

Central Bletchley Urban Design Framework Supplementary Planning Document

Adopted Version – March 2022

This document has been prepared by Milton Keynes Council's Urban Design and Landscape Architecture Team. For further information please contact:

Email: urban.design@Milton-keynes.gov.uk

Address: Urban Design,

Milton Keynes City Council,

Civic,

1 Saxon Gate East,

Milton Keynes,

MK9 3EJ

Contents:

Section 1 – Introduction

- 1.1 Introduction
- 1.2 Aim of Urban Design Framework
- 1.3 Status of Urban Design Framework
- 1.4 Geographical Scope of SPD
- 1.5 The Wider Context
- 1.6 The Town Deal
- 1.7 Planning Policy Background
- 1.8 Central Bletchley Prospectus
- 1.9 Stakeholder Engagement

Section 2 – Central Bletchley: Existing Context

- 2.1 Introduction
- 2.2 Central Bletchley: Historic Origins
- 2.3 Land uses
- 2.4 Access and Movement Network
- 2.5 Landscaping and Public Realm
- 2.6 Urban Design Analysis
- 2.7 Opportunity Sites
- 2.8 Conclusions

Section 3 – Vision and Placemaking Themes

- 3.1 Introduction
- 3.2 The Vision
- 3.3 Placemaking Themes
- 3.4 Concept Plan
- 3.5 Illustrative Masterplan

Section 4 – Transport and Parking

- 4.1 Introduction
- 4.2 Walking and Cycling
- 4.3 Public Transport
- 4.4 Parking
- 4.5 Saxon Street
- 4.6 Queensway
- 4.7 Future Movement Framework

Section 5 – Urban Design Framework

- 5.1 Introduction
- 5.2 Parameter Plans
- 5.3 Opportunity Areas: Location and Summary
- 5.4 The Opportunity Areas

Section 6 – Implementation and Delivery

- 6.1 Introduction
- 6.2 Delivery and Implementation of the CBUDF SPD / Across the SPD Area
- 6.3 The Council's Role
- 6.4 Key Partners and Collaborators
- 6.5 Sustainability and Climate Change
- 6.6 Delivery Timeframe and Phasing
- 6.7 Viability
- 6.8 Investment and Funding

Appendix

- 7.1 Appendix A: Plan:MK Policies
- 7.2 Appendix B: Central Bletchley Transport and Parking Study

Figures

Figure 1.1 – Site Location

Figure 1.2 – Aerial of the Framework Area

Figure 1.3 – Boundary of the Central Bletchley Urban Design Framework (CBUDF) Area

Figure 1.4 – Bletchley Location within Oxford-Cambridge Arc

Figure 1.5 – Location of Town Deal Projects

Figure 2.1 – Land Uses Around Central Bletchley

Figure 2.2 – Central Bletchley Existing Movement Network

Figure 2.3 – Landscape, Public Realm and Heritage

Figure 2.4 – Challenges and Constraints Plan

Figure 2.5 – Opportunity Sites

Figure 3.1 – Central Bletchley: Concept Plan

Figure 3.2 – Central Bletchley: Illustrative Masterplan

Figure 4.1 – Illustrative Saxon Street Section – Bus Station

Figure 4.2 – Illustrative Saxon Street – Street Section

Figure 4.3 – Illustrative Queensway – Street Section

Figure 4.4 – Future Movement Plan

Figure 5.1 – Central Bletchley Opportunity Areas

Figure 5.2 – Saxon Street: Parameters Plan

Figure 5.3 – Town Centre East: Parameters Plan

Figure 5.4 – Town Centre West: Parameters Plan

Figure 5.5 – Station Quarter: Parameters Plan

Figure 5.6 – Sherwood Drive: Parameters Plan

Figure 5.7 – Northern Quarter: Parameters Plan

Section 1 – Introduction

1.1 Introduction

1.1.1 Bletchley is an historic town on the southern edge of Milton Keynes that has, over several decades, experienced underinvestment. However, as a major transport interchange located at the intersection of East West Rail (EWR) and the West Coast mainline (Figure 1.1), Central Bletchley is set to benefit from unrivalled connectivity and accessibility at the centre of the Government’s flagship Oxford-Milton Keynes-Cambridge Arc.

1.1.2 Investment in EWR, and the enhanced connectivity it delivers, will underpin growth, and serve as a catalyst for transformational urban renewal and development. This, in turn, will present a generational opportunity to create a thriving and vibrant Central Bletchley that benefits both the existing community as well as new residents, workers and visitors. It is also expected to be pedestrian-scaled with genuine sustainable travel options and a strong link to its technology heritage.

1.1.3 Milton Keynes Council is seeking to enable this transformational and inclusive renewal through the preparation of an Urban Design Framework and formal adoption as a Supplementary Planning Document (SPD). This has already begun to be realised with the first major redevelopment of a brownfield site being the consented higher density residential-led mixed-use development: Bletchley View, located on Saxon Street.



Figure 1.1 - Site Location

Figure 1.1 – Site Location

1.2 Aim of Urban Design Framework

1.2.1 The SPD will capitalise on the significant opportunities flowing from the enhanced connectivity and accessibility, enabled by EWR, through the provision of guidance which promotes holistic and inclusive renewal within Central Bletchley.

1.2.2 It will inform landowners and potential investors about the placemaking and development opportunities within Central Bletchley which will deliver on the agreed aspirations for the area. East West Rail will bring Oxford and Cambridge within a 40-minute train journey from Central Bletchley, while London Euston is only 40 minutes away via the West Coast Mainline. A potential Mass Rapid Transit (MRT) network will improve links and journey times to and from Bletchley and other destinations in Milton Keynes, including Central Milton Keynes (CMK).

1.2.3 The SPD will build on the approved Central Bletchley Prospectus through the provision of further detailed land use and design guidance for opportunity areas which will provide greater clarity, certainty and speed for applicants when preparing planning applications.

1.2.4 It will serve as an evidence base for the preparation and inclusion of planning policy for Central Bletchley within Milton Keynes Council's new Local Plan.



Figure 1.2 - Aerial of the Framework Area

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1.3 Status of Urban Design Framework

1.3.1 Following adoption the SPD is a formal planning document. The SPD does not make planning policy and does not form part of the development plan. Rather, its purpose is to build on and supplement adopted planning policy and to provide more detailed advice or guidance of what is expected of development proposals. The Urban Design Framework SPD is supplementary to Policy SD16: Central Bletchley Prospectus Area, in Plan:MK (adopted 2019). The SPD is a material consideration in planning decisions, to include the determination of planning applications within the Central Bletchley

Scope of SPD

1.3.2 The preparation of an Urban Design Framework is an essential first step to guide future development. The Urban Design Framework establishes key placemaking themes, a series of parameter plans and associated principles and guidance, that will guide all new development within the Prospectus Area.

1.3.3 The Urban Design Framework is based on the establishment of a variety of 'Opportunity Areas'. Placemaking themes will inform more detailed design guidance for each of these opportunity areas.

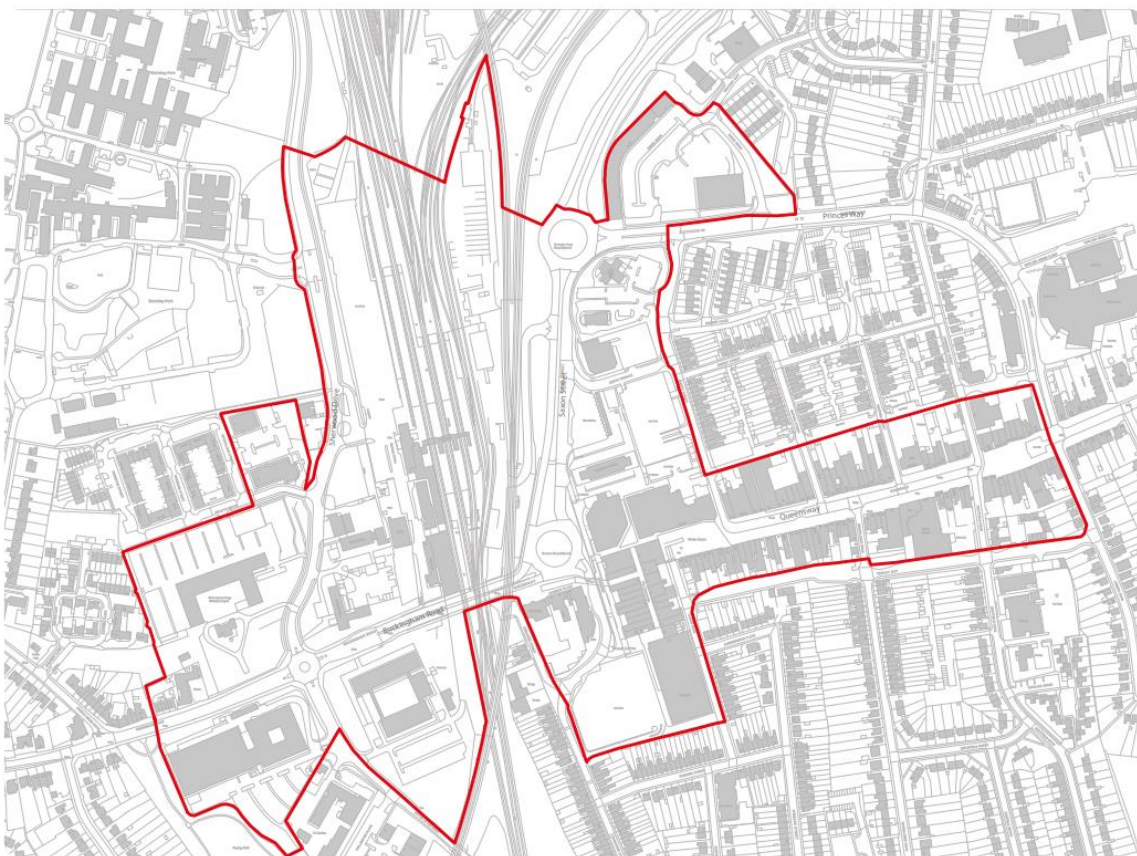


Figure 1.3 - Boundary of the CBUDF Area

Figure 1.3 – Boundary of the CBUDF Area

1.4 Geographical Scope of SPD

1.4.1 Figures 1.2 and 1.3 outline the Urban Design Framework Area which accords with the Central Bletchley Prospectus Area as designated in Plan:MK. It includes part of Bletchley Town Centre as well as land to the western side of the West Coast Mainline. It should be recognised that, while the SPD only provides guidance for

sites within the red line area, guidance for some sites within it will have an influence on the surrounding area – which will be addressed where appropriate within the SPD.

1.5 The Wider Context

1.5.1 Bletchley is located on the southern edge of Milton Keynes. ‘Different by Design’, Milton Keynes was established over 50 years ago. Currently home to 267,500 people, its population is expected to increase rapidly to 410,000 residents by 2050. That’s only part of Milton Keynes’ remarkable story. Milton Keynes is one of the fastest growing economies in the UK, producing £14.05 billion (bn) of Gross Domestic Product (GDP) in 2018 and £14.56bn of GDP in 2019. Milton Keynes has also seen strong growth in the number of jobs created (10,750 or 6.18%) between 2015 and 2019.

1.5.2 Milton Keynes’ continuing growth story has been captured through the Council’s preparation and adoption of a ‘Strategy for 2050’. The Strategy will endeavour to put people at the heart of the growth story for the city, creating a plan for how we can maintain the best of the place, fix the things that could work better, and build a city that works for everyone – not just those living in the new homes or working in new jobs, or those that have access to a private car to travel around the city. Inclusive growth is a thread that runs through the Strategy for 2050. Inclusive renewal is critical to Central Bletchley as well, so that the benefits of the new investment that the SPD will enable are felt by current as well as new residents and workers.

1.5.3 Whilst individual developments will come forward in an incremental way, a key objective of the Urban Design Framework is to ensure that the renewal of Central Bletchley is brought forward in a holistic and comprehensive manner (rather than in a piecemeal fashion). This is especially important given that there are many land ownerships within Central Bletchley. By adopting a holistic approach to the future renewal and development of Central Bletchley, wider public benefits can be delivered, which might not be possible if each site is redeveloped in isolation. Moreover, important issues such as future public parking provision and new public realm to serve Central Bletchley can be more readily addressed by adopting an overarching masterplan approach to the future of the area.

1.5.4 A key element of the 2050 Strategy is a future Mass Rapid Transport (MRT) System to serve the city and its growth, and a key MRT route proposal has its terminus in Central Bletchley. Furthermore, Milton Keynes is located at the heart of the Oxford-Cambridge Arc which the National Infrastructure Commission described as the “UK’s Silicon Valley, an area of national and international importance with exceptional growth potential.”

1.5.5 Bletchley will play a key role at the hub of this Arc due to its location at the intersection of strategic east-west and north-south rail routes, linking key centres of economic activity in London, Birmingham, Oxford, and Cambridge.



The Blue Lagoon Nature Reserve is a green and blue public open space close to Central Bletchley. However, it currently has poor accessibility.



The Eight Belles Park is an under used public space located next to the western boundary of Central Bletchley.



View looking down Queensway which needs to diversify to attract people.



Milton Keynes response to the climate emergency includes gas and electric buses.

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- The Eight Belles Park is an under used public space located next to the western boundary of Central Bletchley.
- View looking down Queensway which needs to diversify to attract people.
- Milton Keynes response to the climate emergency includes gas and electric buses.

1.5.6 There are some other key drivers of change which the SPD needs to respond to and enable:

Climate Change

- The Council at its 23 January 2019 meeting declared a ‘climate emergency’ and adopted the MK Sustainability Strategy 2019-2050. The aim is for Milton Keynes to become carbon neutral by 2030 and carbon negative by 2050. Central Bletchley has a key role to play in this regard. The accessibility and connectivity afforded by EWR should allow for a range of real sustainable travel choices to be provided. 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.

Access to Open Space

- The Covid pandemic has highlighted the incredible importance of access to open space. With higher-density development envisaged within Central Bletchley it is crucial that new residents have access to high quality open space.

High Streets

- With the trend towards online retailing continuing High Streets need to diversify to provide a wide range of opportunities that serve to attract people so as to ensure they remain successful. High quality public realm is a crucial element of the range of opportunities that serve to attract people.

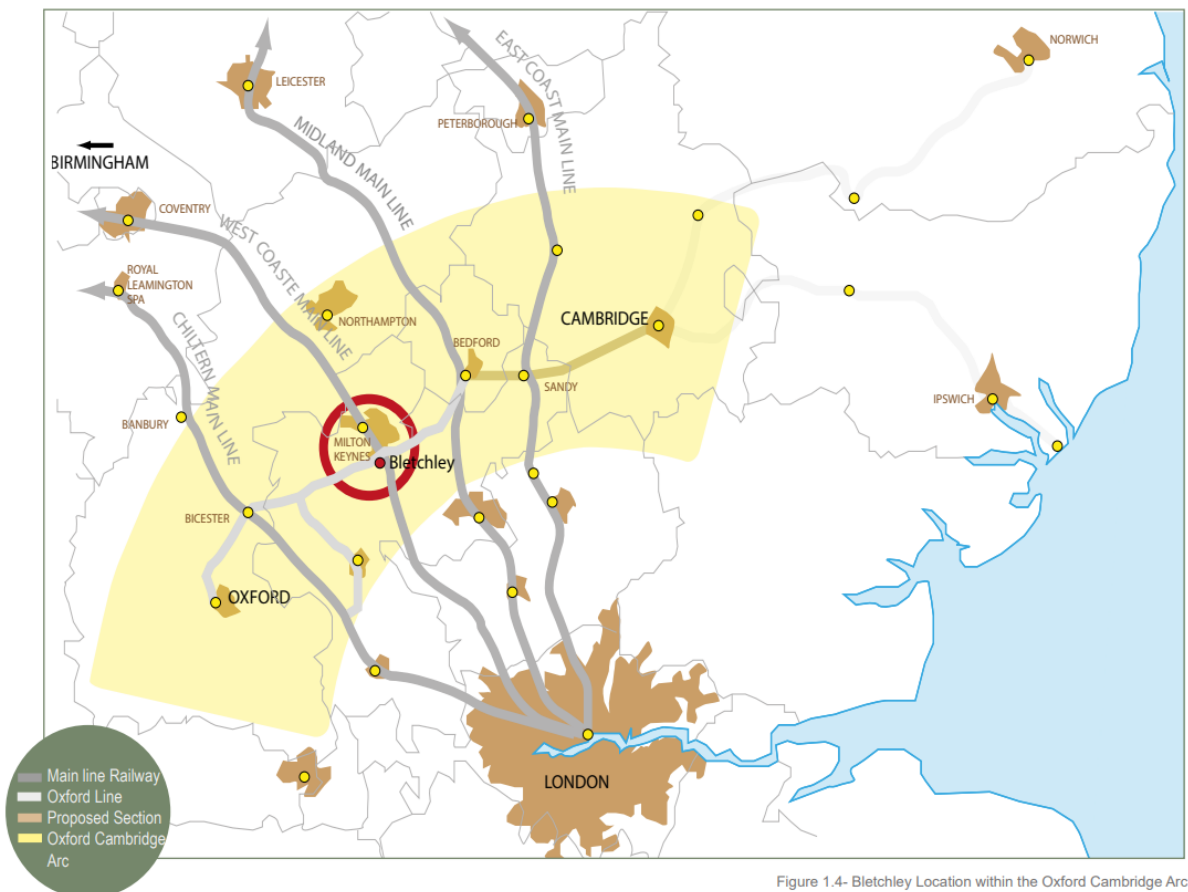


Figure 1.4- Bletchley Location within the Oxford Cambridge Arc

Figure 1.4 – Bletchley Location within the Oxford-Cambridge Arc

1.6 The Town Deal

1.6.1 On 1 November 2019 the Government published a prospectus which set out how it was planning to manage a £3.6bn national fund to support towns to build prosperous futures known as the ‘Towns Fund’.

1.6.2 Milton Keynes was one of 101 locations identified to work with the Government to develop a series of multi-million-pound deals, to support innovative regeneration plans as part of its ‘levelling-up the regions’ programme.

1.6.3 Those areas included in the programme were invited to work with local communities and businesses to draw up ambitious plans to transform economic growth prospects based on the following themes: urban regeneration; planning and land use; skills and enterprise infrastructure; and connectivity (transport and digital). Towns were invited to bid for funding of up to £25 million dependent on the production of business cases to substantiate such investment.

1.6.4 Given the generational opportunities and prospects for urban renewal in Bletchley, as set out in the Central Bletchley Prospectus (MKC 2019), the launch of the Towns Fund programme was timely.

1.6.5 Bletchley was deemed to offer the 'best fit' to the criteria and profile required in terms of the 'levelling up' agenda and the ambition for the Towns Fund. The Central Bletchley Prospectus provided a platform and a focus for the development of a regeneration plan. Moreover, the delivery of East West Rail and Bletchley's newfound connectivity at the centre of the Government's flagship Oxford-Cambridge Arc, the proposed development of South-Central Institute of Technology at MK College, transformation at Bletchley Park and several vacant or derelict sites with redevelopment potential located around Bletchley railway station all combined to provide a favourable context for a Towns Fund bid.

1.6.6 Consequently, in December 2019, alongside a decision to approve publication of the Central Bletchley Prospectus, Milton Keynes Council (MKC) confirmed that Bletchley would be the focus of Milton Keynes' Towns Fund bid.

1.6.7 In line with the requirements set out in the Towns Fund Prospectus, the Bletchley and Fenny Stratford Town Deal Board was established in 2020 to act as an advisory board to MKC. Its main task was to oversee the preparation of an evidence-based Town Investment Plan (TIP), which identified the local priorities for investment and supported a bid for government funding of up to £25 million.

1.6.8 In July 2020, the Government offered Milton Keynes a grant of £1 million to fund 'accelerated' Towns Fund capital projects and, following a delegated decision, these monies were secured, in September 2020, for the purposes of Redway delivery and demolition of the former Bletchley Fire Station.

1.6.9 Informed by an extensive stakeholder engagement process, the Bletchley and Fenny Stratford TIP, seeking investment of £25 million to progress and deliver nine projects, was completed and submitted to government in October 2020.

1.6.10 The Government's Town Fund investment offer was subsequently received in March 2021 and a Town Deal of £22.7 million was formally agreed in April 2021 to deliver the following projects:

The Town Deal Projects (in millions):

- Innovation Hub £3.05
- Revolving Development Fund £8.9
- Transport Hub £3.91
- Public Realm Improvements £2.1
- Redway Improvements £0.76
- Tech Park Bletchley £1.02
- Transformation at Bletchley Park £2.24
- Fibre Connectivity £0.10
- Active Marketing of Vacant Sites £0.71



1.6.11 Following the submission of confirmation tables cases for each of the above projects in May 2021, MKC received a formal grant funding letter from the Government in July 2021.

1.6.12 The Town Deal is a 5-year programme and the next stage in the process requires the production of detailed, 5-part, business cases for all nine Town Deal projects by March 2022.

1.6.13 The Council Plan (2016 / 2021-22) identifies supporting the regeneration of Bletchley and Fenny Stratford as a corporate priority and commits to working with the Town Deal Board on the delivery of the TIP and advancing an SPD. This commitment recognises the linkages between these two work-streams and their importance in achieving regeneration and renewal objectives.

1.6.14 The Town Deal programme and the Central Bletchley Urban Design Framework (CBUDF) SPD are being progressed in parallel but will need to dovetail. Project proposals coming forward through the Town Deal programme have, where appropriate, been reflected – or at least not precluded – in the SPD. Conversely, following adoption, the SPD will be a ‘material consideration’ in planning decisions and will form part of the planning context for the development and delivery of Town Deal projects in Central Bletchley.

