

WEST BLETCHLEY NEIGHBOURHOOD PLAN 2025 -2040

July 2025

Made Version



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Foreword

This is our Neighbourhood Plan for West Bletchley. It is a formal Development Plan, and will help us shape and guide development up to 2040. It will help us to ensure we have sustainable and well-planned development that enhances our community and it will also help us to resist poor developments that would diminish our quality of life.

The Neighbourhood Plan was made in 2019, following an extensive consultation process and an independent examination. The Plan's policies have been used to inform West Bletchley Council's comments on planning applications in our area. Since the plan was made, there have been a number of changes of national and local planning policy, with updates to the National Planning Policy Framework and the adoption of a new local plan Milton Keynes – Plan:MK. The City Council has recently consulted on a draft New City Plan which, once adopted, will replace Plan:MK and run to 2050. The Bletchley area has also benefitted from government investment through the Towns Fund and Milton Keynes City Council has prepared new planning and design guidance for sites within our area. As a result of all of these changes, it was felt that it was timely to review the Neighbourhood Plan.

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PART 1

BACKGROUND



1.0 Introduction

This is Our Plan

- 1.1 This is the Neighbourhood Plan for West Bletchley Parish in Milton Keynes.
- 1.2 The Plan has been prepared by West Bletchley Parish Council on behalf of the community of West Bletchley. The Plan sets out our vision, strategy and policies to direct and shape development within our parish over the next 15 years. The Plan is a statutory document. It carries weight in decisions on planning applications and informs us, Milton Keynes City Council, other stakeholders and local people on the planning priorities in our area.
- 1.3 The scale of change provided for in the Neighbourhood Plan is relatively modest compared with other areas of the City. West Bletchley is a relatively stable, mature and settled community. There are specific places where we consider change can and should take place and we provide a framework to ensure that change is for the benefit of the local community as well as Milton Keynes as a whole, now and in the future.
- 1.4 The Neighbourhood Plan was originally made in 2019 and was prepared over a four year period through significant engagement and consultation with a wide range of stakeholders and many local residents and businesses. Following changes to national and local planning policy and local context, and in order to keep its policies up to date and effective, the Neighbourhood Plan was reviewed starting in 2024. Local people and stakeholders were involved in the review process and were asked for their thoughts on what issues had changed or emerged since the Neighbourhood Plan was originally prepared. We are grateful to those who have contributed to the Plan, and we hope it addresses properly the issues of most concern to our community. A list of the key evidence base is presented in Appendix 1.

Structure of the Neighbourhood Plan

- 1.5 The Neighbourhood Plan is presented in four main parts:
 - Part 1 - provides the Background to the Plan, including this introduction, a description of our community and consideration of some of the issues and opportunities we face;
 - Part 2 - is Our Vision, Strategy and Objectives;
 - Part 3 - provides Policies to help realise our Vision, and covering our key objectives; and
 - Part 4 - provides the Delivery and Monitoring Framework.
- 1.6 There are four appendices supporting the consultation draft revised Plan (but which do not form part of the Plan), which are available in a single separate document:
 - Appendix 1 - lists the Evidence Base underpinning the plan;
 - Appendix 2 - a summary of the proposed changes to the policies in the Neighbourhood Plan;
 - Appendix 3 - provides information on the Local Green Spaces;
 - Appendix 4 - Sets out the Character Assessment, 2017

Neighbourhood Planning

- 1.7

Neighbourhood plans are a relatively new form of planning. They allow local people to determine for themselves how their area should be developed. The powers to prepare a Neighbourhood Plan are given by the Localism Act 2011.
- 1.8

There are certain requirements that the Plan needs to follow. One of these is that the Neighbourhood Plan must be in line with higher level planning policy, which at a national level is the National Planning Policy Framework (NPPF), and at a local level is Plan:MK 2019¹ which covers the period to 2031.
- 1.9

The City Council is currently preparing the New City Plan, which will cover the period to 2050 and which, once adopted, will replace Plan:MK. Once the New City Plan is adopted, there may be a need to undertake a further review of the Neighborhood Plan to ensure that its policies remain up to date and effective.
- 1.10

Plan:MK provides general policies that apply to West Bletchley as they do to the whole of the City area, In accordance with the NPPF, Appendix J of Plan:MK lists the Plan’s strategic policies which should be used when preparing a Neighbourhood Plan. In terms of site specific policies, Policy SD16 (Central Bletchley Prospectus Area) applies to some land within the parish, notably the former police and fire station sites in Sherwood Drive, and Table 4.3 identifies two small to medium sized housing allocations at Chepstow Drive and Berwick Drive. The Localism Act allows the Neighbourhood Plan to provide for our own specific policies and proposals in addition to Plan:MK should we wish to.
- 1.11

The Plan must also be in line with Regulations on Strategic Environmental Assessment and habitat regulations. We have determined with Milton Keynes City Council that the Plan would not give rise to significant environmental effects and therefore it does not require a Strategic Environmental Assessment or Appropriate Assessment.

