the east-west divide in Bletchley and you are quite right. It is not safe to ride a bike from Far Bletchley into town.	Noted		
Station Access	The steps from the Station down to Buckingham Road are a menace and the noise of traffic beneath the bridge is obtrusive and off-putting, so many people come into town by car, thus aggravating the problems.	Noted - this is addressed in the SPD		
Overbridge	Would it be possible to <i>sling a foot path above the existing pavement</i> under the bridge, thus segregating pedestrians from the other traffic, coming to ground at the pedestrian crossing on the west side of the Brunel roundabout?	Might be possible but very expensive and not clear how much benefit it would bring		

Walking / cycling			If car access to Queensway is to be restricted, then cycle access must be improved. As above, proper cycleways or Redways must be provided as far as is needed to connect with the main MK Redway system at the far side of West or Far Bletchley. A redway along Buckingham Road and up Church Green Road to Rickley Lane are the prime needs (the latter would be difficult).	Agreed , redway proposed along Queensway and in other areas where they are missing eg full length of Saxon Street
Cycle Storage			There need to be adequate secure bicycle racks in Queensway, with TV supervision – there are bicycle thieves.	Agreed - SPD does include this in the Transport and Parking section
Market			The sad remnants of what was once a flourishing market survive – it may be desirable to make better provision for them.	Agreed - all 6 placemaking themes should enable a restored market to thrive
Access Rd			Some of the 'access roads' marked on the map are not public roads at all –e.g. those in Bletchley Park.	Noted, but these are access roads in the broadest sense
Unstable Ground.			<b>Unstable Ground.</b> Please note that the much of the land off Westfield Road is made ground – it is a filled-in gravel pit. <b>It is not stable enough to support a two-storey building</b> – a house on the corner of Birchfield Grove and Westfield Road had to be demolished because of this. For this reason I would commend leaving the Library and the adjacent Surgery where they are – they are of a reasonable standard and stable.	Noted - but this is outside the study area of the SPD. Milton Keynes Council will make any decisions on the future of the library. Buildings will need to meet building regulations standards.
Train station access	40. M C, Wright	Section 5 - Station Quarter	*Disappointed EWR to Aylesbury Service is ignored. Warmly welcome redevelopment of station area. Car access to station needs to be maintained. Can existing multi storey be improved – (Fascia's?) Delighted Eastern entrance is being achieved and the link to transport hub is great idea, but access to Queensway needs to be considered. (Unfortunate money was spent on Bus Station earlier). Improving the look of the Brunel centre from the west is a good idea.	The train services are a matter for the train operator. The SPD suggests improvements to the front of the existing train station including the vehicular drop off and the existing car park alongside improvements for pedestrians. The SPD suggests improved multi storey car park which would be taller but on a smaller footprint.
Minerals plant and Cement works	41. Petra Klemm	Section 5.4.33	There are additional impacts from the Minerals plant and Cement works, especially impacts on Air quality. Most effected are areas east and east south of the Cemex plant (like areas around the Lidl shop and the current bus station) especially from the concrete production. Areas as far as Whalley drive have still additional pollution from dust, smell and more importantly Nitride or Sulfurate Oxide in the air from the plant depending on the wind direction. More vulnerable people, like children or asthma sufferers will have difficulties to breath on such days.	Noted but we have tried but have been told the cemex plant can't be relocated
Highway ped routes / Drainage		Section 5.4.34	Even though the "Fixing the Links' scheme.", the pedestrian path has been widened, I think the main problem is that pedestrians have to share car traffic on this route and the traffic can be very noisy and polluting at times, especially there is heavy traffic sometimes with stop-go situations, when commuters are most likely to travel and this is more likely to increase with more development in Buckingham, Bletchley and Bedford. The old bridge has a limited width and with that a limited space to give to different users. That why and because of the more limited bride to the southern end of the town Centre [Water Eaton Road]*1 with virtually no pedestrian way I believe there should be an additional crossing for all non-motorised users be created, especially for rush-hours. This should be also independently if you are a train-user at that point of time or not. Another option would be a flexi-glass panel in the bridge tunnel on Buckingham Road in between motorised and non-motorised traffic.  Drainage: There is a drainage problem at the bridge tunnel on Buckingham Road, which I have not crossed for a while as pedestrian, but I remember well that there was water flowing down or dripping from the ceiling onto my head when crossing the tunnel 1-2 hours after a stronger rainfall as a pedestrian. This problem should be resolved, as it is particularly off-putting and could also affect the electrics of any additional lighting.	Noted but this is outside of and/or beyond the scope of the SPD.