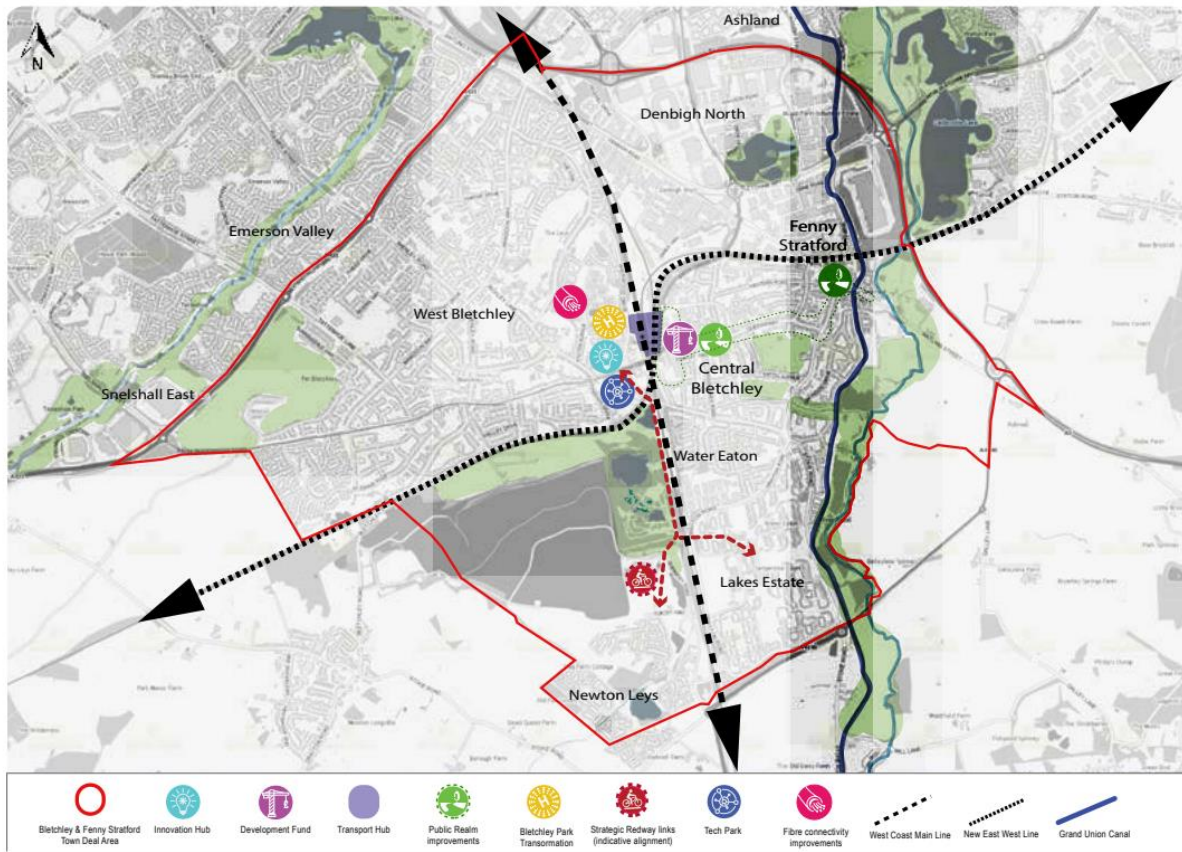


Figure 1.5 - Location of Town Deal Projects

Figure 1.5 - Location of Town Deal Projects

1.7 Planning Policy Background

1.7.1 The content of this SPD has been informed by national and local planning policy. The purpose of the planning system is, in part, to contribute to the achievement of sustainable development (National Planning Policy Framework, Paragraph 7). The following is not exhaustive but serves to outline policy at a national and local level that has informed this SPD and which should, therefore, underpin new development proposals in the Central Bletchley Prospects Area.

National Planning Policy Framework (NPPF)

1.7.2 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

1.7.3 – Delivering a sufficient supply of homes – 60. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of

groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

1.7.4 – Build a strong, competitive economy – 81. Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.

1.7.5 – Ensuring the vitality of town centres – 86. Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.

1.7.6 – Promoting healthy and safe communities – 92. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;
- b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of attractive, well-designed, clear and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and
- c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

1.7.7 – Promoting sustainable transport – 104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate

opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

1.7.8 – Promoting sustainable transport – 105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.

1.7.9 – Making effective use of land – 120. Planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- c) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure).

1.7.10 – Achieving appropriate densities – 124. Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement

1.7.11 – Achieving well designed places – 130. Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

1.7.12 – Meeting the challenge of climate change – 154. New development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design.

1.7.13 – Meeting the challenge of climate change – 155. To help increase the use and supply of renewable and low carbon energy and heat, plans should:

- a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);
- b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development.

Plan:MK

1.7.14 Plan:MK is Milton Keynes’s Local Plan, which sets out the vision and framework for the future development of the area, addressing issues such as housing, the economy, infrastructure, the environment, adapting to climate change and securing good design. Plan:MK was adopted by the Council on 20 March 2019. Policy SD16: Central Bletchley Prospectus Area provides the strategic policy that has informed this Urban Design Framework.

1.7.15 There are a number of other Plan:MK policies, which have implications for the renewal and development of Central Bletchley, both in terms of informing the guidance contained within this SPD and future planning applications. Whilst key policies are listed below, a more comprehensive list can be found at Appendix A.

1.7.16 Plan:MK Strategic Objective 8 “Support the continued regeneration of Wolverton and Bletchley as town centres within the main urban area (ideally with specialisations or Unique Selling Points (USPs)).

1.7.17 – Policy DS1: Settlement Hierarchy – “The provision of new homes and jobs will take account of the settlement hierarchy set out in Table 4.2. The majority of development will be focussed on and adjacent to, the existing urban area of Milton Keynes at the locations specified in Table 4.2 and, in the context of Central Bletchley, from selective infill, brownfield, regeneration and redevelopment opportunities.

1.7.18 – Policy DS2: Housing Strategy – Plan:MK will deliver a minimum of 26,500 net dwellings across the Borough of Milton Keynes over the period 2016-2031. The policy states that new housing development will be focused on, and adjacent to, the existing urban area of Milton Keynes as well as the 3 key settlements, and will be delivered by a range of interventions, including no.10: “Regeneration opportunities around the centres of Wolverton and Bletchley.”

Plan:MK - Policy SD16

Central Bletchley Prospectus Area

Development within the Central Bletchley Prospectus Area will be guided by the following principles:

1. The density of residential development to be 150-250 dwellings per hectare.
2. Improved pedestrian connections and legibility.
3. Improved public realm.
4. Refurbishment and / or redevelopment of key sites and buildings.
5. Exploring options for the early redevelopment of the Police and Fire Station sites.
6. Exploring the potential of existing infrastructure to help enable and unlock residential-led mixed use development opportunities.
7. Further improve the quality of pedestrian routes to and from Bletchley Station.
8. Development should not preclude the delivery of an ‘eastern entrance’ to Bletchley railway station.
9. The development will provide green infrastructure in line with Policy NE4, providing wellbeing benefits through access to nature

1.7.19 – Policy DS4: Retail and Leisure Development Strategy, Part D – In Bletchley, this section of the policy refers to Milton Keynes Council preparing a Central Bletchley Prospectus to facilitate and promote mixed-use development around Bletchley railway station and the intensification of development at sustainable locations with good access to public transport hubs, building on the opportunities created by the development of East-West Rail and the work undertaken in the Bletchley ‘Fixing the Links’ project.

1.7.20 – Policy CT10: Parking Provision –

- A. Development proposals should meet the following parking requirements:
 1. All development should meet the Council’s full parking standards, unless mitigating circumstance dictate otherwise.
 2. On-site parking should not be reduced below the Council’s full expectations if this would increase additional pressure in off-site parking that could not be resolved by on-street parking controls.

3. Parking areas should be well designed in terms of safety, circulation, appearance and assist access by pedestrians and cyclists.
4. All residential, retail and employment uses should provide electric vehicle charging points (EVCPs) in accordance with the current Milton Keynes Parking Standards, and provide a forward thinking approach. For locations of rapid and fast charging points see policy CT6 D.

1.7.21 – Policy HN1: Housing Mix and Density – Part D of this policy refers to a net density of 150-250 dwellings per hectare in the area covered by the Central Bletchley Prospectus. Part E notes “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.”

1.7.22 – Policy HN2: Affordable Housing – Proposals for 11 or more homes should provide 31% of those homes as affordable housing. Proposals that provide greater than 31% of homes as affordable housing will be strongly supported. However, proposals consisting of 50% or more affordable housing will only be supported provided that they would maintain (or help create) a mix of housing tenures and therefore a mixed and sustainable community within the wider neighbourhood the proposal is situated in. (See full Policy in Plan:MK)

1.7.23 – Policy INF1: Delivering Infrastructure –

- A. New development that generates a demand for infrastructure, facilities and resources will only be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:
 1. Already in place; or,
 2. There is a reliable mechanism in place to ensure that infrastructure, facilities and resources will be delivered in the most appropriate places and at the earliest opportunity, to the required minimum high standards demanded by this Council and its partners. This might include improvements for highway schemes such as bus and rail provisions and enhancement for walking and cycling facilities, or the provision of improved and better connected green infrastructure, local health, shopping and recreational facilities. (See full Policy in Plan:MK)

1.7.24 – Policy NE4: Green Infrastructure –

1. The network of green infrastructure throughout the Borough will be protected, extended and enhanced for its biodiversity, recreational, accessibility, health and landscape value and for the contribution it makes towards combating climate change. This is in accordance with the vision and principles (and the large-scale zone maps of Green Infrastructure Opportunity (39)) set out by the Buckinghamshire and Milton Keynes NEP. (Natural Environment Partnership)

2. Development proposals will provide new green infrastructure or, if it is not possible, will contribute to the enhancement and strengthening of existing green infrastructure to provide wellbeing benefits to people through access to nature.
3. Development proposals will ensure that existing ecological networks are identified and, wherever possible, maintained to avoid habitat fragmentation, and that ecological corridors, including water courses, form an essential component of their green infrastructure provision to support habitat connectivity.
4. Green infrastructure protection, improvements and creation must be prioritised in locations where it can deliver most benefits. It should be multi-functional to deliver as many ecosystem services as the site requires, for example flood mitigation, access to nature (wellbeing benefits), plants for pollinators, carbon sequestration, and habitat for wildlife.

1.7.25 – Policy CC1: Public Art –

- A. The provision of public art and cultural activity can not only enhance the environment but also create a wide variety of other important benefits such as:
 1. Improving the quality of life for local people.
 2. Creating a local distinctiveness and a sense of place.
 3. Enriching the cultural life of Milton Keynes and raise its profile.
 4. Providing a focus and stimulus for tourism.
- B. A minimum of 0.5% of the gross development cost of proposals for 11 or more dwellings or non-residential development of 1,000sqm or more should, subject to viability, be allocated towards cultural wellbeing. This includes public art that enhances the cultural offer and appearance of the development, its surroundings and Milton Keynes as a whole, and engaging local residents throughout.

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 placemaking themes relating to identity and a sense of place.

Other Planning Policy and Guidance

1.7.27 Other Supplementary Planning Documents and Supplementary Planning Guidance (SPG) produced by Milton Keynes Council which should be read in conjunction with this SPD include:

- New Residential Development Design Guide 2012
- Affordable Housing SPD 2020
- Milton Keynes Drainage Strategy SPG 2004

- Development and Flood Risk SPG 2004
- Parking Standards SPD 2016
- Transport and Sustainable Transport SPD 2009
- Sustainable Construction SPD 2021
- Planning Obligations SPD 2021
- Biodiversity SPD 2021
- Health Impact Assessment SPD 2021
- Design Dementia Friendly Neighbourhoods SPD

1.7.28 The following publications have also informed the preparation of this Framework:

- By Design (Department of the Environment, Transport and the Regions / Commission for Architecture and the Built Environment, 2000)
- Urban Design Compendium (English Partnerships / Housing Corporation, 2000)
- Manual for Streets (Department for Transport / Department for Communities and Local Government / Welsh Assembly, 2007)
- Safer Places – the Planning System and Crime Prevention (Office of the Deputy Prime Minister / Home Office, 2004)
- Better Places to Live (Department for Transport, Local Government and the Regions / Commission for Architecture and the Built Environment, 2001)
- National Design Guide (Ministry of Housing, Communities & Local Government, 2021)

West Bletchley Neighbourhood Plan (Made March 2019)

1.7.29 The geographical scope of this plan includes land to the west of the West Coast Mainline. There are specific policies covering this land in the SPD Area. West Bletchley Neighbourhood Plan Policies of specific relevance to the SPD area are outlined opposite they include:

- BS1 - Station Regeneration;
- BS2 Station Accessibility;
- BS3 Station Quarter Development; and
- BS4 Station Quarter Development and Design Brief.

1.7.30 The plan identifies the opportunity to enhance the Station Area. Importantly, it identifies that there is a new catalyst for change. “East West rail services will be re-instated on a stretch of the old ‘Varsity Line’ between Oxford and (initially) Bedford through Bletchley and eventually on to Cambridge, within a few years. New station platforms are to be constructed on the eastern side of the station. Bletchley will therefore be at the centre of an axis between two of Britain’s most successful and famous universities and fastest growing economies. This provides a renewed

impetus to respond to the improved accessibility to both improve the existing station and station forecourt / square, and bring sites alongside the station forward for new development that responds to the superb enhanced accessibility of our area.” (Page 30).

West Bletchley Neighbourhood Plan Policies

BS1 Station Regeneration

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

BS2 Station Accessibility

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

BS3 Station Quarter Development

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

BS4 Station Quarter Development and Design Brief

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

Bletchley and Fenny Stratford Neighbourhood Plan (Emerging)

1.7.31 The process of developing a neighbourhood plan for Bletchley and Fenny Stratford, excluding the Lakes Estate which already benefits from a ‘made’ neighbourhood plan, has commenced.

1.7.32 The area put forward by Bletchley and Fenny Stratford Town Council in its Neighbourhood Plan Area Application was formally designated as a Neighbourhood Plan Area in May 2020.

1.7.33 Stakeholder engagement will be undertaken in 2022 which will involve use of a digital engagement platform. Completion of the neighbourhood plan is anticipated in 2023.

1.7.34 Once 'made' the plan will form part of the formal Development Plan for the area and will contain policies covering that element of the CBUDF SPD Area located to the east of the West Coast Mainline and in the environs of Queensway.

1.8 Central Bletchley Prospectus

1.8.1 This Prospectus was approved by Milton Keynes Council in 2020.

1.8.2 It was produced to both highlight, and capitalise on, the significant renewal opportunities flowing from the delivery of EWR as a consequence of Central Bletchley's enhanced connectivity and accessibility. It has no planning status but has the following aims:

1. To help influence, guide and promote change within Central Bletchley.
2. To enthuse landowners and potential investors about the placemaking and development opportunities within Central Bletchley which will deliver to the aspirations of both the existing community as well as potential new residents, workers and visitors.
3. To provide greater certainty for potential investors and developers about the types of development that are likely to be acceptable within the Prospectus Area. This will reflect local opportunities and aspirations and key placemaking themes that will shape future development.
4. To act as a catalyst for change in Central Bletchley where there is a desire to realise new housing, retail, employment, transport infrastructure, leisure and public realm improvement opportunities. public realm improvement opportunities.
5. To act as a precursor to the production and adoption of an SPD which, following adoption, would be a formal planning document providing guidance for future development proposals within the designated Central Bletchley Prospectus Area.

1.9 Stakeholder Engagement

1.9.1 The Development Framework has been prepared by Milton Keynes Council, in consultation with other stakeholders and the main landowner interests. They have provided technical and supporting information to provide the basis for the Development Framework.

1.9.2 There was an ongoing process of engagement with the local community as well as landowners / developers and service providers during the preparation of the Urban Design Framework.

1.9.3 The period from June to September 2021 was identified for informal stakeholder engagement, evidence base preparation and information gathering to inform the direction and content of the eventual SPD. Formal consultation on the draft SPD took place in January 2022.

Engagement Methods

1.9.4 A range of methods were used to engage with the different stakeholder and interest groups during the preparation of the SPD. Due to the ongoing impact of the Covid-19 pandemic, the majority of engagement activities were carried out online. These engagement activities were supplemented by a 'pop-up' stall in Queensway and the availability of printed surveys, flyers and posters to raise awareness

1.9.5 The informal engagement undertaken to inform the draft SPD had to dovetail with other programmed activity, notably:

- Proposed engagement for the preparation of a Transport and Parking Study to provide evidence to support the SPD;
- The emerging Bletchley and Fenny Stratford Neighbourhood Plan, with the Town Council undertaking informal engagement and issues-finding over the summer of 2020;
- Engagement on Town Deal projects being progressed by the Council or by third party delivery partners.

1.9.6 Engagement methods used for the SPD process included:

- The creation of a digital engagement platform (DEP) to encourage interactive engagement on a range of issues.
- Meetings with targeted / selective stakeholders to identify technical issues and understand land use requirements to inform the evidence base for and preparation of the SPD. These meetings included MKC officers and key landowners. A pop-up stall in Queensway on 5 August 2021 in conjunction with the Bletchley and Fenny Stratford Town Council Neighbourhood Plan steering group.
- Posters, flyers and paper copies of the survey questions made available in the library and Town Council offices including a QR code to allow passers-by to easily access the website. Posters displayed in the windows of the former Town Council offices on Queensway.
- Information awareness raising through articles on the Council's social media; the websites and social media pages of both West Bletchley Council and Bletchley and Fenny Stratford Town Council.
- Use of existing networks and organisations to share information about the SPD and the engagement opportunities, including ward councillors, Bletchley Park Area Residents Association (BPARA), the local business associations and MK College.

- Two workshops held on 5 and 7 October 2021 to consider the emerging findings of the Transport and Parking Study and the outputs and findings from the information engagement over the summer.
- Apprising the Bletchley and Fenny Stratford Town Deal Board about the process being followed for production and adoption of the CBUDF SPD, to include the associated stakeholder engagement exercise (Town Deal Board members were encouraged to share information about the emerging SPD with their networks).
- Attendance and information sharing at the Transport and Parking Study workshop on 28 July 2021.
- Meetings with interest groups, including the Intercultural Forum members, on 2 September 2021 and the MK Business Council on 8 September 2021.

Previous engagement and consultation

1.9.7 A significant amount of engagement and consultation with stakeholders in and around the Central Bletchley area has taken place in recent years in conjunction with the preparation of a number of plans and projects. The responses to those consultation exercises provide valuable insight into the key issues, challenges and opportunities facing the area.

1.9.8 Engagement and consultation activities undertaken to shape the Bletchley and Fenny Stratford Town Investment Plan and, prior to that, the Central Bletchley Prospectus, have the most relevance for the SPD. Other plans and projects of relevance include Plan:MK; the West Bletchley Neighbourhood Plan; and the Fixing the Links project which was informed by an extensive stakeholder workshop event the outcomes of which were reflected in an extensive report.

1.9.9 For the preparation of the Town Investment Plan in 2020, engagement activities sought to capture the views and aspirations of the local community and stakeholders in the Bletchley and Fenny Stratford area to ensure that the vision for the Town Deal area and project proposals had the support of the people they are designed to serve. Engagement activities included an online questionnaire survey; discussions with 4 thematic sub-groups comprising Council officers and key stakeholders; 1-to-1 conversations with local businesses in Bletchley and Fenny Stratford, including representatives of the local business associations and a workshop with the MK Youth Cabinet. The Town Deal area covers a much larger area than the SPD, but it is possible to draw out key issues and responses relevant to the renewal of Central Bletchley.

1.9.10 Engagement and consultation undertaken to inform the Central Bletchley Prospectus (CBP) comprised:

- Individual stakeholder meetings,

- discussions and presentations (local councils, resident associations, landowners / agents, operators, and potential investors) held throughout 2017-2019,
- A Central Bletchley Prospectus Stakeholder Workshop (November 2017); and,
- CBP Stakeholder Information Session (March 2019)

1.9.11 This collaborative work was further supplemented by engagement (a community building exercise, for instance) with key stakeholders on the draft Prospectus during October and early November 2019. As part of this process a 'drop-in' event was held at Bletchley Library on 9 October and further presentations were made to members of Bletchley and Fenny Stratford Town Council and West Bletchley Council, on 21 and 22 October 2019, respectively. Formal approval of the Prospectus was issued by way of a Delegated Decision at a public meeting held on 16 December 2019.

1.9.12 Several key recurring points and issues have emerged from the various engagement exercises that have taken place over recent years and these include the need to:

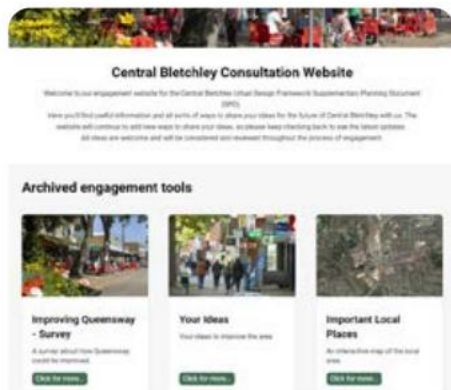
- Open up the physical and visual links between Queensway / the town centre and the railway station
- Address the barrier effect to the integration of Queensway with land to the west created by the Brunel Centre building
- Address the quality of the public realm, improve safety and wayfinding
- 'Green' Queensway and create space for community events and a regular market.
- Address car parking – enforce illegal parking and plan for more car parks,
- Reuse / redevelop empty buildings for new uses
- Improve access to the Redways network
- Invest in culture and heritage to nurture the community and celebrate the area's distinctive heritage linked to Bletchley Park.

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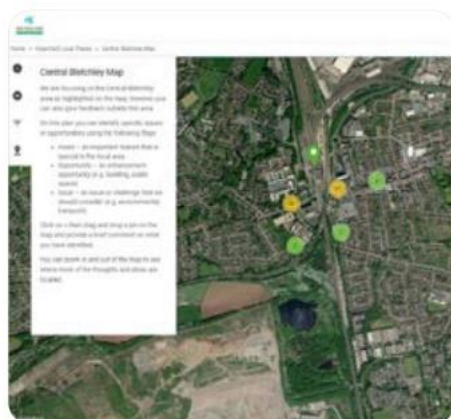


Presentation and public engagement at Bletchley Library for the Central Bletchley Prospectus in 2018.

- Presentation and public engagement at Bletchley Library for the Central Bletchley Prospectus in 2018.



The Digital Engagement Platform (shown above) was set up and ran by HYAS for Milton Keynes Council and provided information on the projects in Central Bletchley as well as an engagement platform for residents and interested parties.



The Digital Engagement Platform allowed comments to be pinned on a map of the Central Bletchley area

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- The Digital Engagement Platform allowed comments to be pinned on a map of the Central Bletchley area.

Section 2 – Central Bletchley: Existing Context

2.1 Introduction

2.1.1 “A thorough appreciation of the overall site context is the starting point for designing a distinct place” (Urban Design Compendium, 2000). This section sets out the context of Central Bletchley and the surrounding area. The constraints and opportunities identified have helped to inform the guidance contained within this Urban Design Framework. Individual planning applications should be supported by a contextual analysis as part of the preparation of Design and Access Statements.