1 [Plan:MK 2019](#)

What the Plan Does

1.12 The revised Plan provides our policies for the future of West Bletchley to 2040. It sets out how we aim to ensure sustainable development across the neighbourhood area as a whole.

Specifically, it identifies how we propose to:

- accommodate **new housing**, including affordable homes;
- regenerate some **garage courts** for other uses;
- encourage new investment in our **local centres**;
- retain and develop new sites for **employment**; including potential to regenerate the sites adjacent to Bletchley railway station;
- retain and enhance key **open spaces**; including regenerating Rickley Park;
- help conserve and develop the heritage of **Bletchley Park**;
- maintain our **community infrastructure**;
- ensure **safe and accessible streets**; and
- ensure **high quality sustainable design**.



2.0 West Bletchley Today

Overview

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

Setting

- 2.2 West Bletchley is the second largest parish in Milton Keynes in terms of population, with 23,300 people, and approx. 9,500 households at the time of the Census in 2021. In terms of area, at about 620 hectares, we are the sixth largest urban parish. Our population density at nearly 38 people per hectare (gross) makes us the highest in Milton Keynes.
- 2.3 The parish is located in the south west edge of Milton Keynes and our neighbours are the separate parish of Bletchley and Fenny Stratford to the east and beyond the mainline railway, Tattenhoe to the north of the H8 Standing Way, the new estate at Newton Leys built on the former brickfields to the south, and the rural parishes Great Horwood and Great Brickhill, with Newton Longville to the west that are outside Milton Keynes in the Aylesbury Vale area of Buckinghamshire Council. Most of the parish is housing but there are important employment areas in the eastern part near to the mainline railway station, and we are the home of Bletchley Park, the centre of the Code Breakers in World War II and now a museum and visitor attraction.
- 2.4 We have reviewed the character and qualities of our area in the West Bletchley Character Assessment (November 2017)¹, which provides a more detailed description of our area, including its historical evolution, and an assessment of the character of the area as a whole, and of individual areas and neighbourhoods. The Assessment also makes suggestions as to how the character can be improved. The Character Assessment provides a fuller description of the area for those who may be interested in gaining a more detailed appreciation of the area.
- 2.5 Our location in the wider context of Milton Keynes is shown in Figure 1: Location in MK, and some of the main features are illustrated in Figure 2: Features of West Bletchley.

¹ [West Bletchley Character Assessment 2017](#)

Some History

- 2.6
- Although now part of Britain’s largest new city of Milton Keynes, Bletchley has always been an independent town. Its name originated from Anglo Saxon Blecca’s Lea (meadow or clearing) and some buildings are known to date back to the 13th century.
- 2.7
- It was originally a twin centred village with settlements around the parish church of St Mary’s and also in the area known latterly as Far Bletchley. The area continued to develop under Norman rule alongside the nearby settlement of Water Eaton. Although connected throughout several centuries by land ownership and the church, the two settlements did not come together until the 20th century, when they joined with Fenny Stratford.
- 2.8
- With the arrival of the London and North Western Railway in 1845 and its subsequent junction with the Varsity Line between Oxford and Cambridge, Bletchley grew rapidly as it serviced the new junction and Bletchley railway station was, for many years, an important node on the railway. It remains one of 4 stations servicing Milton Keynes.
- 2.9
- The station was clearly an important deciding factor in the siting of the Government Code and Cypher School (now GCHQ) at Bletchley Park. The work of the Codebreakers is now well documented in the history of World War 2 and Bletchley Park has established itself as a successful heritage site with a national and international profile. It is the main visitor attraction within the city of Milton Keynes, attracting over 280,000 visitors in 2019, and 47,000 participants in its learning programme
- 2.10
- The ongoing development of Bletchley was further boosted by considerable housing development during the 1950s and 1960s to accommodate the post war dispersal of population from London by the London County Council. The town had hardly settled from this impact when the designation of Milton Keynes as a “third generation” new town was determined, with a target population of 250,000.

- 2.11
- While the new city of Milton Keynes was being developed, Bletchley was the main commercial centre and commensurate development followed with a new shopping centre in Queensway and large scale office blocks being built in Sherwood Drive and on Buckingham Road. With these additional developments being centred around the railway station, it benefitted from further modernisation.
- 2.12
- An additional impact of the new town was the building of new housing estates around the periphery of Bletchley, considerably increasing both its physical size and population. Windmill Hill Golf course was designed by Sir Henry Cotton, built and opened to the public in 1972. It remains in the ownership of Milton Keynes City Council, although managed on a day to day basis by an external contractor.
- 2.13
- Bletchley’s “boom” ended when the new Central Milton Keynes shopping centre was built and commercial Bletchley has declined further as a retail destination in recent years, following the opening of the shops and restaurants at MK1.