Cemex Access		Section 5.4.35	The existing Cemex Access road is not only very unsightly but also takes space away from an eastern Railway entrance. A new Cemex Access road would take space away from a potential bus station as shown in this document. I believe further north there is also a higher level-change between Saxon road and the Cemex area and actually at the moment this area feels relatively intact with a wildlife strip and primroses in spring.	Noted. The SPD explores options for a new cemex access so that the eastern entrance can occur in the optimum location	
Speed limit		Section 5.4.36	It should be made sure that there is a special speed-limit to this area [20m/hr] and parking might be an issue – if this route should be kept attractive to pedestrians. There is a lot of wild parking around the railway entrance area.	Agreed but specifying a speed limit is beyond the scope of the SPD and will be determined at detailed design stage	
Noise and air quality		Section 5.4.38	I think there might be challenge because of the noise and air quality issues for residential development at the flank to the railway line, especially the use of public realm inside such a development might be limited / problematic. However, I could imagine to a full area building with having 2 ground levels of parking and on top 2 levels with flexible offices also with flexible staying times [e.g. business owner XY needs only a office in Bletchley on Tuesdays and office worker ZY like to work close to the Innovation hub on Wed and Thur. On the 2 second level there could be a courtyard-like a green roof with a glass frontage of the flexible office / meeting building, e.g. having triple- or noise proving glassing facing it as a visual 'garden'.	Noted - noise and air quality issues will be addressed as part of detailed design/application.	
Challenging Levels		Section 5.4.38	Comment: I would like to add to this right analysis, that there might be an additional challenge to providing a successful connection between west and east [town centre] Bletchley across the station is the level change, currently solved by a breezy, drafty and unsightly pedestrian bridge luckily being provided with a small lift for those that come with bike, buggy or heavy luggage. With a new design to the station building, I would expect this to be solved for those, the railway users and for general pedestrian if this should be a seen as a main connection between west and east Bletchley.	Noted - this is beyond the scope of the SPD and will be addressed at detailed design/application stage	
General	42. Baars, Clare	General	<p>Having read the SPD in full and following a virtual consultation meeting with Paul and Matt we would like to share our support for the proposals outlined in the document. In particular, we feel that these aspects will regenerate Bletchley making it a more desirable and pleasant place to live:</p> <ul style="list-style-type: none"> <li>•Improved access to the train station from the high street side</li> <li>•Pedestrianisation overall, as outlined in the document</li> <li>•Greater connection to Redways encouraging active travel</li> <li>•Investment in evening / night time industry in Bletchley</li> <li>•Improved landscaping</li> <li>•Increased community use of the high street e.g. community centre, library, Bletchley Park historic related uses</li> <li>•Improving access and signage generally</li> <li>•Improving signage to and awareness of the green spaces such as the Blue Lagoon and Leon Recreation Ground</li> <li>•The proposals relating to Chandos and surrounding area regarding parking restrictions</li> <li>•The considerable reduction in traffic, particularly in the High Street and improving safe parking through restrictions and enforcements</li> </ul>	Positive and Noted	



<p>General suggestions</p>		<p>General</p>	<p>In addition to our above support for current plans, we also believe that the following aspects would benefit from being outlined in more detail in the SPD:</p> <ul style="list-style-type: none"> <li>•A stronger stance on (i.e. promoting) the demolition of the Brunel Shopping Centre, which is largely obsolete and an eye sore</li> <li>•A clear strategy that outlines how the SPD will avoid a negative impact of adding significant additional residential areas, including an impact analysis on parking and infrastructure provision for these new residential sites to mitigate adverse impact on existing residents.</li> <li>•A clear statement ensuring that additional residential areas will not include high-rise housing (i.e. tall blocks of flats)</li> <li>•Clearer intent relating to making the high street feel safer at night (e.g. through better lighting, etc.)</li> <li>•Even greater emphasis on the increased promotion of and focus on Bletchley's historical significance (e.g. a Turing statue, and/or memorial to the women who served at Bletchley Park)</li> <li>•An increased focus on environmentally friendly approaches and initiatives to support existing residents</li> </ul>	<p>Noted- agree with some points (first and last 3 bullets) and the existing and <b>amended text previously proposed</b> does reflect these points. The 2nd bullet will be addressed as part of a detailed planning application while we disagree with the 3rd bullet because planning policy already implies taller buildings will be developed because densities up to 250dph are permitted through existing Policy SD16 in Plan:MK.</p>	