2.2 Central Bletchley: Historic Origins

2.2.1 Bletchley’s growth from a small hamlet is a result of the arrival of the London and North Western Railway and Bletchley’s location on the historic junction with the Oxford-Cambridge ‘Varsity line’. Historically, Bletchley is known for being the home of the World War II ‘code breakers’. To break the Nazi’s coded messages, the first modern computer, Colossus was built at Bletchley Park. Until the mid-twentieth century Bletchley was a small settlement in a rural setting. Much of the land was associated with Bletchley Park.

2.2.2 Prior to the Second World War, Bletchley Park remained largely undeveloped and intact. In 1938 the estate was sold to a local developer and in 1939 the Mansion House and a further 50 acres of surrounding land were bought by the Government Code and Cypher School (GCCS) for wartime operations.

2.2.3 The areas of land in Bletchley not in government ownership developed rapidly from around 1955 onwards, although land around Bletchley Park was developed at a relatively low density, with significant open spaces surviving. Bletchley was included in the ‘designated area’ when the ‘New City’ of Milton Keynes was founded in 1967. Therefore, its rural setting was gradually transformed into suburban housing.

Central Bletchley - Location and Ownership

2.2.4 Central Bletchley is located within wider Bletchley which comprises a large residential community along the southern edge of Milton Keynes. While the term Central Bletchley is not a generally used term for this area, it’s designation and delineation was agreed through the preparation of the Central Bletchley Prospectus and identified within Plan:MK primarily to reflect the location of significant renewal and development opportunities flowing from the delivery of East West Rail.

2.2.5 The Central Bletchley Urban Design Framework SPD Area includes the majority of the designated town centre to the east of the West Coast Mainline as well as a variety of renewal sites located to the west of the railway.

2.2.6 As expected within an existing built-up area, there are numerous landowners within Central Bletchley. This is a key reason why a comprehensive and holistic approach to the renewal of Central Bletchley is required.



The Mansion House at Bletchley Park, is located to the west of Central Bletchley, it is a key part of the wider areas high-tech identity.



The entrance to Bletchley Park, located to the west of Central Bletchley, off Sherwood Drive.



Queensway is the high street of Bletchley and a focus of the community.



Typical historic Victorian streets are located to the north and south of Queensway.

- The Mansion House at Bletchley Park is located to the west of Central Bletchley, it is a key part of the wider areas high-tech identity.
- The entrance to Bletchley Park, located to the west of Central Bletchley, off Sherwood Drive.
- Queensway is the high street of Bletchley and a focus of the community.
- Typical historic Victorian streets are located to the north and south of Queensway.

2.3 Land Uses

Surrounding Area

2.3.1 It is important to understand the existing land uses in the surrounding areas as this helps inform appropriate new uses within Central Bletchley.

2.3.2 Central Bletchley is surrounded by a wide variety of land uses. To the north (east of the West Coast Mainline) is a small amount of residential development but primarily employment uses associated with Tavistock Street as well as the larger Denbigh employment (retail and warehousing) area beyond. Stadium MK and the restaurant and retail offer associated with it (known as MK1) lie 2km to the north of Central Bletchley. This has provided competition for Bletchley Town Centre and it is important that Queensway evolves to provide an alternate and distinct offer to 'MK1'.

2.3.3 Additional residential development, Fenny Stratford High Street, and the retail and commercial associated with it, are located to the east of Central Bletchley. The closest education facility to Central Bletchley, Knowles Primary School is located along Queensway just to the east of the town centre. Bletchley Leisure Centre which includes a 25m swimming pool is located on the edge of Central Bletchley within a short walking distance of Queensway.

2.3.4 To the south of Central Bletchley (east of the West Coast Mainline) development is predominantly residential, including the Lakes Estate. Five schools, Drayton Park School, Bishop Parker Catholic School, the Premier Academy (primary schools), Waterhall Primary School, and Sir Herbert Leon Academy (secondary school) are also located within this area. Bletchley Library is located immediately to the south of Central Bletchley, within 150m of Queensway, on Westfield Road.

2.3.5 Located to the south, and lying west of the West Coast Mainline, is the Blue Lagoon Nature Reserve which is owned and managed by Milton Keynes Council, while Eight Belles Park situated off Buckingham Road is the closest local park to Central Bletchley.

2.3.6 To the west of Central Bletchley is the predominantly residential area of West Bletchley. Lord Grey School (secondary school) is located closest to Central Bletchley.

2.3.7 Finally, to the north-west of Central Bletchley, and directly adjacent to it, is Bletchley Park, the historic home of the World War II Codebreakers and now a museum and major tourist attraction.

Land Uses within Central Bletchley

2.3.8 Central Bletchley currently embraces a wide variety of land uses.

2.3.9 The land uses associated with Queensway comprise typical high street uses with a small number of national outlets but a much larger range of independents which provide for daily, convenience, shopping needs (although the only supermarket within Central Bletchley has recently closed). A key characteristic, however, is the low-end and limited range of shops. For example, there are many betting shops, charity shops and takeaway outlets which contribute to the lower quality 'feel' of Queensway. Development along Queensway is 2-3 storeys in height with upper floors occupied by offices and residential uses. These upper floors reflect a wide variety of building styles which make for a somewhat incoherent and disjointed appearance on Bletchley's 'high street'.

2.3.10 Immediately to the north and south of Queensway are 2 storey Victorian residential terraces.

2.3.11 Directly to the east of Saxon Gate between Princes Way and Brunel Roundabouts are larger footprint uses including the Bletchley View sites which have residential development consent, a Burger King outlet, the large apartment block of Stephenson House which, at 11 storeys, is the dominant visual feature of Central Bletchley and the 3 inward-facing 'box' retail developments of Wilko, the Brunel Centre and the former Sainsbury's superstore.

2.3.12 The well-used Bletchley Bus Station is located immediately to the north of Stephenson House.



The Andrew Peck building is part of Milton Keynes College located to the west of the CBUDF area. It will be transformed into the new Institute of Technology.



Stephenson House, as viewed from Chandos Place, is visually dominant as you enter Bletchley Town Centre.

- The Andrew Peck building is part of Milton Keynes College located to the west of the CBUDF area. It will be transformed into the new Institute of Technology.
- Stephenson House, as viewed from Chandos Place, is visually dominant as you enter Bletchley Town Centre.

2.3.13 Rail infrastructure within Bletchley Station includes the train station and the accompanying decked car park, the West Coast Mainline, EWR and the Cemex industrial plant which benefits from rail access. This infrastructure occupies a significant area within Central Bletchley and causes issues of severance which have been highlighted in consultation exercises.

2.3.14 Milton Keynes College is located in Central Bletchley to the west of the West Coast Mainline. It has plans to develop a new Institute of Technology (IoT) to equip students and apprentices with skills for the 21st century. The IoT is underpinned by £18 million Department for Education investment and is set to play a significant role in Bletchley's renewal.

2.3.15 Located to the south of Milton Keynes College, on the key corner of Buckingham Road and Sherwood Drive, is a well treed site which resides in private ownership. The site, which is covered by a number of Tree Preservation Orders, comprises part of an old cricket ground which was formerly part of the Bletchley Park estate. The remnants of a Victorian cricket pavilion remain to this day.

2.3.16 Also located to the west of the West Coast Mainline are some vacant office buildings, namely Mercury House (with 'prior approval' to be converted into apartments) as well as Buckingham House a much more modest but sprawling 2-storey office building.

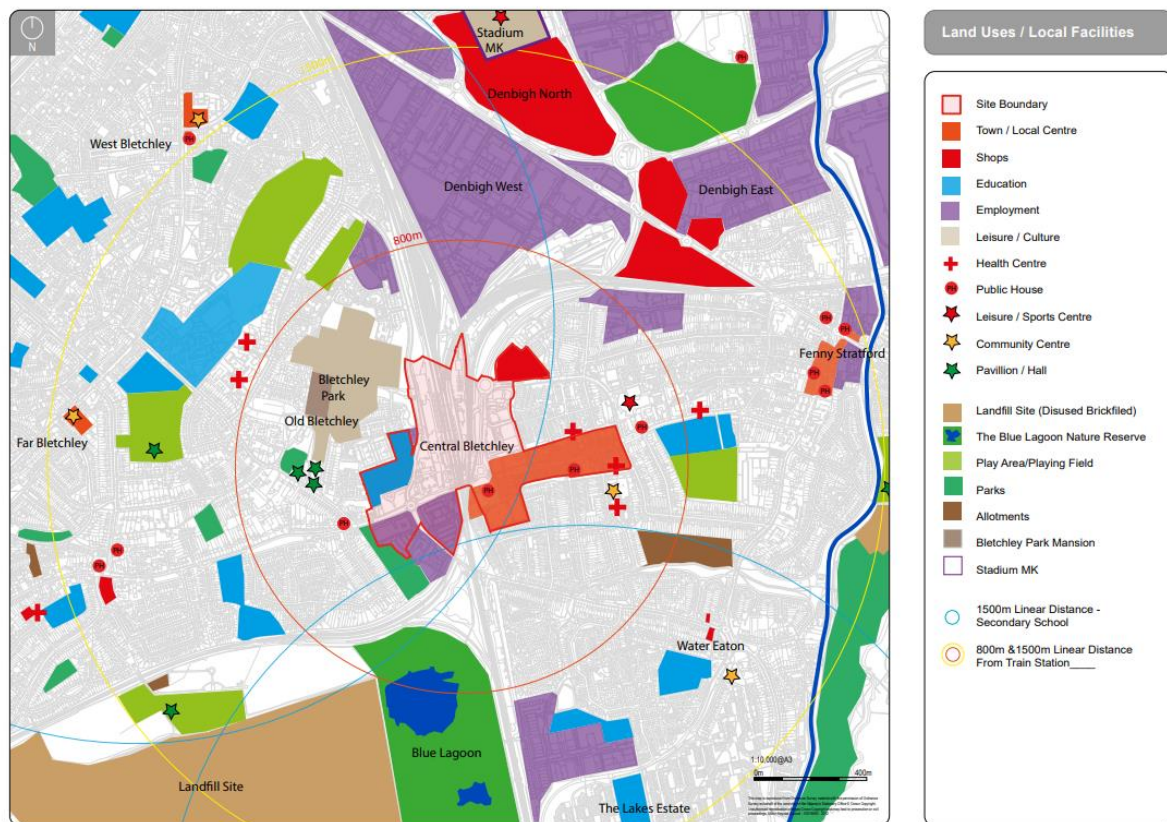


Figure 2.1 - Land Uses Around Central Bletchley

Figure 2.1 – Land Uses Around Central Bletchley

2.4 Access and Movement Network

2.4.1 While Central Bletchley is well connected via Saxon Street and Buckingham Road into the wider Milton Keynes area, at a local scale Queensway is poorly connected to the surrounding context. The area is characterised by good railway connectivity. However, on the downside the railway line causes severance issues, by constraining movement east-west and north into the wider Milton Keynes area. For example, Bletchley Station is part of the stopping service on the West Coast

Mainline, providing excellent service to Milton Keynes Central and good connectivity along the West Coast Mainline corridor. Bletchley Station is, however, located at platform level on the west side of the tracks whereas the town centre and bus station are based at street level on the eastern side. This creates localised accessibility issues for these rail users wishing to reach the town centre and means that the town centre can't easily capture this footfall.

2.4.2 Saxon Street (B4034) is a dual carriageway that provides the primary vehicular access to Central Bletchley when approached, by vehicle, from the north. It connects with the wider grid road network of Milton Keynes, running parallel to the railway line, thereby reinforcing the severance effect of the railway line on Central Bletchley. It includes the large Brunel Roundabout which forms the junction between Saxon Street and Buckingham Road.

2.4.3 Water Eaton Road passes through a very constrained single lane access underneath the West Coast Mainline to provide access to southern Bletchley, the Lakes Estate and the A4146. Duncombe Street also provides vehicular access from the south to Brunel Roundabout, through a residential street.

2.4.4 To the north of Central Bletchley, Princes Way serves as a bypass of Queensway; from a transport perspective this is well designed with high quality bus stops and a Redway in development. However, it requires improvement at its eastern end where it connects with Queensway.

2.4.5 At its western end, Albert Street provides the main vehicular access to Queensway while the extension of Queensway towards Fenny Stratford provides access into it from the east. Brooklands Road and Duncombe Street provide the primary vehicular and pedestrian access into Queensway from the south.

2.4.6 The tight network of Victorian Streets located immediately to the north and south of Queensway provide accessibility to the town centre.



Saxon Street provides vehicular access from the north, it is primarily designed as a road not a street, as its design is focused on the needs of the motorist.



Poor quality western train station entrance.



Pedestrians have difficulty crossing Princes Way.



Despite some recent interventions such as the 'Fixing the Links' scheme shown above, provision for cyclists and pedestrians is limited in Central Bletchley.

- Saxon Street provides vehicular access from the north, it is primarily designed as a road not a street, as its design is focused on the needs of the motorist.
- Poor quality western train station entrance.
- Pedestrians have difficulty crossing Princes Way.
- Despite some recent interventions such as the 'Fixing the Links' scheme shown above, provision for cyclists and pedestrians is limited in Central Bletchley.

Pedestrians and Cyclists

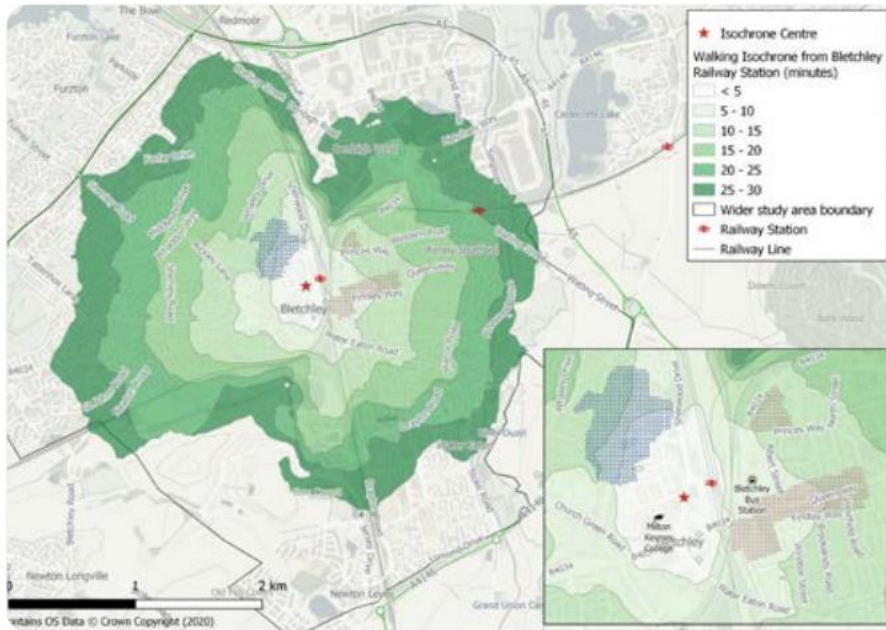
2.4.7 Given the high proportion of short distance trips within Central Bletchley, there is an opportunity to encourage modal shift to walking and cycling through the creation of friendlier environments that encourage pedestrians and cyclists.

2.4.8 Typical of older, historic, parts of Milton Keynes, the Redway network marginally extends into, or stops short of, Central Bletchley. The Saxon Street Redway currently terminates on the northern side of Princes Way roundabout, the

Buckingham Road Redway is disjointed and missing a vital section through West Bletchley. Princes Way Redway is incomplete, whilst the Sherwood Drive pathway is recommended for upgrade to Redway status, and the Redway from the Station is indirect so there is no connected quality Redway network currently extending through Central Bletchley. There is, however, a National Cycle Route through Central Bletchley, but this is not up to Redway standard and mainly consists of a series of quiet streets. A comprehensive Redway network for Bletchley has been proposed as part of Milton Keynes' forthcoming Local Cycling and Walking Improvement Plan (LCWIP). This includes a proposed new Redway connection to link up the Lakes Estate, the Blue Lagoon Nature Reserve and the Town Centre.

2.4.9 Completed in 2017, the 'Fixing the Links' scheme has seen access and safety improvements delivered to key pedestrian and cyclist routes between the railway station and Bletchley Town Centre, via Chandos Place, which enable safer and more convenient use of sustainable transport. The project concept was informed by behavioural research which indicates that improved pedestrian links between the railway station and the town centre will improve the environment for visitors to Bletchley which in turn will convert to economic benefit. Improved pedestrian connectivity also links the train station to Bletchley Park. The shortest pedestrian route to the town centre from the station is, however, of poor quality passing as it does between station buildings and a fenced off car park before terminating with a series of steep steps with no disabled access. Elsewhere pedestrians walk into Central Bletchley and pass through it alongside existing footpaths that follow streets. However, the streets, particularly around Queensway (Cawkwell Way and Findlay Way), have become very car orientated with minimal footways for pedestrians and poor sightlines or wayfinding to the town centre.

2.4.10 The parking of vehicles on the footway / public realm, including the plaza at Chandos Place, is unfortunately commonplace. This is anti-social, damaging to the public realm and dangerous. The potential conflict with and danger to pedestrians is obvious and it discourages active modes of travel. This ignorant and established behaviour needs to be challenged and resolved.



This Isochrone diagram, by City Science, shows the walking time from Bletchley Station. It helps illustrate the principle of a compact Central Bletchley around the train / bus station and the town centre.

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Mature trees line the street along Queensway and help to break up the right-angle parking within Market Square to the east of the Central Bletchley area.



The existing car parks off Albert Street are an inefficient use of space, the car parking could be located in 'wrapped' multi-storey development.

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Parking

2.4.11 There is a relatively high parking provision provided within Central Bletchley. Parking comprises a mix of on and off-street, with the public off-street parking comprising of (in order of descending size):

- Bletchley Station (multi-story) (530 spaces)
- Brunel Shopping Centre (Duncombe Street, previously Sainsbury's) (243 spaces)
- Albert Street (North and South) (93 and 33 spaces, respectively)
- Market Square / Elizabeth Square (25 spaces)

Also serving Central Bletchley, but outside the Central Bletchley boundary, are public car parks (in order of descending size):

- Bletchley Leisure Centre (multi-story) (160 spaces)
- Bletchley Library, Westfield Road (91 spaces)
- Wellington Place (50 spaces)

2.4.12 There is on-street parking availability on most streets with three residential parking permit zones operating in Central Bletchley. The core parking areas for commerce are Queensway (including a partially 'off-street' section to the east), Cawkwell Way and Findlay Way. There is minimal signage for drivers to access either the on or off-street parking or for pedestrians to traverse between the parking and commercial areas.

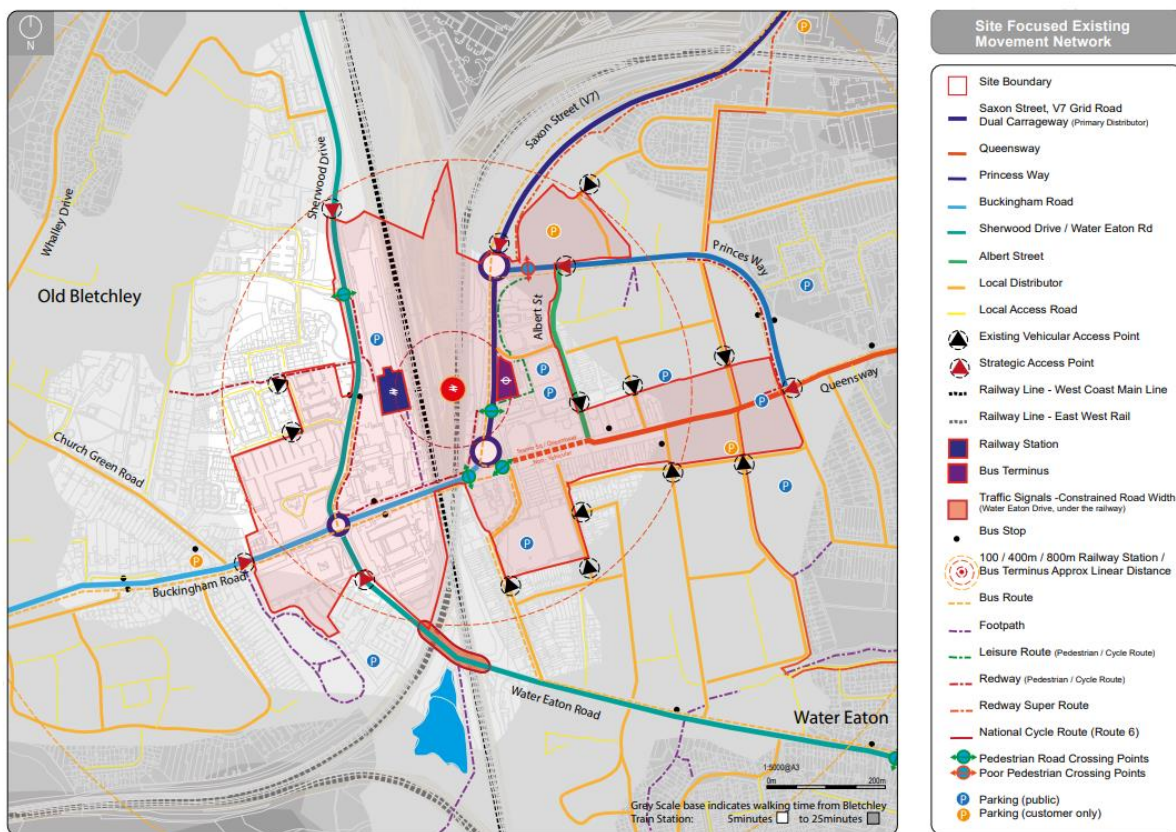


Figure 2.2 - Central Bletchley Existing Movement Network

Figure 2.2 – Central Bletchley Existing Movement Network

2.5 Landscape and Public Realm

2.5.1 Given the built-up nature of Central Bletchley there isn't a large amount of landscape and green open space provided within it - most public realm is taken up by streets, with Stanier Square providing a flexible pedestrianised space at the

western end of Queensway. The existing footpaths along Queensway are generous in their width and facilitate easy pedestrian movement and circulation.