<p>Consultation</p>		<p>Consultation</p>	<p>We would also like to share some feedback about the consultation process itself. It feels that this phase has been targeted towards commercial enterprises, as a local resident the formal consultation process has not been very accessible. In particular:</p> <ul style="list-style-type: none"> <li>-Little proactive communications about it directly to residents (e.g. leafleting, social media through local groups that aren't affiliated with the Council, such as Resident Association groups, etc.)</li> <li>-Communications don't appear to be provided in an accessible format for residents with sensory disabilities or those for whom English is a second language (e.g. plain English version, BSL translations, braille)</li> <li>-The methods of providing feedback – a fully digital form hosted on a website would have been a smoother experience</li> <li>-Engagement with local groups (e.g. Leon and Central Bletchley Residents' Association) doesn't seem to have taken place for this consultation</li> </ul>	<p>Noted, we did establish a Digital Engagement Platform which we felt was a pragmatic way of engaging with as many stakeholders as possible given the covid pandemic did not allow for face to face engagement.</p>	
<p>Pedestrian Access, Sustainable Travel:</p>	<p>43. Sam, Minnet</p>	<p>Section 5, opportunity Area 5, Sherwood Drive Quarter – Opportunity Area</p>	<p>Pedestrian Access, Sustainable Travel:</p> <ul style="list-style-type: none"> <li>•The proposed changes overlook enhanced sustainable travel provision for existing residents and need to incorporate improved pedestrian access from Water Eaton Road area and Redways via the Water Eaton Road bridge, towards the Sherwood Drive Quarter (Buckingham road roundabout).</li> <li>•Current access is constrained, with pedestrian access via the bridge challenging as vehicles an pass through at speed combined with a narrow pedestrian path. The Water Eaton Road approach to the bridge lacks accessible crossing points (stairs rather than slopes at points) and absence of facilitated crossing (traffic lights). The current layout is therefore poorly suited to users with pushchairs, or wheelchairs. At presents vehicles do not have to stop which impedes crossing by users with accessibility needs. Modification of the road layout and installation of suitable crossing points are required.</li> <li>•This discourages use of the blue lagoon undermine health and wellbeing, and constraining pedestrian movement east-west.</li> </ul>	<p>Understandable concerns, but largely outside the scope of the SPD. It should be noted that a more compact urban form and higher densities within Central Bletchley should improve public transport provision within the wider area due to increased demand from more people living in the area.</p>	

<p>Traffic</p>	<p>Section 5, opportunity Area 5, Sherwood Drive Quarter – Opportunity Area</p>	<ul style="list-style-type: none"> <li>•The current proposals with residential developments in the Sherwood drive quarter will exacerbate traffic use of the Water Eaton Road, with associated negative impacts for residents from noise pollution and air pollution.</li> <li>•To mitigate against these additional negative impacts, avoidable existing use of the route for longer destination travel should be discouraged, with alternative routes encouraged via “Manor Road - Watling Street” or “Manor Road - Vicarage Road - Princes Way”.</li> <li>•A reduced speed limit on Water Eaton Road (&lt;20mph) with enforcement cameras could be introduced to disincentivise use of this constrained width route, so that the route is utilised primarily by near location residential users. This will also benefit pedestrian users accessing the bridge route due to reduces flow through.</li> <li>•The western side of the Water Eaton Road bridge, the approach to Buckingham road, requires enhanced pedestrian path, Redway provision, and lighting linking the bridge up to the roundabout.</li> </ul>	<p>This is outside the study area of the SPD. The matters raised will however be addressed as part of the preparation and assessment of individual applications</p>	
<p>Health and Wellbeing, Green Space Access</p>	<p>Section 5, opportunity Area 5, Sherwood Drive Quarter – Opportunity Area</p>	<p>Health and Wellbeing, Green Space Access:</p> <ul style="list-style-type: none"> <li>•Following the conversion of Mercury House (and the wider Sherwood drive quarter) the most direct access to the blue lagoon would be via the existing footpath.</li> <li>•The proposed “new” route to the blue lagoon via Eight Bells Park, would be complimented by upgrading the existing access from Water Eaton Road to the Blue Lagoon, which is a footpath at present.</li> <li>•The Council should prioritise working with network rail to cut back vegetation alongside the footpath and address the legacy of accumulated rubbish, Consideration should be made of suitable signage at the Water Eaton Road entrance as a “gateway” to the blue lagoon and rubbish bins should be considered on site or at entranceways. The ambition for increased site use would need to be matched with improved maintenance and clearance (litter begets littering).