2.5.2 Queensway is lined with mature trees especially on its south side which gives it a strong green character.

2.5.3 There are, however, some significant public green open spaces within close proximity to Central Bletchley, including Leon Recreation Ground, Eight Belles Park and the Blue Lagoon Nature Reserve. However, the latter is currently poorly connected to Central Bletchley by foot and cycle.

2.5.4 Bletchley Park, which is located on the north-western edge of Central Bletchley, is a conservation area with numerous listed buildings. There are also 2 group Tree Preservation Orders (TPOs) within Central Bletchley situated to the west of the railway line and numerous TPOs within Bletchley Park.

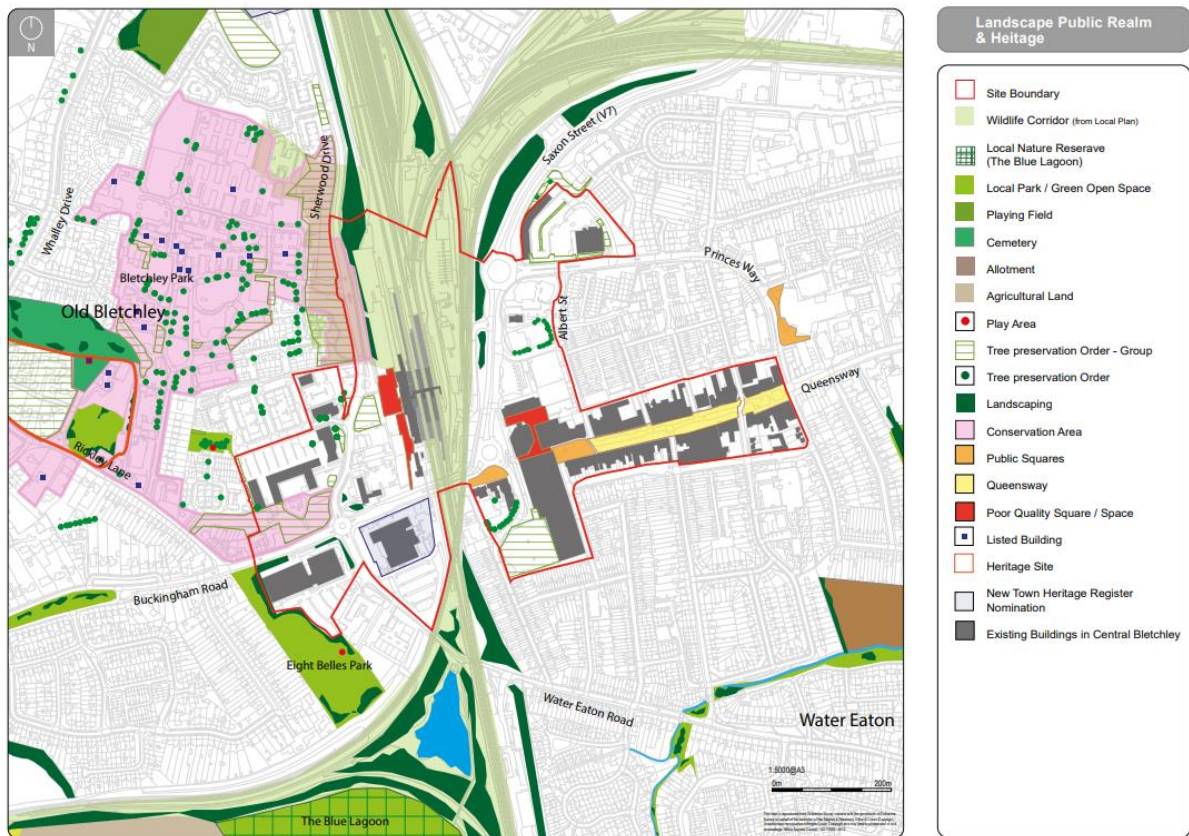


Figure 2.3 - Landscape, Public Realm & Heritage

Figure 2.3 – Landscape, Public Realm and Heritage



Lack of vibrancy and activity within the public realm.



Parking management is consistently mentioned as an issue on Queensway.



*Lack of Eastern Station Entrance
There a disconnect between the town centre and the station entrance.*



Poor sense of arrival - Whether arriving by foot, bicycle, bus, train or car the area has a poor sense of arrival.

- Lack of vibrancy and activity within the public realm.
- Parking management is consistently mentioned as an issue on Queensway.
- Lack of Eastern Station Entrance. There a disconnect between the town centre and the station entrance.
- Poor sense of arrival - Whether arriving by foot, bicycle, bus, train or car the area has a poor sense of arrival.

2.6 Urban Design Analysis

2.6.1 An urban design analysis is important as it assesses the physical attributes of a place and acts as a baseline that informs Sections 3-5 of this SPD.

2.6.2 Urban design analysis is particularly concerned with the relationship between buildings and the public realm and how they interface with each other.

Queensway: Tree lined but poor Parking Management

2.6.3 Queensway which serves as Bletchley's 'high street' is a pleasant treelined street notable for its wide footpaths. It also has numerous side streets particularly to the south that provide easy access to it.

2.6.4 It is lined by active frontages and has a good sense of vibrancy in the day. There is, however, a very limited evening offer which means Queensway is noticeably quieter at this time of the day.

2.6.5 The western end of Queensway is characterised by the pedestrianised Stanier Square while the eastern end, which is one-way, is characterised by right angled parking on both sides of the road, and hence, feels like a car park.

2.6.6 Parking is poorly managed in Queensway with pavement parking as well as parking on yellow lines and people parking for longer than the short stay time limit with the result that parking can cause pedestrian safety concerns as well as visually dominating the public realm.

Railway Lines and Saxon Street: Barriers and Severance Effect

2.6.7 Railway infrastructure coupled with the intimidating and hostile nature of the Saxon Street dual carriageway serves to segregate communities within Central Bletchley and gives rise to the perception of an east-west divide. This is largely because the station entrance is located on the western side of the west coast mainline while the town centre is on the eastern side. The opportunity to capture the commuter pedestrian footfall within the town centre is, therefore, substantially reduced.

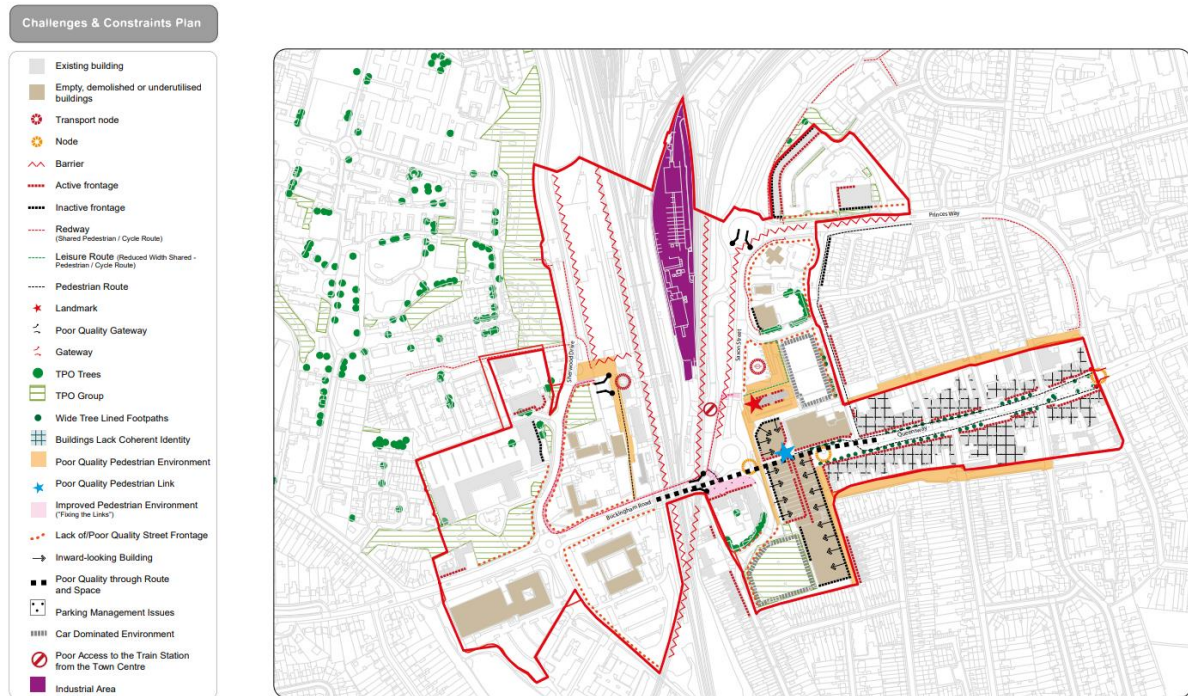


Figure 2.4 - Challenges & Constraints Plan

Figure 2.4 – Challenges and Constraints Plan

Poor Pedestrian Links

2.6.8 On key desire lines the quality of pedestrian and cycle routes and the resulting public realm experience is poor. A contributing factor is the positioning and design of adjacent buildings, which tend to be inward looking and provide minimal active frontages to the surrounding public realm. The positioning and design of the Brunel Centre and Wilkos, in particular, result in poor quality pedestrian routes between Queensway and Buckingham Road; Queensway to Stephenson House; and, also south to the site of the former Sainsbury's superstore all of which undermines the through movement of people into Queensway. The quality of pedestrian routes between the existing station and the town centre is not good enough, notwithstanding recent improvements, and neither are the pedestrian routes between the railway station and Bletchley Park. Existing Redway connections to the wider Redway network are not adequate and neither are pedestrian routes to more

strategic open spaces outside Central Bletchley such as Leon Recreation Ground and the Blue Lagoon Nature Reserve.

2.6.9 Furthermore the pedestrian experience and wayfinding from the existing parking areas at Calkwell Way, Findlay Way and the Leisure Centre Car Multi-Storey Car Park is not particularly good which undermines usage of these parking areas.

2.6.10 Finally, the bus and train stations are located on different sides of the railway line with no visible link, and a poor-quality environment between them.

Consequently, pedestrians have a lengthy and uninspiring walk to interchange between the railway and bus stations. This disconnected public transport hub is exacerbated by the dominating nature of the Saxon Street dual carriageway.



Poor quality pedestrian routes. Including those to the existing Rail Station.



Poor quality pedestrian links and public realm particularly west of the town centre and around Stephenson House.

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A poor quality environment around the station with a disconnected public transport modal interchange.

- A poor-quality environment around the station with a disconnected public transport modal interchange.



Car dominated streets particularly at the Brunel Roundabout and along Saxon Street.



Stanier Square, Queensway is addressed by some poor building facades.

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- Stanier Square, Queensway is addressed by some poor building facades.

Poor Sense of Arrival to be Improved

2.6.11 Whether arriving by foot, bicycle, bus, train or car, Central Bletchley generally offers a poor sense of arrival. This is particularly the case when approaching from the north, as well as from the west when passing underneath the railway line. This situation is exacerbated by the highway dominated nature of the dual carriageway of Saxon Street, and the poor-quality relationship of development to Saxon Street which is devoid of active frontages.

2.6.12 There is also a poor sense of arrival for rail users at the existing entrance where not only is the station building of a very non-descript nature, without any sense of civic pride, but the quality of the public realm is poor, being dominated by highway related infrastructure and an unattractive decked car park.

2.6.13 Arriving from the train station and West Bletchley passing underneath the west coast mainline pedestrians and motorists are faced with the back of the Brunel Centre and Wilko with an unattractive alleyway linking through to Stanier Square. This poor experience has been exacerbated in recent years by the increased number of cars that park illegally on the new pedestrianised plaza to the front of Chandos Place.

2.6.14 The onward pedestrian experience when arriving by bus into the town centre is very poor. This is due to a lack of wayfinding and unattractive routes around Stephenson House and between the Co-op and Wilko.

Car dominated public realm.

2.6.15 A significant extent of Central Bletchley's public realm is dominated by cars and infrastructure geared towards cars. This includes the dual carriageway of Saxon Street and Brunel Roundabout but also surface level car parks, notably adjacent to Albert Street and to the front of the now closed Sainsbury's store. In addition, the uncontrolled and illegal parking on Queensway and Chandos Place undermines the pedestrian safety and quality of the public realm.

Lack of identity of buildings along Queensway

2.6.16 In addition to empty buildings, the character of Queensway suffers from a mixture of poor-quality buildings, the wide and disparate range of building styles / elevations and the lack of a co-ordinated approach to shop front design.

2.7 Opportunity Sites

2.7.1 The Central Bletchley area includes a number of underdeveloped / underutilised and / or vacant brownfield sites and buildings as well as highway infrastructure which are primed to capitalise on the locational advantages presented by East-West Rail (See Figure 2.5). This creates an opportunity to develop these sites whilst addressing some of the wider urban design issues highlighted in Section 2.6 above.

2.7.2 Development of these sites will provide the opportunity to deliver further benefits for the existing Bletchley community through improved housing choice, more jobs and a wider range of shops and facilities in addition to improved pedestrian connectivity and a better quality of public realm within Central Bletchley.

2.7.3 The locational advantages accruing from East-West Rail connectivity also will extend to providing the potential for new space within Central Bletchley, particularly for Small Medium Enterprises (SME) that capitalise on Bletchley Park's technological heritage.



Figure 2.5 - Opportunity Sites

Figure 2.5 – Opportunity Sites

2.8 Conclusions

2.8.1 This section has served to highlight Central Bletchley as it exists today, covering issues relating to land use, transport and movement as well as public realm and landscaping. It has also highlighted the urban design challenges facing Central Bletchley. It concludes, however, by identifying a number of sites which are ripe for development or transformation which can address the identified urban design challenges and deliver the inclusive renewal that Central Bletchley needs and deserves.



Mercury House south of Buckingham Rd, is currently vacant and has prior approval for change of use to residential; there is also the potential to develop the land to the rear of the offices.



The Police and Fire Stations have been relocated to the Blue Light Hub in Ashland, as a result both former emergency service sites on Sherwood Drive will be redeveloped.



Opportunity site at the vacant Buckingham House on Buckingham Road.



With a new eastern entrance to the train station, the bus station could be relocated on Saxon Street providing a better modal interchange and a development site.



Whilst it is disappointing that Sainsbury's has left the town centre the site and car park does create a development opportunity.



Network Rail property west of the railway line is potentially surplus to requirements (Signal Box and Staff Accommodation).

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- Opportunity site at the vacant Buckingham House on Buckingham Road.
- Network Rail property west of the railway line is potentially surplus to requirements (Signal Box and Staff Accommodation).
- Whilst it is disappointing that Sainsbury's has left the town centre the site and car park does create a development opportunity.
- With a new eastern entrance to the train station, the bus station could be relocated on Saxon Street providing a better modal interchange and a development site.

Section 3 – Vision and Placemaking Themes

3.1 Introduction

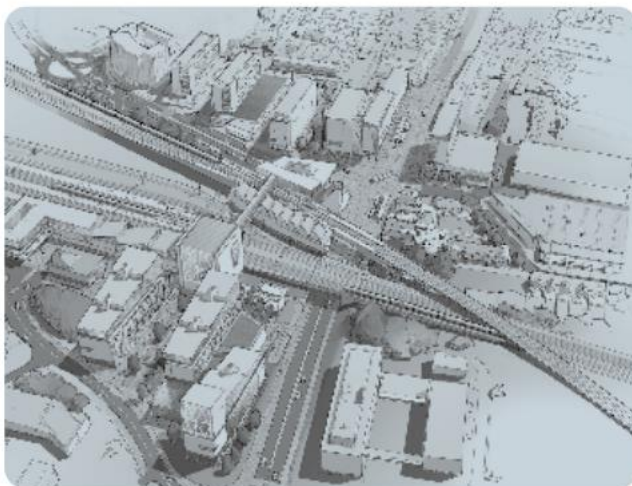
3.1.1 A vision and a set of Placemaking Themes have been prepared based on the strategic opportunity presented by East West Rail (EWR); contextual and urban design analysis; the existing policy context (notably Policy SD16 from Plan:MK); and feedback from stakeholder engagement.

3.1.2 This has helped inform an overall concept plan for Central Bletchley which spatially represents the key placemaking themes.

3.1.3 This section concludes with an illustrative masterplan which demonstrates how the placemaking themes and concept plan could be delivered by responding to current policy, the urban design analysis and stakeholder feedback.

3.1.4 This vision (3.2) provides a sense of what is possible in Central Bletchley when the benefits flowing from EWR delivery are fully realised.

3.1.5 Delivery of the Vision needs to provide inclusive benefits for new and existing residents. The current demographic of the community includes a higher proportion of older and disabled people. 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.



*Illustrative image of Central
Bletchley from MK Futures 2050*

Illustrative image of Central Bletchley from MK Futures 2050

3.2 The Vision

Central Bletchley will be an attractive, vibrant, prosperous and well-designed place providing a good quality of life for new and existing residents, workers within Bletchley as well as being seen as a destination for visitors. It will offer sustainable lifestyle options and choices fit for the 21st century that are alternative but complementary to much of the Milton Keynes offer.

This will encompass the following:

- 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.
- A younger demographic will in particular support a wider range of town centre uses and, notably, an evening economy;
- Queensway becoming a real destination for residents, workers and visitors alike;
- Highways will be designed as inclusive streets for all users. This will encourage pedestrian movement and ensure Central Bletchley becomes a walkable neighbourhood;
- High quality pedestrian routes providing easy access to wider green spaces;
- A serious, sustainable and active alternative offer to the car;
- Building on Bletchley's technology heritage

3.3 Placemaking Themes

Central Bletchley will be an attractive, vibrant, prosperous and well-designed place providing a good quality of life for all new and existing residents of Bletchley.

The following sets out a series of placemaking themes that expand on the vision and will capitalise on East-West Rail and help stimulate investment within Central Bletchley.

01 – A Compact Central Bletchley

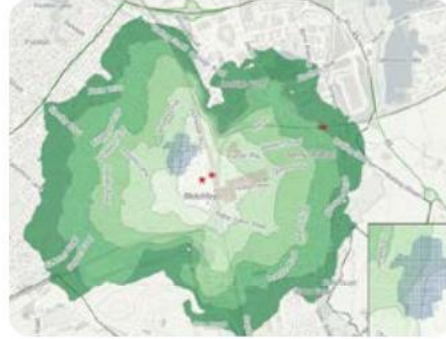
3.3.1 'Compact' means allowing more people to live and work near to excellent public transport links. In physical terms this means a higher density of development as outlined in Policy SD16 of Plan:MK.

3.3.2 Compact also means a more 'walkable' Central Bletchley. Cities frequently ask the question, how can we attract businesses and more young entrepreneurial talent? The obvious answer is that places like Central Bletchley need to provide the sort of environment that these people want. Surveys show how creative class citizens, especially millennials favour communities with street life, the pedestrian culture that develops when an urban environment is walkable. People who encounter each other

walking in the street form stronger, healthier, and happier communities through stronger social connections.



Illustrative image of a compact Central Bletchley.



Short Walking times to services in Central Bletchley illustrate the opportunity for a compact urban form.

- Illustrative image of a compact Central Bletchley.
- Short Walking times to services in Central Bletchley illustrate the opportunity for a compact urban form.



Frideswide Square - Gateway to Oxford, illustrates how an improved public realm can provide a sense of arrival.

- Frideswide Square - Gateway to Oxford, illustrates how an improved public realm can provide a sense of arrival.

02 – Diversifying Uses and increasing housing choice

3.3.3 A compact Central Bletchley means there will be a greater density of people to sustain a wider range of uses and housing choice for new, but, crucially, also existing residents, both within and beyond Central Bletchley.

3.3.4 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 public 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 Bletchley will also create the demand for internal spaces where communities can meet and engage with each other.

3.3.5 The enhanced connectivity that EWR affords Central Bletchley should be capitalised on to promote tourism. Opportunities exist to further exploit the unique wartime heritage of Bletchley Park, and those opportunities could extend to the development of a hotel within the SPD Area. Increased visitor numbers would increase local spend which would, potentially, benefit the town centre.

3.3.6 Enhanced connectivity will facilitate a diversification of employment uses to build on the computing and technological legacy of Bletchley Park. Other planned development proposals, to include a new Institute of Technology (IoT) at Milton Keynes College and the Town Deal Innovation Hub project will open up more opportunities for tech' related start-ups and small businesses.

03 - An Improved Sense of Arrival

3.3.7 EWR delivery and associated investment will provide an opportunity for the transformation of the arrival and departure points into / from Central Bletchley. A new eastern entrance, to Bletchley Railway Station, a high-quality transport interchange and a reconfigured pedestrian-scaled and pedestrian-friendly Saxon Street will improve the sense of arrival, particularly when arriving from the north and west, which are key gateways for those arriving by car, bus, foot and cycle. A key element to the improved sense of arrival will be the way new development located directly to the east of Saxon Street interfaces with it and creates outward facing active frontages onto Saxon Street.

3.3.8 The existing entrance to the train station will remain important. The western entrance will be retained, even if a new eastern entrance is forthcoming. Investment should, therefore, focus on improving the existing entrance, capitalising on the visitor destination that is Bletchley Park.

3.3.12 While Queensway itself already has wide footpaths there is the potential to improve the quality of the public realm, thereby making the town centre a desirable destination in its own right. This would help to increase pedestrian dwell time and hence animate Queensway.

3.3.13 The quality of these routes and spaces will be further improved through the ground floors of new development providing active ground floor frontages onto them.

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.

04 - Improving Routes and Spaces

3.3.9 New development offers opportunities to reinforce routes or create new ones through a combination of pedestrian friendly streets and squares around which development will be focussed and face onto.

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.

3.3.11 There is an opportunity to improve the existing desire line extending between the western railway station entrance and Buckingham Road by making this route more accessible, direct and attractive. This will further improve the sense of arrival. Beyond Central Bletchley links to the Blue Lagoon Nature Reserve and Leon Recreation Ground could be improved for pedestrians and cyclists.

05 - Breaking down the East-West 'Divide'

3.3.15 Central Bletchley is physically divided by the railway line but there is a perception that areas to the west and east of that railway are also divided socio-economically.

3.3.16 The opportunity for new development on both sides of the railway, coupled with an improved public realm that 'knits' this development together, will help to break down this divide perception. A new eastern entrance, a reconfigured Saxon Street and outward facing development will also have a key role to play in better integrating the Town Centre with West Bletchley.

06 - Creating a 'Place Identity' for Central Bletchley

3.3.17 Places that have an identity that local residents, in particular, can associate with helps to create stronger civic pride in an area and fosters stronger local bonds.