</li> <li>•In collaboration with Network rail the existing fencing could be relocated to the base of the railway embankment (as elsewhere on the site) and replacing the fencing running alongside the Swanary to the minimum footprint required. This would open a larger approach enabling a wider replaced path or Redway as well as use of the surrounding wood such as planting wildflowers. Relocation of the fence on the network rail side would support mitigating the poor visibility of the approach up to the crest of the hill, by developing a wider and potentially lowered path through. Streetlight provision along the path would improve user safety.</li> </ul>	<p>Noted and generally agreed but landownership issues mean MKC don't have control over these matters but are engaging with the relevant landowners to achieve the best outcomes from a health and wellbeing and greenspace perspective as you have outlined</p>	
	<p>Section 5, opportunity Area 5, Sherwood Drive Quarter – Opportunity Area</p>	<p>We would also like to share some feedback about the consultation process itself. It feels that this phase has been targeted towards commercial enterprises, as a local resident the formal consultation process has not been very accessible. In particular:</p> <ul style="list-style-type: none"> <li>-Little proactive communications about it directly to residents (e.g. leafleting, social media through local groups that aren't affiliated with the Council, such as Resident Association groups, etc.)</li> <li>-Communications don't appear to be provided in an accessible format for residents with sensory disabilities or those for whom English is a second language (e.g. plain English version, BSL translations, braille)</li> <li>-The methods of providing feedback – a fully digital form hosted on a website would have been a smoother experience</li> <li>-Engagement with local groups (e.g. Leon and Central Bletchley Residents' Association) doesn't seem to have taken place for this consultation</li> </ul>	<p>Noted - the detailed public engagement took place in earlier stages of the preparation of the SPD especially when the digital engagement platform was available.</p>	

Density and height	44. Sellers, Douglas	Section 3 - Vision	<p>Ref 3.3.1 - 'Compact' from masterplan looks too compact and high buildings would be undesirable in the central area.</p> <p>Ref 3.5.1 - 'Masterplan'</p> <ol style="list-style-type: none"> <li>1. Agree with opening up Queensway to Buckingham Road and connection of eastern entrance of railway station with bus station.</li> <li>2. Disagree with full pedestrianisation here, as vehicular access is required for short stay trips to shops, without having to enter via residential streets. Due to recent additions of one-way systems, traffic is encouraged to use Eaton Avenue and others as a rat-run. Opening up Queensway both ends would allow traffic to enter Queensway without using residential roads as feeders.</li> <li>3. Traffic management by humps and chicanes, with pedestrian crossings and short-term parking in a narrowed Queensway would make the place more attractive and useable.</li> </ol> <p>Ref 3.3.8 - Existing railway station entrance - please use local red-brick and building design similar to that at Leighton Buzzard - also prefer pitched roofs!</p>	<p>A compact urban form supports local shops and maximises the number of people close to public transport links. A critical mass of residents in a sustainable location is essential in terms of delivering a sustainable and healthy future for Bletchley. Full pedestrianisation is not proposed.</p>	
Queensway traffic proposals		Section 4 - Transport & Parking	<ol style="list-style-type: none"> <li>1. Disagree with one-way system for Queensway. The whole routing and one-way proposals look too complicated - keep it simple to be attractive.</li> <li>2. Vehicular access is required for short stay trips to shops, without having to enter via residential streets. Due to recent additions of one-way systems, traffic is encouraged to use Eaton Avenue and others as a rat-run. Opening up Queensway both ends would allow traffic to enter Queensway without using residential roads as feeders.</li> <li>3. Traffic management by humps and chicanes, with pedestrian crossings and short-term parking in a narrowed Queensway would make the place more attractive and useable.</li> </ol>	<p>City Science who prepared the Transport and Parking Study as an evidence base for the SPD did a detailed objective analysis of the future of Queensway and the conclusion was that a 1 way route would be best to contribute toward the overall vision for Central Bletchley.</p>	
	45. Janet Deeley / Peter Denchfield	Section 5	<p>The improvements proposed for the Town Centre East area to make it more welcoming for shoppers, and to introduce one-way traffic are welcomed.</p>	Noted	