3.3.18 There is an opportunity for Central Bletchley to build on the computing and technological heritage of Bletchley Park and the legacy of it having been the secret home of the World War II code breakers. The proposed Institute of Technology at MK College as well as the Tech Park and Innovation Hub Town Deal projects combine to provide an impetus for Central Bletchley to build an identity around this theme.

3.3.19 Cultural projects can help create a place identity for Bletchley and deliver the following:

- Vibrancy and animation for residents through public art programmes within the public realm to help increase mobility and physical and mental health and well-being
- Supporting independent retail development and active frontages through cultural and creative industries initiatives developing artist and design studios, SMEs and live workspaces for social and economic benefit
- 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.



Illustrative image showing an improved public realm alongside a key route. Centenary Square Birmingham by ARUP.



Plan illustrating the accessibility of green spaces if routes and spaces are improved.



Aerial Image shows how the railway divides Central Bletchley.



A strong identity link to what makes people proud to live in Bletchley such as Bletchley Park.

- Illustrative image showing an improved public realm alongside a key route. Centenary Square Birmingham by ARUP.
- Plan illustrating the accessibility of green spaces if routes and spaces are improved.
- Aerial Image shows how the railway divides Central Bletchley.
- A strong identity link to what makes people proud to live in Bletchley such as Bletchley Park.

3.4 Concept Plan

3.4.1 The concept plan illustrates the opportunities that arise for Central Bletchley particularly from the enhanced connectivity and accessibility enabled by EWR.

3.4.2 The Concept Plan and the opportunities it identifies build on the placemaking themes giving them a more specific spatial focus The Plan also sought to address the various constraints and challenges identified within the Urban Design Analysis.

Key Opportunities identified in the Concept Plan

3.4.3 – 01 – A Compact Central Bletchley – The Concept Plan Illustrates the areas proximity to the town centre and public transport links. Increasing residential-led mixed-use development within Central Bletchley is critical to both the long-term

success of the town centre and the health and sustainability of Bletchley and its residents.


















3.4.4 – 02 – Diversifying Uses and Increasing Housing Choice – residential-led mixed-use development alongside the existing town centre and college is seen a critical to the provision of housing variety and choice that will benefit new and existing residents both within Central Bletchley and beyond.

3.4.5 – 03 – An improved Sense of Arrival – The concept plan highlights the locations where buildings and public realm can help to improve the arrival experience at Central Bletchley.

3.4.6 – 04 – Improving Routes and Spaces – Areas and routes are identified that will improve active modes of travel into and within Central Bletchley. Saxon Street will be upgraded and redesigned as a street to meet the needs of all users and Queensway will be reconnected with Buckingham Road.

3.4.7 – 05 – Breaking Down the East-West 'Divide' – Queensway will be reconnected with Buckingham Road thereby providing a stronger physical connection between East and West Bletchley whilst an eastern entrance will provide 'balance' to the current western entrance.

3.4.8 – 06 – Creating a 'Place Identity' for Central Bletchley – Central Bletchley will have a compact, vibrant identity that attracts both young and old people to live and visit. Investment and renewal will build on the area's heritage of innovation and technology.

-  Area Boundary
-  West Coast Main Line
-  East West Rail
- 01 - A Compact Central Bletchley**
-  Focus of Higher Density Residential Led Mixed Use
-  All Development within a 400m Radius of the train and bus station
- 02 - Diversifying Uses and increasing Housing choice**
-  Innovation Hub
-  Milton Keynes College
-  Town Centre (retail / Resi Above)
-  Residential Led Mixed Use(site wide)
- 03 - An improved Sense of Arrival**
-  Key gateway locations to Central Bletchley
- 04 - Improving Routes & Spaces**
-  New cycle and pedestrian links
-  Improved public realm Queensway
-  Improved public realm / parking
-  Saxon Street redesigned as a street for all users
- 05 - Breaking Down The East-West 'Divide'**
-  Buckingham Road
-  Eastern and Western Train Station Entrance
- 06 - Creating a 'Place Identity' for Central Bletchley**
-  An improved identity for Central Bletchley

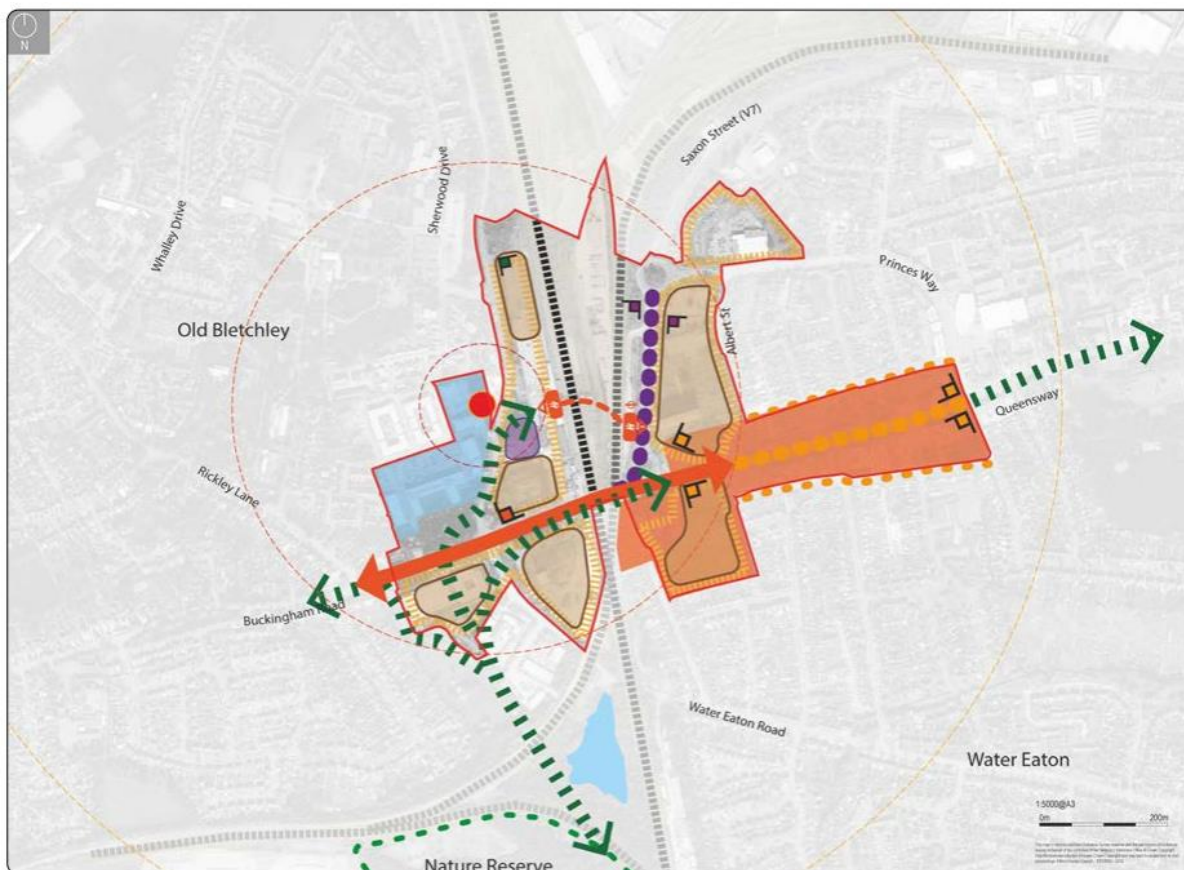


Figure 3.1 Central Bletchley: Concept Plan

Figure 3.1 Central Bletchley Concept Plan

3.5 Illustrative Masterplan

3.5.1 The illustrative plan has been informed by the site analysis and the placemaking themes identified earlier. The plan is not fixed and is open to interpretation, however, it illustrates one possible scenario as to how the placemaking themes principles and guidance associated with the parameter plans could be addressed in a proposal.

Location of Key Placemaking Themes

- 01 – A Compact Central Bletchley – High-quality, higher density development, ensuring more people live near and use the town centre, in a location with unrivalled links to public transport.
- 02 – Diversifying Uses and Increasing Housing Choice – Providing a range of affordable housing options for Bletchley and demonstrating the range of land use opportunities that higher density development will enable.
- 03 – An Improved Sense of Arrival – Improving the quality of the public realm at key points of arrival within Central Bletchley, such as the bus and the train

station as well as upgrading the public realm along Saxon Street from a road for cars, to a street designed for all users.

- 04 – Improving Routes and Spaces – Improving routes to, from and within Central Bletchley, focussing on routes to the train station and the town centre, such as the proposed cycle and pedestrian link into the SPD Area from the Blue Lagoon / Lakes Estate.
- 05 – Breaking Down the East-West ‘Divide’ – Uniting both sides of the railway, both psychologically and physically by reconnecting Queensway and Buckingham Road and balancing the existing western station entrance with a new eastern entrance.
- 06 – Creating a ‘Place Identity’ for Central Bletchley – Building on Bletchley’s history of technology and innovation to create a long-term future for Central Bletchley focussed around an environment that supports sustainable and healthy life styles.

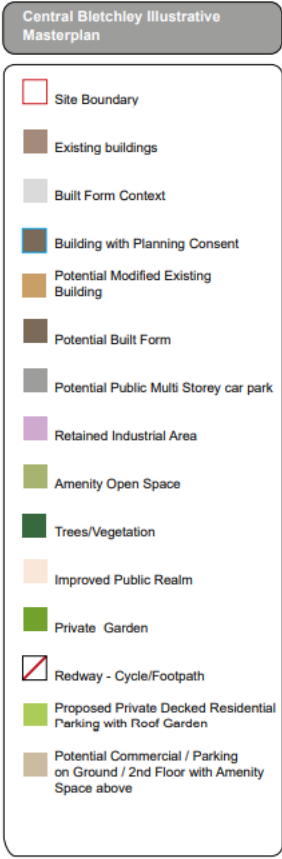


Figure 3.2 Central Bletchley: Illustrative Masterplan

Figure 3.2 Central Bletchley: Illustrative Masterplan

Section 4 – Transport and Parking

4.1 Introduction

4.1.1 A key aim of the Urban Design Framework is to enable more sustainable and active modes of travel to, from and within Central Bletchley as well as better addressing the impact and demand for parking provision. It is hoped that this will reduce the impact parking has on the quality of the public realm and thereby help support the delivery of Policy SD16 in Plan:MK.

4.1.2 A Transport and Parking Study was, therefore commissioned to inform the CBUDF and key outputs are outlined in this section of the SPD.



Queensway a Key Street - Image shows current two way vehicular movement along Queensway.

- Queensway a Key Street - Image shows current two-way vehicular movement along Queensway.



There is currently limited provision for Redways in Central Bletchley with a few exceptions such as along Sherwood Drive to Bletchley Park.

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4.2 Walking and Cycling

4.2.1 In order to promote active travel it is fundamental that new residents, visitors and workers as well as existing residents, both within and around Central Bletchley, have access to high quality pedestrian and cycle routes within and to Central Bletchley.

4.2.2 Interventions proposed to encourage walking and cycling in Central Bletchley and beyond include:

- Implementation of schemes proposed as part of the Milton Keynes Local Cycling and Walking Infrastructure Plan (LCWIP).
- Step-free access from Bletchley Railway Station to Buckingham Road.
- New eastern entrance to Bletchley Railway Station,
- Direct, safe and high-quality pedestrian routes connecting to both the train station and town centre from southern Bletchley, via the Blue Lagoon Nature Reserve and Eight Belles Park.
- Improved pedestrian connectivity to Leon Recreation Ground at the eastern end of Queensway.
- 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.
- Public realm improvements within and around Queensway, Saxon Street and Bletchley Train Station.
- At least one crossing on Sherwood Drive opposite the station is also recommended to ensure safe crossing to the Milton Keynes College Campus and West Bletchley and is considered a 'quick win'.
- Upgraded zebra crossings to parallel Tiger Crossings at Brunel Roundabout to better accommodate cyclists (in the short term before wider transformation of Saxon Street and removal of Brunel Roundabout).
- Wayfinding on Buckingham Road to help pedestrians and cyclists navigate where Buckingham Road passes underneath the railway lines.
- Improvements to walking and cycling infrastructure on Queensway and Saxon Street as detailed in section 4.5 and 4.6.



Via Vans - Demand Responsive Transit already in operation in Milton Keynes.

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Low emission busses are already used in Milton Keynes.



Example of an existing MRT vehicle from the MK:2050 Strategy.

- Low emission busses are already used in Milton Keynes.
- Example of an existing MRT vehicle from the MK:2050 Strategy.

4.3 Public Transport

4.3.1 Interventions proposed to encourage public transport include:

- Removing buses (namely the F70 / F77 services) and resulting unused bus stops from the core section of Queensway and re-routing them to Princes Way resulting in no buses servicing the western end of Queensway (between Albert Street and Princes Way).
- Allied to the above, to deliver new high quality bus stops (modernising their provision e.g. real-time information, seating and shelters) on Queensway near Lennox Road and Leon Avenue, to support movement by public transport to Queensway.
- Working with local operators to re-route a bus services (such as the routes 50 or 6) to use Sherwood Drive, addressing a gap in the network coverage and providing additional service to Bletchley Station.
- Analysis of Demand Responsive Transport (DRT) ridership, to identify where high-volume corridors may indicate the demand for a permanent bus route. Improving wayfinding to bus stops, Bletchley Train Station and the Bus Station from key locations such as Queensway. Addressing bus reliability pinch points identified in the detailed analysis of bus delays undertaken as part of MK's Bus Service Improvement Plan, by implementing minor interventions. These could include minor adjustments to lines on the street, parking / loading bays and / or foliage overhang, that are constraining buses from free flowing. They may also include key junction improvements to support bus movements.
- Transforming the Bletchley Bus Station and Albert Street car park into a combined interim Mobility Hub (pre-redevelopment of these sites) and implementing a Mobility Hub at Bletchley Train Station.
- In the short term, introducing a signalised right turn out of the existing bus station onto Saxon Street (removing the requirement for buses to U-turn at the Brunel Roundabout).
- Extending a bus service (such as the F70 / F77) to terminate at Bletchley Railway Station.
- Improving access between Fenny Stratford and Central Bletchley (such as redirecting route 100 via Central Bletchley and / or routes F70 / 77 via Fenny Stratford).

Mass Rapid Transit System

4.3.2 A key strand of the Council's Mobility Strategy is to optimise mass rapid transit access in new development areas. The development of Central Bletchley should enable the future provision of a mass rapid transit system linking Bletchley with the rest of the city and Central Milton Keynes in particular.

4.3.3 The relevant road network, in particular Saxon Street should be designed to enable the future provision of a mass rapid transit system. Figure 4.4 (Future Movement Framework) shows the proposed route of the mass transit system. This includes, as identified in Fig 4.4, the potential use of Queensway and the reconnected Queensway to Buckingham Road link for MRT routing.

Futureproofing

4.3.4 Consideration needs to be given to how the proposed Mass Rapid Transport System will access and circulate through Central Bletchley.

4.4 Parking

4.4.1 Interventions proposed for parking include:

- Restricting on-street parking on Queensway carriageway to one side and 30 minutes only and relocating some of the existing parking off Queensway onto Findlay Way (retaining all disabled parking).
- Use signage (including potentially real-time variable message signs on approach roads with available parking showing) to route traffic away from Queensway to:
 - 1) Elizabeth Square for short stay parking,
 - 2) Findlay Way and Cawkwell Way for medium stay parking.
 - 3) Off-street parking for long stay parking (Albert Street and Bletchley Leisure Centre, for instance).
- Explore the potential for Findlay Way to be redesigned to accommodate additional parking (offsetting any net parking loss from Queensway).
- Better and more consistent parking and permit enforcement.
- Demand monitoring strategies (such as using sensor or camera technologies), to inform demand for parking.
- Car share scheme promotion and incentives.
- Live parking availability to strategically move parking demand to specific off-street car parks.
- Improved wayfinding to public car parking areas for both drivers and pedestrians. Pedestrian and mobility impaired access and wayfinding between key destinations (such as Queensway, and on street and off-street parking) should be introduced to ensure the safe pedestrian access. This should include the widening of pavements, improved lighting, signage and surface improvements where necessary.
- Introduction of park and ride schemes on the periphery of Bletchley.
- 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."

Depending on the long-term monitoring of parking demand, on-street parking supply and closure of Albert Street car park – explore new public car parking in the form of a multi-storey car park, at either the former Sainsbury's surface level car park or the Albert Street car park.



Parking at the eastern end of Queensway within Elizabeth / Market Square.



The existing car parking in Findlay Way could potentially be better designed and sign posted.

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- The existing car parking in Findlay Way could potentially be better designed and sign posted.



Pedestrians currently have difficulty in crossing Princes Way



Saxon Street has been designed for cars with little thought for other road uses. Changes of level and concrete retaining walls also create an unattractive environment. .

- Pedestrians currently have difficulty in crossing Princes Way.
- Saxon Street has been designed for cars with little thought for other road uses. Changes of level and concrete retaining walls also create an unattractive environment.



Figure 4.1.- Illustrative Saxon Street Section - Bus Station

Figure 4.1 – Illustrative Saxon Street Section – Bus Station

Electric Vehicle Charging

4.4.2 Currently in Bletchley there are a limited number of electric charging points. Government changes means Bletchley will require a transformation of national infrastructure and the provision of electric vehicle charging points (EVCP). Due to their importance and potential impact on the streetscape, it is important that detailed design proposals for public realm changes outlined in the SPD take early account of EVCP's and ensure that they are located in ways to minimise impact on the public realm and the pedestrian experience.

4.5 Saxon Street

4.5.1 The current width of the Saxon Street carriageway acts as a barrier between the western side of the railway line (including Bletchley railway station) and the town centre (including Queensway and the Bus station). The traffic composition is disproportionately heavy vehicles (trucks and buses) due to the complex nature of access to the Cemex plant and the Bus Station. Additionally, the Redway link is not continuous and particularly poor in the core section of this area.

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 Figure 5.2.

4.5.3 This includes a new north facing bus station on the western side of Saxon Street (assumes relocation of Cemex Access) between the new Eastern Entrance and Princes Way. This would include a signalised right turn for buses travelling southbound to enter the station which integrates with the main pedestrian signalised crossing point located on Saxon Street.

4.5.4 It should be noted, as outlined in figure 5.2, that there is an opportunity for the new bus station to be located further south and therefore, to relate better and be closer to the extended Queensway. Any relocation to the 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.

4.5.5 This option also reduces Duncombe Street access to left in and left out only, as the Brunel Roundabout is no longer required by buses or by the Cemex plant. Removal of the Brunel Roundabout and the Brunel Centre allows for delivery of an improved pedestrian gateway to Queensway with a spacious public realm, including the start of the Queensway Redway.



Figure 4.2a.- Illustrative North Saxon Street Section



Figure 4.2b.- Illustrative Central Saxon Street Section



Figure 4.2c.- Illustrative South Saxon Street Section

Please note - these sections are indicative and don't show the existing change of level of the railway to the west.

Figure 4.2a - Illustrative North Saxon Street Section

Figure 4.2b - Illustrative Central Saxon Street Section

Figure 4.2c - Illustrative South Saxon Street Section

Please note - these sections are indicative and don't show the existing change of level of the railway to the west.

4.5.6 Figure 4.2 shows three cross sections (a, b and c) of the Saxon Street carriageway reflecting movement from north to south.

This shows:

- A narrowed carriageway for improved pedestrian movement.
- A continuous Redway on the eastern side, as well as the existing Redway on the western side from the station.
- A new bus station located to the west of Saxon Street and to the north of the proposed new Eastern Entrance to Bletchley Station.

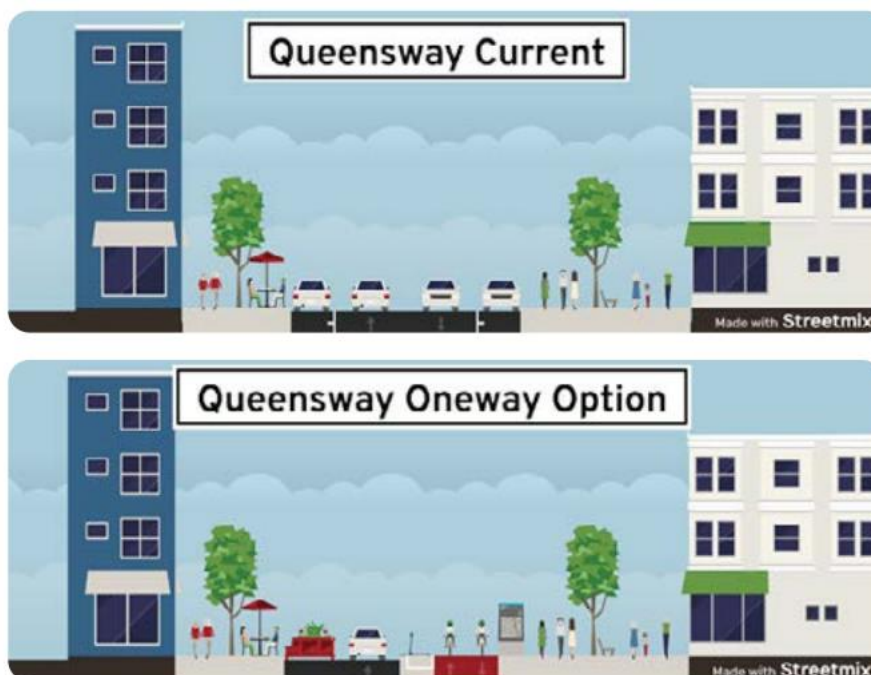


Figure 4.3 - Current & Future Illustrative Queensway, Street Sections

Figure 4.3 – Current and Future Illustrative Queensway – Street Sections

4.6 Queensway

4.6.1 The overarching aim for Queensway is to deliver an improved public realm that provides an inviting area for shops, restaurants, cafes and businesses to operate and for pedestrians and cyclists to access and safely use and enjoy the public realm.

This fundamentally requires reducing traffic dominance by relocating some parking off Queensway, reducing general car movement and reducing space allocation to cars, whilst increasing space for active modes, shop frontages and street furniture, as well as delivering safe and accessible crossings of the street.

4.6.2 The intention is to open up Queensway for pedestrians and cyclists and to reconnect it with Buckingham Road. An improved quality of public realm in Queensway will make it more pedestrian friendly. The current, preferred, option to deliver this is to reduce Queensway to one-way between Albert Street and Cambridge Street, with some short stay parking (including disabled) and access for loading (time restricted). Currently, the one-way route is proposed as eastbound, since it would encourage parking at Albert Street car park, rather than on Queensway itself. As identified in Section 4.3, all buses would be re-routed along Princes Way with improved quality bus stops on Queensway in the vicinity of Lennox Road and Leon Avenue.

4.6.3 As shown in Figure 4.3 the current configuration of a lane and parking in each direction would be reallocated to parklets and space for loading and disabled parking interspersed with planters, a one-way traffic lane, a raised Redway connecting Saxon Street and Princes Way and increased footway for uses such as pavement, cycle parking, wayfinding and e-scooter parking.

4.6.4 Additionally, side access on to Oxford Street, Bedford Street and Brooklands Road would be closed midway between Queensway and Findlay Way / Cawkwell Way, converting them into gateways to Queensway with improved pedestrian provision and public realm between Queensway and nearby parking within Cawkwell Way and Findlay Way.

4.6.5 Traffic exiting Queensway would be via Westfield Road to the south (see Figures 4.4 and 5.3). Access would be restricted from Elizabeth Square to (only) Westfield Road (retain no exit onto Princes Way), to ensure no conflict with the one-way system.

4.6.6 No physical changes are recommended to the parking at the eastern end of Queensway, although timings (length of stay) could be adjusted. Additionally, the Princes Way / Queensway mini roundabout would be reviewed and likely redesigned to improve provision for pedestrians and cyclists to cross. Pedestrian crossings at the Princes Way Junction with Queensway should be introduced.

4.6.7 Improved quality pedestrian routes and wayfinding from the public car parks on Cawkwell Way, Findlay Way, Bletchley Library and Bletchley Leisure Centre public multi-storey car park to Queensway are needed to ensure these car parks are fully utilised. Part of this proposal (as identified in Paragraph 4.6.4) is that side access on to Oxford Street, Bedford Street and Brooklands Road would be closed midway between Queensway and Findlay Way / Cawkwell Way, converting them into “gateways” to Queensway with improved pedestrian provision and public realm

between Queensway and nearby parking. Vehicular access to the plots behind Queensway for business and resident parking would be retained.

4.6.8 Findlay Way, particularly the western end, can potentially be redesigned to accommodate additional parking, whilst retaining property access. This would also support an improved pedestrian experience walking along the street and enhanced pedestrian access to Queensway.

4.6.9 Findlay Way and Cawkwell Way should also include footpaths to improve the safety of these streets and so encourage better utilisation as parking areas convenient for Queensway.

4.6.10 Delivery of new high-quality bus stops on Queensway near Lennox Road and Leon Avenue are needed to support public transport servicing Queensway.

4.7 Future Movement Framework

4.7.1 The Future Movement Plan (Figure 4.4) illustrates how connectivity to and within Central Bletchley can be improved.

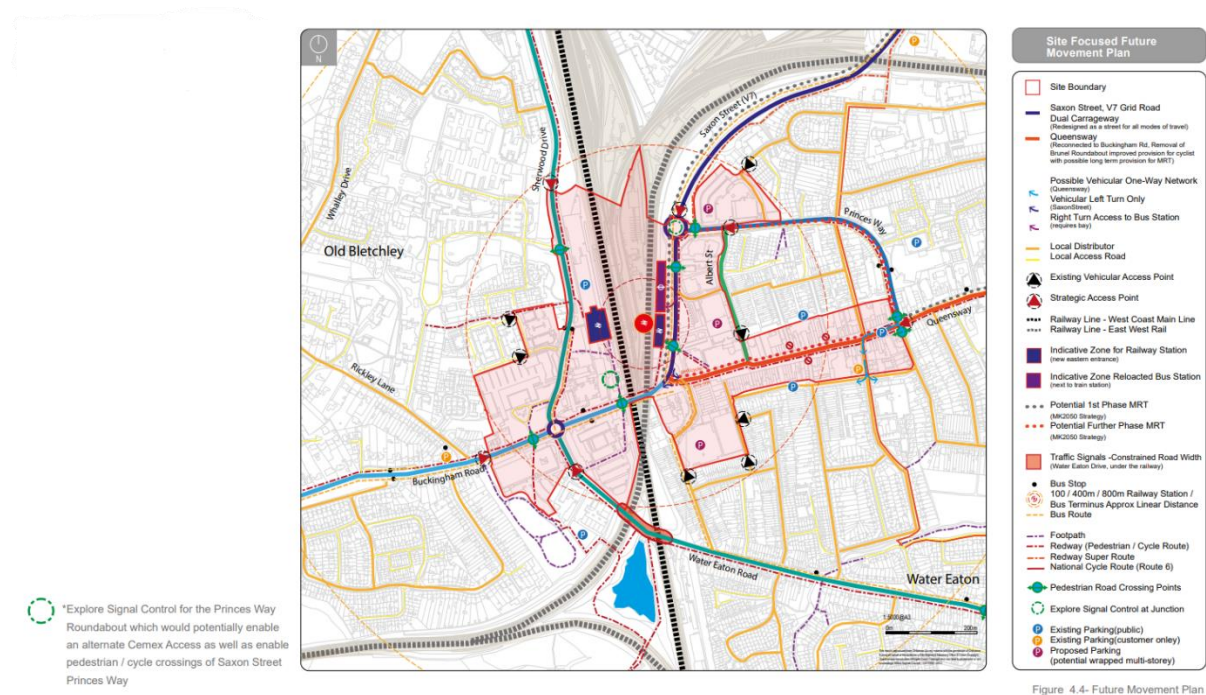


Figure 4.4 – Future Movement Plan

Section 5 – Urban Design Framework

5.1 Introduction

5.1.1 This section outlines the key design principles that will inform development proposals for the identified Opportunity Areas and the renewal of Central Bletchley. The Opportunity Areas comprise a number of individual opportunity sites identified in Section 2 above (Figure 2.5). The design principles have been established with the aim of ensuring a holistic approach to the transformation of Central Bletchley. The principles have been informed by the placemaking themes, best practice, the planning policy context for the site, site analysis and identified opportunities, constraints and challenges.

5.1.2 In addition to the design principles any development proposals within the designated Central Bletchley Prospectus Area should be based on a thorough appraisal of the development site and its context.

5.2 Parameter Plans

5.2.1 The principles for each Opportunity Area are accompanied by a Parameters Plan which spatially depicts the application of the design principles and guidance. However, the Parameter Plans should not be interpreted as fixed or prescriptive masterplans and, therefore, should not constrain the creativity of individual proposals.

5.3 Opportunity Areas: Location and Summary

5.3.1 The benefit of adopting a holistic approach to the renewal and development of Central Bletchley is that all parties will be able to understand the various opportunities within the context of an overarching and coordinated strategy. Such an approach is important when considering delivery of wider public realm improvements which will benefit all landowners and users.

5.3.2 There are 6 key Opportunity Areas which, when developed, will help to deliver the vision for Central Bletchley. It is anticipated that more detailed guidance for each opportunity area will be provided through subsequent development briefs where appropriate.

5.3.3 As explained above, the Parameter Plans are not fixed and are open to a degree of interpretation. Nevertheless, they illustrate a direction in terms of design by outlining the key principles that should be adhered to irrespective of the exact nature

of the development being proposed. In this way the Opportunity Areas provide a framework for development to come forward in a co-ordinated manner.

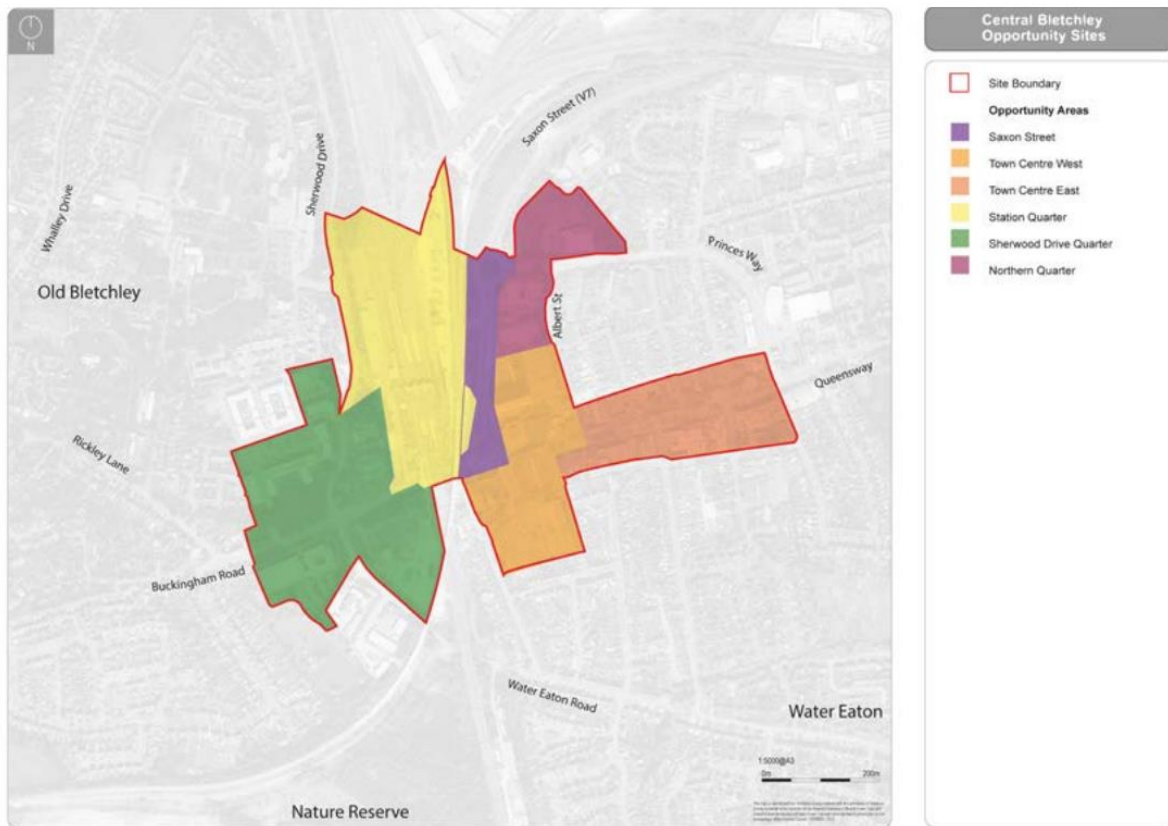


Figure 5.1 - Central Bletchley Opportunity Areas

Figure 5.1 – Central Bletchley Opportunity Areas

1 – Saxon Street

5.3.4 We will harness the potential of East-West Rail to create an eastern station entrance and associated transport interchange that faces the Town Centre. We will turn Saxon Street from a highway into a pedestrian-scaled street, which will create a positive arrival experience in Central Bletchley.

2 – Town Centre East

5.3.5 Queensway will see public realm, wayfinding and parking / highway management improvements while a further diversification of typical high street uses will be sought as well as improved building stock.

3 – Town Centre West

5.3.6 We will work with landowners to enable the development of underutilised buildings and sites with higher density residential led mixed-use development that revitalises the Town Centre.

4 – Station Quarter

5.3.7 Improved connectivity will enable this area to become a thriving mixed-use quarter, comprising uses compatible with proximity to a regionally significant train station and the tourist attraction, Bletchley Park.

5 – Sherwood Drive Quarter

5.3.8 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.

6 – Northern Quarter

5.3.9 This area is currently occupied by a retail park, but as land becomes more valuable, given the locational benefits East-West Rail brings, it could be redeveloped for higher density housing with mixed use ground floors. This will provide a positive interface with Saxon Street, as well as, potentially, a new multi-storey car park serving the Town Centre.

5.4 The Opportunity Areas

Saxon Street

'Re-imagined to create a new gateway from the north'

Key Principles:

1. Improve the sense of arrival by reconfiguring Saxon Street between Princes Way and Brunel Roundabouts from a highway dominated hostile pedestrian environment into a pedestrian scaled and friendly street.
2. Includes a new modal transport interchange with an eastern train station entrance and new bus interchange.
3. Celebrate new eastern entrance with pedestrian plaza to the front.
4. New development directly abutting Saxon Street will contribute to the gateway by facing onto it. This will require the stopping-up and development over of Locke Road.

5. Removal of Brunel Roundabout and inclusion of a shared surface type environment that allows pedestrians to easily and safely cross from the eastern entrance into the reconnected Queensway.

Form and Massing of Development

5.4.1 New development addressing the eastern side of Saxon Street will play a crucial role in enhancing Saxon Street as a high-quality gateway and in improving the arrival experience when accessing Central Bletchley from the north.

Development proposals should, therefore, positively address Saxon Street and include active ground floor frontages that enable the proposed / completed Redway along Saxon Street to feel safe and attractive. Further south, to enable a strong connection between built form and Saxon Street the extension of development over Locke Road is proposed.

5.4.2 An indicative building is shown on the Parameters Plan on the western side of Saxon Street just south of the Princes Way Roundabout. This will reinforce Saxon Street as a gateway to Central Bletchley and provide an improved arrival experience. This building could support the bus interchange or, potentially, incorporate a new multi-storey car park to serve commuters using an eastern entrance.

Access and Movement

5.4.3 Please refer to Section 4 which highlights the main aspects pertaining to the proposed changes to the differing modes of movement of Saxon Street.

Public Realm

5.4.4 In order to celebrate a new eastern train station entrance, the design of Saxon Street should allow for a pedestrian plaza / square to the front.

5.4.5 A new pedestrian friendly surface material across Saxon Street to follow the pedestrian desire line linking the eastern entrance to the reconnected Queensway should be considered.

5.4.6 Parking control measures should be introduced and enforced to ensure that there is no parking on the pedestrian plaza to the front of Chandos Place. This latter plaza needs to be brought back into a good state of repair – with paving slabs fixed, for instance.

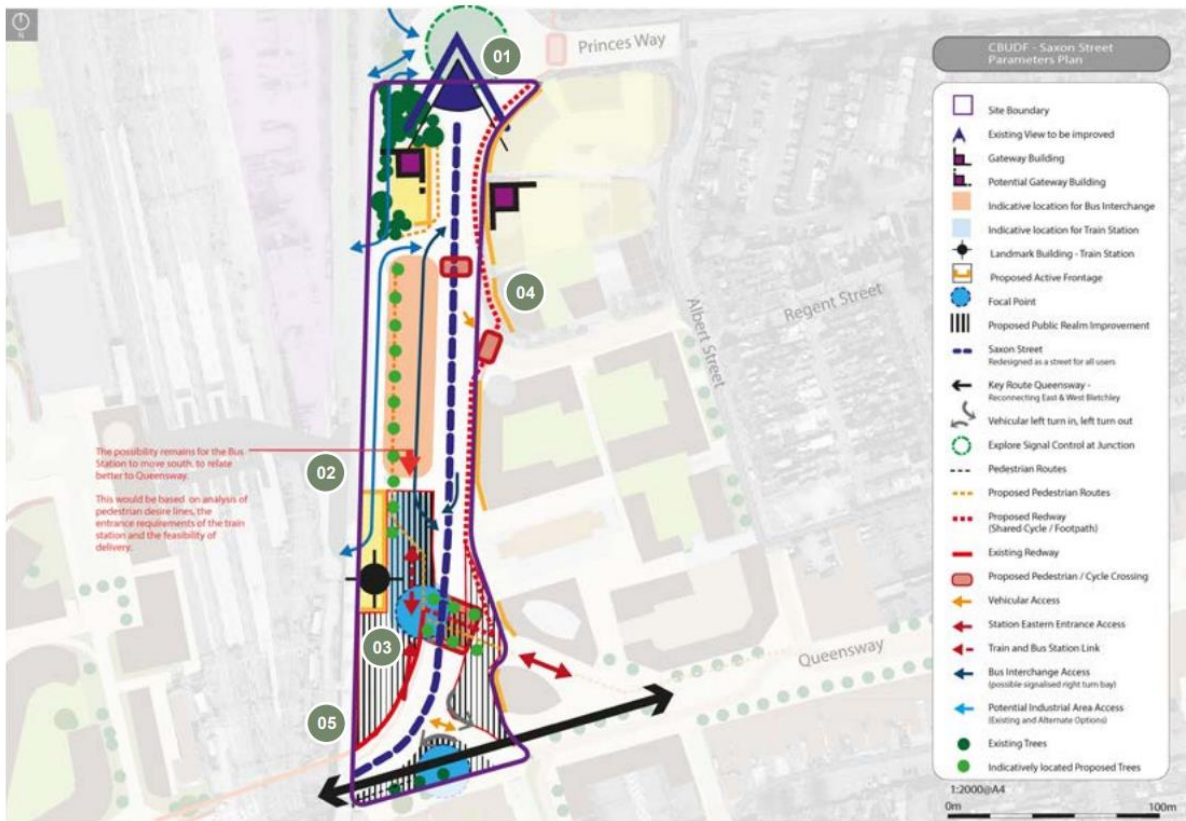


Figure 5.2 Saxon Street - Parameters Plan

Figure 5.2 – Saxon Street: Parameters Plan

Land Uses

5.4.7 While the current town centre generally meets daily needs, there is very little variety and little by the way of an evening economy. The responses to extensive stakeholder engagement indicate that what is wanted and needed is a supermarket, as well as cafes, bars, community facilities and clothes shops together with establishing a market with stalls. Much of this can be delivered through redevelopment / refurbishment of run down and empty buildings.

5.4.8 Public feedback also suggested that more culture and public art (events celebrating the area's diversity and the heritage of Bletchley Park, for example) would help to diversify the range of activity in Queensway and help to establish an identity. One suggestion was a vintage or antique shop focussed on the heritage of Bletchley Park.

5.4.9 There is a wide variety of shop front designs within Queensway which undermines a strong character. In order to help deliver a more cohesive identity a shopfront guide should be produced that sets some parameters for shop fronts thereby helping create a stronger identity for Queensway.

Form and Massing of Development

5.4.10 To help deliver to the 'Compact Central Bletchley' placemaking theme, the refurbishment, extension, or redevelopment of run-down or empty buildings will be encouraged (up to a height of approximately 4-storeys), subject to detailed design and impact on neighbouring buildings. All new or refurbished buildings should present an active frontage onto Queensway.

5.4.11 Findlay Way and Cawkwell Way currently present unattractive areas of public realm, largely because of rear service yards which facilitate retail and associated uses which front onto Queensway. The service yards facing these two streets means they lack a built form edge which undermines the ability to create attractive streets. A precedent has recently begun with new development occurring in these rear service yards. "Further development of this kind will be encouraged where it would create a defined built edge and make these two streets more attractive pieces of public realm.

Access and Movement

5.4.12 Whilst well connected with the wider area and Fenny Stratford, at its eastern end, Queensway is largely 'hidden away' from the surrounding street network at its western end. This makes it less accessible, and consequently less frequently accessed, than it could be. A key aim to address this issue is to reconnect Queensway to Buckingham Road to enable pedestrian and cyclist movement. This clearly requires the redevelopment of the Brunel Centre and Wilko (addressed in Town Centre West Opportunity Area). For further details pertaining to the proposed changes to differing modes of movement for Queensway and the wider Town Centre East Opportunity Area please refer to Section 4.

Town Centre East

'Enhancement of a traditional high street'

Key Principles

1. Queensway should become a destination in its own right (rather than a place where people stop for 5 minutes, buy something and leave) – 'a place to be' or a 'place to visit'.
2. Diversification of shopping, leisure, and community offer in Queensway to increase pedestrian 'dwell time' and make it a busy, vibrant and sociable place.
3. Open up Queensway to reconnect with Buckingham Road (dependent on Town Centre west opportunity area).
4. Improve the quality of the public realm in Queensway – making it more pedestrian friendly.

5. Improve the quality of pedestrian routes to Queensway, particularly from the north and south.

6. Improve the quality of the environment and range of activities and events within Stanier Square.

Public Realm

5.4.13 Bletchley's 'high street', Queensway, incorporates important public realm which benefits from wide public footpath provision. Queensway is, therefore, generally viewed as having a pedestrian-friendly environment. However, some of the public realm is tired and the following improvements have been identified by members of the public and local businesses:

- Creating new public spaces, for example for events such as markets and food festivals - an improved Stanier Square could fulfil this role;
- Better paving and lighting;
- More greenery – trees, grass and planters (the latter are proposed to help stop 'pavement parking');
- More public seating and places to meet people;
- Public Art; and,
- Dog poo bins.

5.4.14 The proposed narrowing of the carriageway within Queensway will help enable the above to happen and, particularly the addition of further greenery.



Figure 5.3 Town Centre East - Parameters Plan

Figure 5.3 – Town Centre East: Parameters Plan

Town Centre West

‘The mixed-use heart of Central Bletchley’

Key Principles

1. Redevelopment of the former Sainsbury’s store at the southern end of this opportunity area together with more efficient use of the existing surface level car park.
2. Redevelopment of the Brunel Centre and Wilko which will enable the reconnection of Queensway to Buckingham Road, creating a pedestrian scaled and pedestrian friendly public realm.
3. Explore the potential relocation of Bletchley Library as part of a ‘Multi-Use Community Hub’ in / or as part of a redevelopment of these sites.
4. Redevelopment of the council owned surface level car park adjacent to Albert Street.
5. The relocation of the existing bus station and subsequent redevelopment of the site.
6. Redesigned and improved quality public realm around Stephenson House.

Land Uses

5.4.15 Given the location of this Opportunity Area within the designated town centre for Bletchley, it is envisaged that a wide variety of land uses will be supported including retail / shopping, leisure, hotel, community, office and residential uses.

5.4.16 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.

5.4.17 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 support a range of complementary land uses including retail, evening economy, community / leisure and cultural, as well as creating an animated and vibrant public realm.

5.4.18 Milton Keynes Council is seeking to rationalise its property assets via a 'hub-and-spoke' approach to service delivery and Town Centre West is seen as an ideal location to accommodate a multi-use community hub, which might potentially house Bletchley Library.

Form and Massing of Development

5.4.19 New development must be outward facing with active ground floor frontages facing and framing the public realm. For clarity, this principle particularly applies to: Saxon Street; the proposed eastern train station entrance; the new street reconnecting Queensway and Buckingham Road; Stanier Square; and, Albert Street, Duncombe Street and Oliver Road.