Density		Section 3	<p>Paragraph 3.3.1 refers to the 'higher density' of the proposed residential developments outlined in the Framework, mentioning a range of 150 to 250 dwellings per hectare. As a large part of the residential development will be taking place on land to the north of Stephenson House in the form of flats/apartments, it seems reasonable to think that the density will be in the upper half of the range. Either way, the additional residential accommodation envisaged in the Framework can only result in an increase, possibly significant, in the number of people living in the area. This may well result in a need for more school places and is likely to increase the pressure on health care, with more people wanting to register with general practitioners. There appears to be no recognition of this in the Framework</p>	<p>The density is set out in the approved Plan:MK. The relevant health and education providers have been contacted through the consultation process. The Framework does envisage a significant increase in the residential population of Bletchley, which may have an impact on services. However, it is far better to locate growth in and around sustainable locations, which already have services, than on green field sites where the new population would likely be car dependent. The increase in population would, in many cases support the continued viability of existing shops and services.</p>	

Retail	Section 3	Paragraph 3.3.4 refers to 'wider demand for a wider [range of] retail, cultural and leisure [facilities]'. As far as retail is concerned, the Framework proposes the demolition of the Brunel Centre, the Wilko store and most of the units in the area off Princes Way. What degree of certainty can there be that the number of retail units lost as a result of these proposals will be compensated for by proposals contained elsewhere in the Framework? There is reference in the early pages of the Framework to residents indicating that they would like to see the replacement of the Sainsbury's supermarket which closed this time last year. There appears to be no proposal in the Framework for this to happen. As far as culture and leisure facilities are concerned, there appear to be no concrete proposals in the Framework to provide either.	The SPD encourages commercial ground floor uses throughout the framework area. Retail is a commercial use but the council can't force retailers back to Bletchley Town Centre, however by allowing residential led mixed use development we can ensure there are more people in the town centre , which in turn will make retail uses more viable.
Residential Mix	General	As far as residential development is concerned, there seems to be far too much emphasis on the provision of flats/apartments, most of which are likely to be lived in by single people or couples. There appears to be little mention of family-sized housing. Will any of the housing proposed be social housing or will the best that can be expected be that some of it will be 'affordable'?	Most the new accommodation is likely to be apartments (between 1 and 3bed) with some town houses. There is good provision for family housing across Milton Keynes and Bletchley. It is considered appropriate in this well connected / town centre location to predominantly cater for a younger demographic.
Building Height	General	Although some flats/apartments will be in low-rise accommodation, it seems that most will be in high-rise blocks on land referred to as Town Centre West, which, it is suggested, could be as high as fifteen storeys. The only other similar building in the vicinity is Stephenson House. This is only nine or ten storeys high. To have four or five blocks of such height would be overbearing and completely out of character with the surrounding area. Any new blocks should be no taller than Stephenson House. Even if the new blocks were only ten storeys tall, they would, together, have a significant impact on the skyline and would be visible from a considerable part of the town to the east. It would be most important that the design of these blocks is of a high quality in order to mitigate their visual impact on the surrounding area.	Apartments add to the house mix in Milton Keynes and Bletchley which largely caters for family homes. We will remove mention of specific heights in the SPD but a precedent has already been set for taller buildings through approved schemes and to some extent density will be linked to increased height.
Reconnecting Queensway and Buckingham Road	Section 4 & 5	The proposal to re-instate Queensway between Albert Street and Saxon Street would result in the loss of the only large open area in Queensway that can be the venue for street entertainment. This seems to go against the desire for Queensway to be an attractive area for residents. Also, what would be the effect on the recently opened units in what used to be the Co-op building?	The street hasn't been designed yet and we only expect limited vehicular access if any.
Innovation Hub / tech focus	Section 5	The proposal to concentrate the tech elements to the west of the railway bridge seems to provide no benefits for central Bletchley or Fenny Stratford.	The aim is to capitalise on the tech heritage associated with Bletchley Park and build links to MK College. The site is located in the central Bletchley area.