5.4.20 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. However, there are sensitive surrounding 'edges' and building heights will need to be reduced, for example, to respect existing residential development along Albert Street, Oliver Road and Osborne Street.

5.4.21 The scale and massing of development will also need to respect the existing 2 storey development along Albert Street, Oliver Road, and Osborne Street.

Access and Movement

5.4.22 The primary aim will, through the redevelopment of the Brunel Centre and Wilko, be the reconnection of Queensway to Buckingham Road. It is envisaged this new 'street' will be accessible by pedestrians and cyclists in the form of an east-west

Redway and public realm. An option to link bus services through to Queensway is also being considered as part of the Mass Rapid Transit Study.

5.4.23 The size of the development sites means it is likely that new streets will be created as part of the development. These must connect into the existing street network.

5.4.24 Consideration should be given to a new public multi-storey car park as part of either the proposed redevelopment of the surface level car park adjacent to the former Sainsbury's superstore or the redevelopment of the Council owned Albert Street car park. In either location these multi storey car parks (MSCPs) should be wrapped with development especially at ground floor level and front onto key pieces of public realm.

Public Realm

5.4.25 A key new piece of pedestrian-scaled and pedestrian friendly public realm will be created through the re-connection of Queensway to Buckingham Road. This public realm will also create a direct connection and sightline through to a new train station eastern entrance.

5.4.26 Wider redevelopment within this opportunity area should fund improvements to the public realm around Stephenson House making it more legible, and pedestrian friendly.

5.4.27 It is likely additional public realm will be created in the form of new 'streets' as part of the redevelopment of the Brunel Centre and the Sainsbury's site.



Figure 5.4 Town Centre West - Parameters Plan

Figure 5.4 – Town Centre West: Parameters Plan

Land Uses

5.4.28 The redevelopment of certain Network Rail assets such as the signal box, staff training facility 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, 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.

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.

Form and Massing of Development

5.4.30 New station buildings, serving the existing western as well as eastern entrance, should be modern and striking, enhancing the sense of arrival, with those proposed on the western side taking design cues from Bletchley Park.

5.4.31 New development should positively address the existing pedestrian route that extends between the train station entrance and Buckingham Road (behind the former police and fire station sites).

5.4.32 The opportunity to provide a new, higher quality, multi-storey car park up to 6-storeys in height should be explored.

5.4.33 Development must help to define the new pedestrian plaza at the western entrance to improve the arrival experience for those travelling by train and to reinforce the area as a key gateway to Bletchley.

5.4.34 Any development to the north of a new multi-storey car park should positively address Sherwood Drive.

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.

5.4.36 New development will need to be carefully designed to mitigate the operational noise impacts of the adjacent railway as well as the air quality, in terms of odours, from the adjacent Cemex plant.

Access and Movement

5.4.37 The stepped access down to Buckingham Road should be replaced with a disabled friendly route.

5.4.38 The existing pedestrian route that extends underneath the railway viaduct on Buckingham Road and connects the train station with the town centre needs to be further improved to build on the positive improvements delivered by the 'Fixing the Links' scheme. Vibrant imagery, pictures, information boards, bright and colourful lighting could make the route more attractive and safer.

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 control will be explored on the Princes Way Roundabout.

Station Quarter

'East West Rail: the catalyst for change, creating a new and improved arrival point in Central Bletchley'

Key Principles

1. New station buildings associated with existing western and new eastern entrance.
2. Improved public realm around existing western station entrance.
3. New eastern entrance and associated transport interchange associated with relocated bus station.
4. Promote redevelopment of surplus Network Rail assets to potentially include the existing Signal Box, staff training facility and station entrance building and consolidation of the existing decked station car park on to a smaller footprint that frees up land to the north for new development.
5. Improve the quality of the existing pedestrian route that extends between the train station entrance and Buckingham Road and passes behind the former police and fire station sites.

5.4.40 The redevelopment of the signal box would likely require a new vehicular access route to serve it. This route with new frontage development could also serve as a more attractive pedestrian route linking the western train entrance to the town centre. The potential redevelopment of any Network Rail assets should not prejudice provision of a direct and attractive pedestrian route to the proposed new ramped access (to replace the existing stepped access) to Buckingham Road. Any redevelopment should face onto this pedestrian route.

5.4.41 Potential development to the north of a potential new multi-storey car park should take access from Sherwood Drive.

Public Realm

5.4.42 A new pedestrian scaled and pedestrian friendly public realm will be developed around both the existing western entrance and the new eastern entrance. Consideration must be given to how the new public realm at the western entrance will positively interface with the public realm proposed as part of the Town Deal Innovation Hub project.

5.4.43 Consideration should be given to the existing TPO trees on the northern edge of the former fire station site as part of public realm improvements to the western entrance.

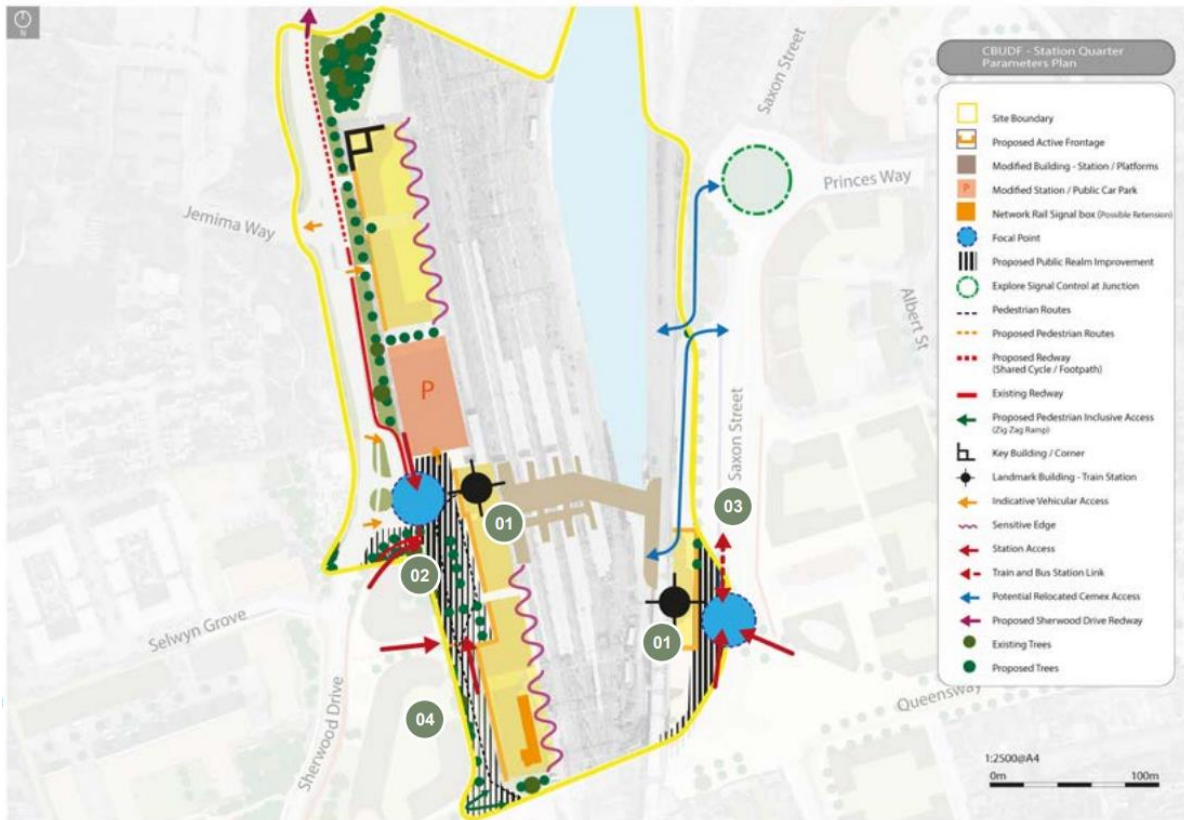


Figure 5.5 Station Quarter - Parameters Plan

Figure – 5.5 Station Quarter: Parameters Plan

5.4.44 The public realm associated with the pedestrian route extending between the railway station entrance and to Buckingham Road (behind the former fire and police station sites) will be improved as part of the potential redevelopment of the signal box and associated buildings directly to the north. To improve the safety of this pedestrian route it is important that new buildings adjacent to it facilitate natural surveillance and do not undermine or compromise its public status.

Sherwood Drive and Buckingham Road Quarter

‘A new gateway to Central Bletchley from the west’

Key Principles

1. Redevelopment of Police and Fire Station Sites for mixed use development including an Innovation Hub.
2. Development of an Institute of Technology at Milton Keynes College in conjunction with a Tech Park.
3. Creation of an Urban Park and enabling development at the former Cricket Pavilion Site.

4. Conversion of Mercury House and new development to the rear of it.
5. Redevelopment of Buckingham House and incorporation of key pedestrian route linking to wider green spaces.

Land uses

5.4.45 This Opportunity Area is located to the west of the West Coast Mainline and town centre and comprises three large redevelopment sites as well as the conversion and expansion of an existing building and the potential transformation of a privately owned and currently inaccessible green space.

5.4.46 Both the Mercury House and Buckingham House sites are designated for employment use within Plan:MK. The buildings located on those sites are now vacated and, whilst new highquality office refurbishment would be supported, Policy SD16 in Plan:MK enables higher density, residential led mixed-use development to capitalise on the enhanced connectivity flowing from EWR delivery. Given the growing tourism opportunity presented by Bletchley Park a hotel might also be appropriate.

5.4.47 Redevelopment of the former Police and Fire Station sites will include provision of an Innovation Hub (for example, incubator or similar space for emerging technology related businesses) while the remainder of the site will likely be developed for housing. A small element of retail space provided it is supported by planning policy could be provided in a prominent position to help generate activity and capture footfall around the existing western train entrance.

5.4.48 The Andrew Peck Building at Milton Keynes College will be refurbished and expanded to form an Institute of Technology at Milton Keynes College. There may be potential to redevelop some of the MK College surface level car parking.

5.4.49 The unobtrusive green space at the corner of Buckingham Road and Sherwood Dive has the potential to be transformed and opened to the public as an urban park with some enabling residential development.

Form and Massing of Development

5.4.50 Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and as per the density policy within Policy SD16. Such proposals will need to respect the local context and the impact on amenity in line with Policy D3 and D5 in Plan:MK. The tallest elements should address the key streets of Buckingham Road and Sherwood Drive. The one sensitive edge is the far western end of the Buckingham Road site where development should step down in height to protect the residential amenity of residents in detached housing which backs onto Eight Belles Park.

5.4.51 There is the potential for a small amount of higher density housing within the former cricket pavilion site. This housing should be located along the western edge to help frame and provide surveillance over the potential new urban park. The footprint of the existing cricket pavilion could be referenced through an alternative structure or sculpture; or echoed by public art or an intervention within the adjacent green space, perhaps supported by a memorial plaque or suitable information board.

5.4.52 The Parameters Plan identifies where active frontages should interface with areas of public realm. The Parameters Plan also identifies where key corners should be accentuated through design detail. These include the north-east and south-west corners of the Sherwood Drive / Buckingham Road junction as well as further north along Sherwood Drive to mark the collection of innovation buildings associated with the IoT and the Innovation Hub.

Access and Movement

5.4.53 Water Eaton Road and Sherwood Drive will provide the primary highway network for gaining vehicular access to all development sites within this opportunity area. The Parameters Plan identifies preferred indicative locations for where vehicular access for each development site will be provided.

5.4.54 A key renewal aim is to encourage more travel by foot and bicycle and, therefore, the layout of development on these sites should, where applicable, allow pedestrian desire lines to be followed. As part of the redevelopment of the Police and Fire Station Sites, a pedestrian route should be incorporated that, as directly as possible, connects MK College to the Town Centre.

5.4.55 The redevelopment of Buckingham House and associated land should be laid out to include a legible Redway or leisure cycle connection linking the former cricket ground site to the Eight Belles Park and onward to the Blue Lagoon Nature Reserve. A second new pedestrian route from Eight Belles Park leads more directly to the town centre. The parameters plan identifies new pedestrian crossings of Buckingham Road in both locations.

5.4.56 In line with the forthcoming MK LCWIP, the pathway on Sherwood Drive should be upgraded to Redway standard and the middle section of the Buckingham Road Redway should be completed. Alongside paths to the Blue Lagoon, these Redways and paths will provide access from each direction to the quarter.

5.4.57 Additionally, a new pedestrian crossing facility is required to cross Sherwood Drive from the Station to MK College Campus as well as an improved gateway between the station and Bletchley Park. Even with the potential introduction of an eastern entrance to the railway station, step free access from the existing western railway station entrance to Buckingham Road is still required.

Public Realm

5.4.58 It is important that new residential and employment development has access to high quality open space. Working to that end it is proposed to create a small, publicly accessible, urban park on the former cricket pavilion site on the corner of Buckingham Road and Sherwood Drive. The urban park will form a key open space on a new pedestrian route that links up a series of publicly accessible green open spaces extending between the town centre and Newton Leys to the south.

5.4.59 The new Redway or leisure route will be part of new and improved public realm that runs through the Buckingham House site linking Eight Belles Park and the former Cricket Ground site. A focal point within the public realm is also proposed at the entrance to the Innovation Hub within the Police and Fire Station site and opposite the entrance to the MK College and the Institute of Technology. This new piece of pedestrianised public realm will also incorporate the new pedestrian route connecting to the town centre from MK College.



Figure 5.6 Sherwood Drive - Parameters Plan

Figure 5.6 – Sherwood Drive: Parameters Plan

Northern Quarter

Short- and longer-term development sites (or development potential) on the edge of the town centre to help create a gateway from the north

Key Principles

1. New development helps transform Saxon Street to provide an improved sense of arrival from the north.
2. Residential uses on the southern portion of this area have planning permission and will provide a critical mass of residents to support the vitality of the town centre.
3. The northern portion of this area represents a potential longer term opportunity for intensification of development.

Land Uses

5.4.60 Planning permission already exists for residential development covering a large part of the southern half of this Opportunity Area. Residential uses with a mixed-use ground floor (retail, community, leisure and more) will be supported on the remaining site in the southern half of this area, subject to design satisfactorily mitigating potential adverse impacts.

5.4.61 Whilst the retail park appears to be currently operating successfully, in the longer term there might be the opportunity to redevelop part of the site more intensively for residential use and potentially incorporate public parking via a multi-storey car park.

Form and Massing of Development

5.4.62 Development to the north and south of Princes Way should positively address Saxon Street with active ground floor frontages. Development should also positively address Albert Street thereby helping to improve the quality of the adjacent public realm and the pedestrian route to Queensway.

5.4.63 Taller buildings will be sought that capitalise on Central Bletchley's sustainable location and align with the density policy in Policy SD16. Such proposals will need to respect 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.

5.4.64 Development both north and south of Princes Way needs to respect the existing suburban housing context to the immediate east of this area. A significant lowering of building heights will be required to respect the existing 2 storey housing.

Access and Movement

5.4.65 Development of the northern part of this opportunity area should trigger the provision of a dedicated pedestrian crossing of Princes Way (as part of the Redway extension) to improve pedestrian access to the town centre.

5.4.66 New vehicular access for the northern part of this opportunity area is likely to come off Prince’s Way and / or Dukes Drive. South of Princes Way new development would take access off Albert Street.

5.4.67 In the longer term, consideration could be given to the inclusion of a multi-storey car park as part of a, potential, partial redevelopment of the northern part of this Opportunity Area.

Public Realm

5.4.6 Development should overlook Saxon Street to make it feel like a more attractive piece of public realm for pedestrians and cyclists.

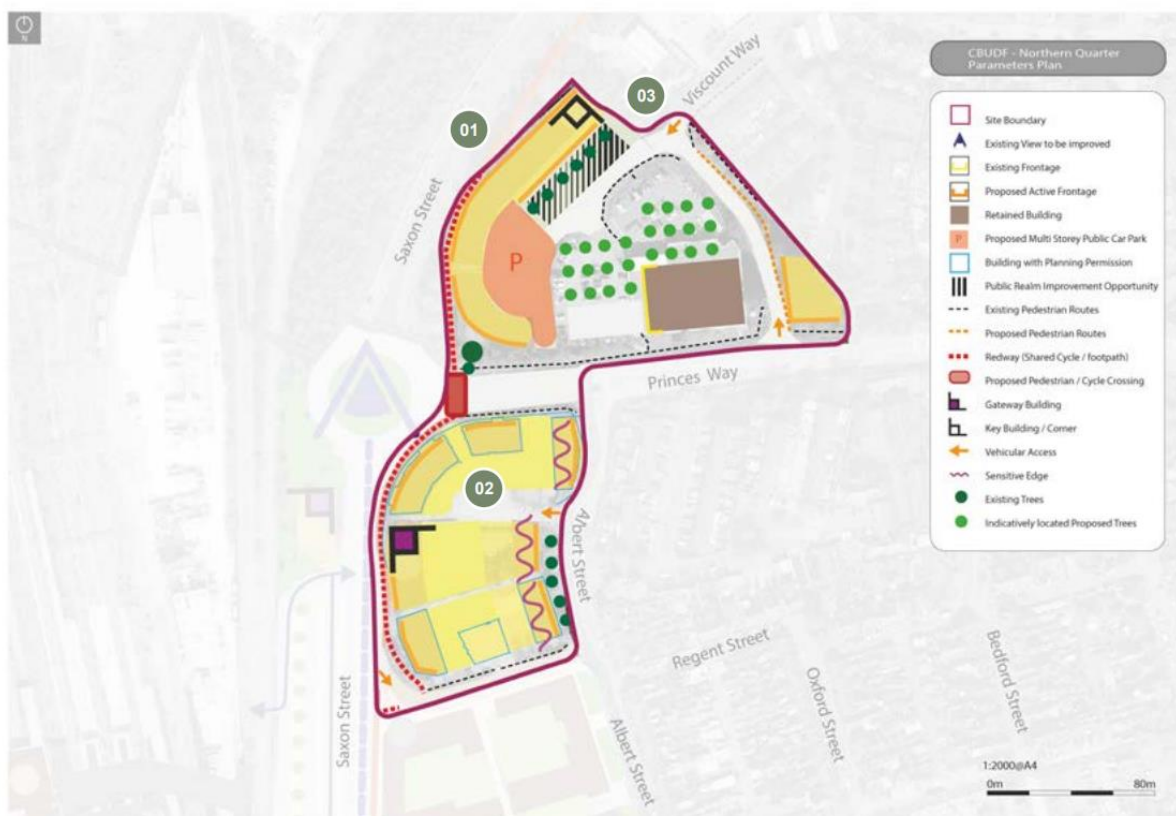


Figure 5.7 Northern Quarter - Parameters Plan

Figure 5.7 – Northern Quarter: Parameters Plan

Section 6 – Implementation and Delivery

6.1 Introduction

6.1.1 Milton Keynes Council (MKC) is committed to the renewal of Central Bletchley and to fully capitalising on the generational redevelopment and placemaking opportunities, catalysed by the connectivity flowing from the delivery of new rail infrastructure in the form of East-West Rail (also referred to as the East-West Mainline).

6.1.2 As set out elsewhere in this document, enhanced connectivity at the heart of the Government's flagship Oxford to Cambridge Arc will present significant economic opportunities that have the potential to be game-changing for Bletchley.

6.1.3 The following section explains how we aim to deliver to the vision and aspirations of the SPD.

6.2 Delivery and Implementation of the CBUDF SPD / Across the SPD Area

6.2.1 This SPD sets the context within which individual renewal and redevelopment proposals can come forward and provides guidance with the aim of achieving holistic development across an SPD Area comprising approximately 30 hectares. However, it should not be viewed as a rigid blueprint. Success will ultimately depend on the delivery of high-quality design at a more detailed level.

6.2.2 Implementation of the SPD will, partly, rest on the overall vision and objectives for the SPD Area being widely understood and supported. Significant stakeholder engagement has been undertaken on the lead-in to the preparation of this SPD. With a clear understanding of local views, issues and aspirations gained through the Central Bletchley Prospectus, the Bletchley and Fenny Stratford Town Investment Plan and the CBUDF SPD processes, the Council is well positioned to lead on interventions which deliver on the vision and objectives of the SPD.

6.2.3 Transformation calls for a strategic approach which involves collaboration, joint-working and partnerships across both the private and public sectors. It is acknowledged that private sector involvement and investment will be essential for the full potential of Central Bletchley to be realised and for transformational renewal to be delivered.

6.2.4 The implementation strategy for the SPD will, necessarily, be a dynamic process which will evolve, over time. That strategy will be shaped by a wide range of delivery-related issues.

6.3 The Council's Role

6.3.1 The Council will play a pivotal role in contributing directly to achieving the vision and objectives of the CBUDF SPD.

In particular, the Council's role will be to:

- Ensure that the visions and objectives of the CBUDF SPD are delivered in a holistic and progressive manner through its planning, economic development, and social roles.
- Proactively encourage developers, investors, and partners to embrace quality place-making, urban design, health, and sustainability / climate change principles promoted in the CBUDF SPD. The Council has already demonstrated this by working collaboratively with the landowners of Bletchley View where a higher density residential scheme has been consented.
- Promote the need for further, co-ordinated, public, and private sector funding support towards renewal projects and redevelopment in the SPD Area.
- Actively seek out and pursue sources of grant funding which can assist in delivery.
- Champion the complex projects which will initiate and drive change in the SPD Area.
- Assist parties in ensuring that development and public realm proposals are of the highest possible design quality.
- Deliver the Town Deal 'Active Marketing of Vacant sites' project (funding allocation £0.71 Million) with a view to attracting new businesses, jobs and investment to Central Bletchley, to include the SPD Area.

6.3.2 Working towards the SPD renewal objectives, the Council will adopt a collaborative and inclusive approach to its relationships with stakeholders and partners, to include relevant town councils and representative resident groups.

Leadership and Laying the Foundations for Renewal

6.3.3 Strong leadership is considered vital to renewal delivery. Whilst we are still in the early stages of realising the transformation of Central Bletchley, MKC has responded proactively to the renewal opportunities and paved the way for delivery by:

- Committing to a 'local contribution' of £7.65 million towards the delivery of EWR over the period 2014-28. (2013).
- Delivering the Bletchley, 'Fixing the Links' scheme, which, anticipating EWR completion to an earlier timeframe, improved the quality, legibility and safety of the pedestrian and cyclist linkages between Bletchley railway station and the town centre. (2017).

- Adopting a strategic planning policy, notably Policy SD 16 in Plan:MK (the Local Plan), which facilitates renewal and redevelopment within the designated Central Bletchley Prospectus Area. (2019).
- Producing and approving the Central Bletchley Prospectus. The Prospectus was produced in 2019 to highlight the significant renewal opportunities in Central Bletchley and to provide a vision of what the future might look like. (2019).
- Confirming Bletchley as the focus for the Milton Keynes' Towns Fund bid. (2019).
- Establishing the MK: Bletchley and Fenny Stratford Town Deal Board and, in collaboration with that Board:
 - 1) - Developed a Town Investment Plan (TIP) which has been successful in securing a Town Deal offer from the Government of £22.7 million to deliver 9 projects (see Section 1.5). (2021).
 - 2) - Secured an additional £1 million Towns Fund investment towards the delivery of Accelerated Capital Projects. (2020).
- Identifying support for the regeneration of Bletchley and Fenny Stratford as a corporate priority in the Council Plan 2016 / 21-22, to be achieved by advancing a planning framework (SPD) and working with the MK: Bletchley and Fenny Stratford Town Deal Board on the delivery of the TIP (2021).

6.3.4 Moreover, it can be noted that the Council:

- Has considerable and relevant experience in delivering and overseeing a wide range of projects; experience which will be brought to bear to expedite the delivery of Town Deal projects within the CBUDF SPD Area.
- Has a supporting organisational structure allied to expertise in planning policy; development management; urban design; and land / property which will be utilised to deliver to the vision and objectives of the CBUDF SPD.
- Will be a proactive partner to facilitate transformation and, when required, will work to remove barriers to the achievement of inclusive redevelopment and renewal.
- Currently manages and delivers a significant annual capital programme. For 2020 / 21 this included capital expenditure of over £100 million across a range of capital projects.

MKC as landowner

6.3.5 The Council will endeavour to use its role as a landowner in Central Bletchley to help bring forward renewal and redevelopment in line with the CBUDF SPD. This relates particularly to the potential of Council owned car-parking sites which have been identified as potential opportunity sites, provided parking provision can be

consolidated on other sites or off-set through provision in an alternative and suitably accessible location (or re-provided elsewhere).

6.3.6 Where the Council does not have direct land ownership or control it will endeavour to develop partnerships with those in both the private and public sectors to promote and bring forward renewal and development which is aligned with the guidance contained in the CBUDF SPD.

6.3.7 Partnership working could involve adopting a joint venture approach with the private sector where, facilitated by Council land ownership, this helps to bring forward comprehensive development.

MKC Values and Aims

6.3.8 Our dialogue and interface with stakeholders and partners, whether in the private or public sector, will be guided by our values. Accordingly, we will be dedicated, respectful and collaborative.

6.3.9 When considering opportunities for renewal and redevelopment within the Central Bletchley UDF SPD Area the Council will be mindful of its aims to ensure Milton Keynes remains:

- A place of opportunity
- An affordable place
- A healthy place

MKC: Bletchley and Fenny Stratford Town Deal / Town Investment Plan

6.3.10 MKC is the accountable body for the Bletchley and Fenny Stratford Town Deal which proposes to deliver several transformational projects within the Central Bletchley UDF SPD Area.

6.3.11 It supported the Bletchley and Fenny Stratford Town Deal Board in developing a Town Investment Plan and in securing a £22.7 million Town Deal with the Government.

6.3.12 The Council will have ongoing responsibility for managing and administering programme funds on behalf of the Town Deal Board, ensuring appropriate governance and assurance compliance, and reporting on performance.

6.3.13 MKC has considerable and relevant experience in delivering and overseeing a wide range of projects, experience which will be brought to bear to expedite the delivery of Town Deal projects located in CBUDF SPD Area projects located in CBUDF SPD Area.

Planning / Development Management

6.3.14 Following adoption, the CBUDF SPD will be a 'material consideration' in the determination of planning applications made within the SPD Area.

6.3.15 In its role as Local Planning Authority, Milton Keynes Council will facilitate effective and expeditious pre-application engagement processes especially via Planning Performance Agreements to ensure that high quality applications are submitted.

6.3.16 Early engagement with the Council concerning development proposals will also help to identify the supporting information that will need to be submitted.

6.4 Key Partners and Collaborators

Parish Councils

6.4.1 The CBUDF SPD Area covers land situated within two parish council areas, notably Bletchley and Fenny Stratford and West Bletchley. Both councils were fully engaged in the production of the Central Bletchley Prospectus, and both have representation on the Town Deal Board. Ongoing engagement with Bletchley and Fenny Stratford Town Council and West Bletchley Council will underpin delivery of the transformational objectives set out in the SPD.

6.4.2 Furthermore, close engagement and collaboration with the following key partners and collaborators is likely to be fundamental to the chances of successfully delivering to the aims and guidance set out in the SPD.

MK: Bletchley and Fenny Stratford Town Deal Board

6.4.3 As detailed above the MK: Bletchley and Fenny Stratford Town Deal Board was established to oversee the production of the Town Investment Plan with a view to securing government investment under the Towns Fund programme.

6.4.4 Having successfully secured commitment to investment of £22.7 million towards the delivery of nine projects the Town Deal Board will now be responsible for driving the delivery of those projects over a 5-year timeframe. Several, significant, Town Deal projects are scheduled for delivery within the boundary of the CBUDF SPD Area, and it follows that the MK: Bletchley and Fenny Town Deal Board will be an important partner in the delivery of the SPD. For that reason, it will be critical for MKC to work hand-in-glove with the Town Deal Board.

MK College Group

6.4.5 MK College already has a well-established campus located on Sherwood Drive, within the designated SPD Area. However, it has recently been successful in securing Department of Education commitment to the investment of circa. £18 million towards the development of an Institute of Technology at its Bletchley Campus which will involve the refurbishment and extension of the existing Andrew Peck Building.

6.4.6 A planning application has already been submitted for that development and programmed milestones include the commencement of enabling works in January 2022 and completion of the build in April 2023.

Milton Keynes Development Partnership

6.4.7 Milton Keynes Development Partnership LLP (MKDP) is wholly owned by Milton Keynes Council but operates independently. It facilitates Milton Keynes continued growth and economic success by promoting the development of its land assets to deliver economic and social value from its 70+ sites in line with the Council's Plan and Plan:MK. The MKDP estate comprises around 265 developable acres (107 ha).

6.4.8 MKDP has an executive team of approximately 10 specialist property development and finance staff. MKDP supports MKC in its plan making and delivery and provides commercial and technical support to MKC across its land and property holdings.

6.4.9 MKDP is a credible delivery partner for significant Town Deal projects being delivered in the CBUDF SPD Area, to include the Innovation Hub (£3.05 million Town Deal funding allocation) and the Revolving Development Fund (£8.91 million Town Deal funding allocation).

6.4.10 MKDP's expert input concerning land ownership issues, to include the availability of land for development, matters related to acquisition and the potential for compulsory purchase, will be valuable in delivering to the SPD objectives.

6.4.11 MKDP has already made significant progress towards the redevelopment and assembly of key sites within the SPD Area. This includes:

1. Acquisition of the former fire station and police station sites located off Sherwood Drive.
2. Demolition of the former fire station and associated site remediation.



Former fire station: site clearance and remediation in preparation for redevelopment.

- Former fire station: site clearance and remediation in preparation for redevelopment.

East-West Rail Company, Network Rail and LCR

6.4.12 Key improvements to the rail infrastructure in Central Bletchley, to build on the opportunities flowing from East -West Rail delivery, will be required to fully achieve the objectives set out in the SPD. Such improvements to include an upgraded train station, a potential eastern entrance, and potential improvements outside of the existing station boundary mesh with Town Investment Plan projects. Working to that end, close engagement with the East-West Rail Company, Network Rail and LCR (wholly owned by the Department of Transport) and Cemex will be ongoing throughout the renewal process to realise place-making opportunities.

Private Landowners

6.4.13 Engagement with private land-owning interests was undertaken to inform production of the Central Bletchley Prospectus (2019) and has been ongoing throughout production of the CBUDF SPD. Such landowners are likely, to play a pivotal role in delivering the SPD objectives.

Other Public Bodies and Infrastructure Providers

6.4.14 Where appropriate, MKC will seek to enlist the support of other public bodies, to include government agencies and depts (Homes England, for instance), with a view to delivering on our renewal aspirations for Central Bletchley, subject to a strategy alignment with Policy SD16 and CBUDF SPD guidance.

6.4.15 It will also work with public service and infrastructure providers to ensure that development across the SPD Area is facilitated by the timely provision of new and

improved public transport, green infrastructure, transport interchanges, rail infrastructure, and highway infrastructure.

Cultural Projects and Creative Engagement

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 which could be used to draw out heritage stories from the area.

Milton Keynes Community Foundation

6.4.17 Whilst the Community Foundation does not currently own any land or building in the SPD area it 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 land for future community facilities would be encouraged, as this would enable future community uses to be accommodated as the demographics and population continue to change.

YMCA Milton Keynes

6.4.18 Milton Keynes has a younger age profile than England as a whole and consequently there is a shortage of youth housing options, which have 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. It is 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.

6.5 Sustainability and Climate Change

6.5.1 Climate change and its effects now loom large, as highlighted at the UN Climate Change Conference (COP 26) held in Glasgow in 2021. Urgent action is now required if catastrophic environmental and social impacts are to be averted.

6.5.2 At the local level, one of the Council's key priorities, as detailed in the Council Plan 2020 / 2021-22, is 'Action on Climate Change'. This priority commits the Council to:

- Work towards the goal of Milton Keynes being carbon neutral by 2030, and carbon negative by 2050; and,
- supporting sustainable transport, increased biodiversity and projects that work to reduce carbon levels.

6.5.3 In 2019 MKC's three political groups agreed a climate change emergency and the Council has since committed to the ambition of Milton Keynes becoming carbon neutral by 2030 and carbon negative by 2050.

MK Sustainability Strategy 2019-2050

6.5.4 The objective of the strategy is to set out our intentions to be the Greenest City in the World and a framework for achieving that goal.

6.5.5 MK will strive to be carbon neutral by 2030 and carbon negative by 2050 while creating one of the world's most truly sustainable economies and models for growth.

6.5.6 Our three priorities, as outlined in this strategy, are:

- A green energy revolution;
- To ensure the most efficient and low impact use of our (limited) resources; and,
- To create a prosperous circular economy.

6.5.7 These priorities ensure that as Milton Keynes grows, we take advantage of the opportunity to do so responsibly, creating energy resilience, maximising the use of renewable energy, reducing our water usage, minimising transport emissions, ensuring clean air, and an economic system that promotes a sustainable economy that addresses the challenges of climate change.

6.5.8 Sustainable outcomes we are seeking:

- Use less carbon than we are able to capture;
- Contribute positively to action on climate change;
- A more sustainably designed city;
- A transition to low-cost renewable energy sources;
- A sustainable green economy with well-paid jobs;
- Reducing the consumption of resources without sacrificing economic development;
- A diverse, green and bio-diverse environment;
- Less use of water;
- Clean air; and,

- A healthier and more sustainably conscious population.

6.5.9 New development proposals in the CBUDF SPD should, accordingly, be informed by the Sustainable Development Strategy set out in Plan:MK and the following Sustainable Construction and Renewable Energy policies:

- Policy SC1 - Sustainable Construction;
- Policy SC2 - Community Energy Networks and Renewable Energy Schemes; and,
- Policy SC3 - Low Carbon

6.5.10 It should be noted that in November 2021 the Council adopted a new Sustainable Construction Supplementary Planning

Document. This document:

- Provides certainty about how development proposals can accord with the requirements of Policy SC1 (Sustainable Construction) in Plan:MK;
- Supports the objectives of the MK Sustainability Strategy 2019-2050, including targets for Milton Keynes to be carbon neutral by 2030 and carbon negative by 2050; and,
- Supports achieving a key priority in the Council Plan 2021, notably, 'Action on Climate Change'.

6.5.11 The SPD Area's town centre focus and juxtaposition with what will become a significant public transport hub, providing connectivity at the heart of the Oxford-MK-Cambridge Arc, means that there is a real opportunity for sustainable lifestyle choices and active travel modes to be facilitated by new development proposals within the SPD Area.

6.5.12 Development proposals within the CBUDF SPD Area which positively address the above agenda / issues and aspirations will be encouraged and supported by MKC.

6.5.13 The Council is committed to achieving sustainable development and will give favourable consideration to development proposals which will contribute to mitigation of and adaption to climate change.

6.6 Delivery Timeframe and Phasing

6.6.1 Policy SD 16 (Central Bletchley Prospectus Area) sets out renewal aspirations that are considered deliverable over the Plan:MK period to 2031.

6.6.2 One of the principles included in Policy SD16 is 'exploring the options for the early redevelopment of the Police and Fire Station sites. Good progress has already been made in that regard with a site assembly process, undertaken by Milton Keynes Development Partnership, having secured both sites.

6.6.3 Generally, projects that can be delivered early should be identified. Such projects, no matter how small, if delivered to a high quality, can help create investor and community confidence, change perceptions of the area, and set a benchmark for urban design quality.

6.6.4 Some sites in private ownership already benefit from residential planning consent (Bletchley View, for instance) and others are being redeveloped under permitted rights (for example, the Mercury House conversion from office to residential use). Development proposals have also been forthcoming for the Burger King site, located off Saxon Street (V7). Progress with these proposals together with implementation of associated consents is anticipated in the medium term.

6.6.5 The SPD itself does not constitute a project or programme. Delivery to the aspirations and principles detailed in the SPD will be multi-faceted, involve a combination of both private sector and public sector interventions and will require collaboration and partnership working.

6.6.6 However, the Town Investment Plan will involve project delivery across several prominent sites within the CBUDF SPD Area and, indeed, additional projects in the environs of the SPD Area. The Town Deal has an over-arching 5-year delivery programme timeframe which runs until 2026. Therefore, significant progress with renewal associated with the delivery of Town Deal projects is anticipated over that timeframe.

6.6.7 The Town Deal projects have different delivery timeframes reflecting the complexity attaching to individual projects. Moreover, some of the Town Deal projects are co-dependent. The Town Deal expenditure profile / forecast over its 5-year timeframe is as follows:

- 2021 / 22 – £536,784
- 2022 / 23 – £6,277,058
- 2023 / 24 – £5,400,336
- 2024 / 25 – £5,538,322
- 2025 / 26 – £4,947,500
- Total – £22,700,000

6.6.8 The desire to complete large-scale public realm improvement or infrastructure projects early in the renewal process, perhaps because they depend on a slow rolling programme of investment, will be treated with caution. Moreover, there is a likelihood that public realm improvements will be co-joined and delivered in conjunction with ambitious projects delivering significant structural change within the town centre / SPD Area (Town Deal Revolving Development Fund project).

Railway Infrastructure

6.6.9 Key developments relating to the delivery of East-West Rail are detailed below:

- A major upgrade of the existing railway line from Oxford to Bicester was completed in December 2016. Oxford to Bicester trains are already running on this section of line. Further work is, however, required to run the four trains per hour service that is planned for the full East-West Rail service.
- In February 2021 the Government committed £760 million funding to the delivery of EWR Western Section (Oxford to Bedford) and there is now tangible evidence of progress with the Oxford to Bletchley / MK line (Connection Stage 1).
- EWR Co states that it will have trains running between Oxford and Milton Keynes by 2025 – it indicates that it may need to introduce the service to Bletchley first, then extend.
- Significant engineering works have been undertaken to replace the bridge decking at the Bletchley flyover on Buckingham Road. Moreover, upgrades to Bletchley train station have already begun to include the provision of high-level platforms at Bletchley town centre, to serve EWR services.
- Services to Cambridge are less difficult to predict in terms of timeframe due to the greater uncertainty surrounding the route for this section of line and, indeed, the associated funding. However, it can be noted that EWR Co is currently working with Government to unlock the next tranches of funding to deliver Connection Stages 2 (Oxford to Bedford) and 3 (Oxford to Cambridge).

6.6.10 The completion of East-West Rail Connection Stage 2 is currently estimated in 2028 and Connection Stage 3 completion is estimated in 2030.

6.6.11 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.

South Central Institute of Technology at MK College

6.6.12 Good progress is being made with the delivery of the South-Central Institute of Technology (SCIoT) at MK College, located on Sherwood Drive, within the SPD Area. Delivery of the SCIoT campus at Bletchley is being supported by £18 million Department for Education funding.

6.6.13 Anchor partners for the IoT include Microsoft, McAfee and KPMG.

6.6.14 A full planning application for development of the IoT was submitted in June 2021. Programmed milestones include the commencement of enabling works in January 2022 and completion of the build in April 2023.

6.7 Viability

6.7.1 It is recognised that the redevelopment of brownfield sites within the CBUDF SPD Area presents a challenge in terms of development viability. Such sites tend to struggle to be financially viable within their own right. However, it is anticipated that commercial viability will improve in the medium term as Central Bletchley benefits from greater accessibility and enhanced connectivity enabled by the delivery of East-West Rail.

6.7.2 Site redevelopment viability will, in part, be a function of planning obligation requirements set out in Plan:MK (2019), Policy INF1: Delivery Infrastructure.

6.7.3 Policy INF1 references the NPPF (Paragraph 204) which states that planning obligations should only be sought where they meet all the following tests:

- Necessary to make the development acceptable in planning terms
- Directly related to the development
- Fairly and reasonably related in scale and kind to the development

6.7.4 Each site or redevelopment scheme in the CBUDF SPD Area will, therefore, be expected to contribute, in proportion to its scale and impact, according to the above principles. Contributions for all or some of the following requirements will typically be sought:

- Affordable housing: 31% of housing
- Highway infrastructure, both on and off-site
- Public transport services, walking or cycling provision
- Public realm provision or enhancements
- Community facilities
- Education
- Recreation and open space
- Management and maintenance of facilities and infrastructure (as commuted sums)

6.7.5 The Council has several SPD and SPG documents which set out the requirements for contributions to infrastructure and facilities from developers delivering schemes within the CBUDF SPD Area.

6.7.6 The advantage of adopting a comprehensive approach to the transformation of Central Bletchley is that it becomes clear what the overall infrastructure requirements are. Therefore, individual developments can each benefit from the same infrastructure changes. As a result a more holistic approach can be taken to ensure that Section 106 contributions from individual developments can support infrastructure changes that maximise benefits to the wider area for all users of Central Bletchley.

6.7.7 The Council's Planning Obligations SPD (adopted February 2021) sets out the Council's infrastructure and service requirements to be delivered through Section 106 agreements. In addition, the following SPDs will also inform the financial viability of site redevelopment proposals:

- Affordable Housing SPD (adopted January 2020)
- Parking Standards SPD (adopted January 2016) – to be read in conjunction with Plan:MK: Policy CT10 (Parking Provision)

6.8 Investment and Funding

6.8.1 Planned and committed public sector investment impacting the SPD Area and its environs includes:

- East West Rail, Western Section: £760 million (Department for Transport)
- East West Rail, Western Section 'local contribution': £7.65 million (MKC)
- South Central Institute of Technology at MK College: £18 million (Department of Education)
- Towns Fund: £22.7 million Town Deal investment commitment (Ministry for Housing, Communities and Local Government (MHCLG) / Department for Levelling Up, Housing and Communities (DLUHC))
- Towns Fund: £1million Accelerated Capital Project investment (MHCLG)

6.8.2 Within the Town Deal area, MKC is also progressing a 5-year £128 million investment programme in the Lakes Estate to deliver a major regeneration project, comprising more than 200 low carbon council homes, improved transport measures and infrastructure.

6.8.3 The Council will actively seek out and pursue additional sources of grant funding which can assist delivery within the SPD Area (DCMS Cultural Development Fund) and will also endeavour to lever-in private sector investment to achieve comprehensive and holistic renewal in line with the SPD.

6.8.4 Some ambitious Town Deal projects are not, at this stage, fully funded (Transport Hub, for example) and, therefore, additional funds will be sought to supplement initial Town Deal investment and so deliver on our ambitions for Central Bletchley.

Appendix

7.1 Appendix A: Plan:MK Policies

The following is a list of relevant Plan:MK Policies:

Strategic Site Allocations:

SD1: Placemaking Principles for Development

Homes and Neighbourhoods

HN1 Housing Mix and Density

HN2 Affordable Housing

HN3 Supported and Specialist Housing

HN4 Amenity, Accessibility and Accessibility of Homes

HN5 Self Build and Custom Housing

HN11 Gypsies and Travellers

Transport and Connectivity:

CT1 Sustainable Transport Network

CT2 Movement and Access

CT3 Walking and Cycling

CT4 Crossover on Redways

CT5 Public Transport

CT6 Low Emission Vehicles

CT8 Grid Road Network

CT9 Digital Communications

CT10 Parking Provision

Education and Health:

EH1 Provision of New Schools - Planning Considerations

EH2 Provision of New Schools - Site Size and Location

EH5 Health Facilities

EH6 Delivery of Health Facilities in New Development

EH7 Promoting Healthy Communities

Delivering Infrastructure:

INF1 Delivering Infrastructure

Managing and Reducing Flood Risk:

FR1 Managing Flood Risk

FR2 Sustainable Drainage Systems (SuDS) And Integrated Flood Risk Management

FR3 Protecting And Enhancing Watercourses

Environment, Biodiversity and Geodiversity:

NE1 Protection Of Sites

NE2 Protected Species And Priority Species And Habitats

NE3 Biodiversity And Geological Enhancement

NE4 Green Infrastructure

NE5 Conserving And Enhancing Landscape Character

NE6 Environmental Pollution

Public Open Space, Leisure and Recreation:

L4 Public Open Space in New Estates

Design:

D1 Designing A High Quality Place

D5 Creating A Positive Character

D5 Design Of Buildings

D5 Innovative Design And Construction

D5 Amenity And Street Scene

Culture and Community:

CC1 Public Art

CC2 Location of Community Facilities

CC4 New Community Facilities

Sustainable Construction and Renewable Energy:

SC1 Sustainable Construction

SC2 Community Energy Networks And Large Scale Renewable Energy Schemes

SC3 Low Carbon And Renewable Energy Generation.

7.2 Appendix B: Central Bletchley Transport and Parking Study

The Central Bletchley Transport and Parking Study (2022) can be viewed on the Councils web site via the link below:

<https://www.milton-keynes.gov.uk/planning-and-building/draft-central-bletchley-urban-design-framework-supplementary-planning-document>