Old Bletchley Relief at the station

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



Figure 1: Location in Milton Keynes

Bletchley and Fenny Stratford Town Deal

- 2.17 In 2021, the Bletchley and Fenny Stratford area (which includes part of West Bletchley) was awarded £22.7 million of funding from then Government’s Town Fund. The funding will be used to deliver a number of projects that will address the challenges that the area faces in terms of skills, economic opportunities, investment, transport and digital connectivity. West Bletchley Council is represented on the Town Deal Board which develops and oversees the delivery of the programme of interventions in the area.
- 2.18 A number of the Town Deal projects are located within West Bletchley, including the plans for the redevelopment of the former police and fire stations; transformation at Bletchley Park; the Transport Hub, linked to the delivery of East West Rail and improved fibre connectivity.

Figure 2: Features of Our Area



- Major Parks**
- 1 Rickley Park
 - 2 Chepstow Park
 - 3 The Laya
 - 4 Selbourne Avenue Playing Fields
 - 5 Tattenhoe Lane Park
- Medical Facilities**
- 1 Parkside Medical Centre
 - 2 Bletchley Community Hospital
 - 3 Whaddon Medical Centre
- Local Centres**
- 1 Whaddon Way
 - 2 Melrose Avenue
 - 3 Buckingham Road
 - 4 St. Marys Avenue
 - 5 Chepstow Community Centre
- Schools**
- 1 Lord Grey School
 - 2 Barleyhurst Park School/Bridge Academy West
 - 3 Abbeys Primary School
 - 4 Romana Field
 - 5 Chestnuts Combined School
 - 6 St thomas Aquinas Catholic Primary School
 - 7 White Spire School
 - 8 Rickley Park Primary School
 - 9 Cold Harbour CoE Primary School
 - 10 Milton Keynes Preparatory School
 - 11 Holne Chase Primary School
 - 12 Cambian Bletchley Park School

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Population Profile

2.19 The table shows some of the characteristics of the population of the parish area from the 2021 Census.

2.20 Compared with Milton Keynes City area as a whole:

2.21 Our population:

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

2.22 In terms of housing and travel:

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

2.23 In terms of health:

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

2.24 In terms of education:

- there is a higher proportion of people with 5 or more GCSEs (A*-C grades) and more with 1-3 GCSEs;

2.25 In terms of education:

- we have a higher proportion of people with apprenticeships than the average for Milton Keynes as a whole;
- there are fewer people with A-levels and a lot less with degrees;

2.26 In terms of employment:

- we have fewer employed people and full time students;
- we have a higher number of retired people; and
- far fewer who work in Information and Communication and Finance and Insurance activities;
- we have more residents work in intermediate occupations, for small employers and are own account workers; and;
- we have lower levels of supervisory and technical occupations; and
- fewer residents are managers and senior officials and in professional occupations.



Figure 3: Our Community - Pictogram Population Profile

Local Shopping

- 2.27

There is no central focus for shopping and other uses, and our neighbourhoods are served by five small local centres. The largest is on Whaddon Way at its junction with Warwick Road at the geographical centre of the parish. In addition to local shops and a post office, this site is the location for a community centre with the parish council’s offices also situated close by. The second largest centre is situated in Melrose Avenue in close proximity to the parish Community Resource Centre and two local social clubs. The other 3 centres are situated south of the Buckingham Road.
- 2.28

More modern nearby Local Centres at Furzton and Emerson Valley help serve the north of our area and have local convenience shops and meeting places. There are various other individual convenience shops throughout the parish.
- 2.29

Bletchley town centre is beyond the eastern edge of the parish and provides a range of local and national shops. The modern district centre at Westcroft is also only a grid square away to the north west of our area and has a large supermarket (Morrisons) and several other major stores.
- 2.30

MK1, developed alongside the Milton Keynes Stadium is also a major shopping and leisure destination not far from our area and IKEA and ASDA - MK’s largest superstore, is alongside.

Health

- 2.31

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



Chepstow Local Centre



Whaddon Medical Centre

Schools and Learning

2.32 We have seven primary schools, one secondary school, one preparatory school and three schools for children with special needs. The schools serve their neighbourhoods and each is well attended and are generally smaller than most primary schools across the rest of Milton Keynes. The secondary school is the Lord Grey Academy in the east of the area and neighbouring secondary schools also serve our area including Sir Herbert Leon Academy, Shenley Brook End School and St. Paul’s Catholic School. Milton Keynes College’s Bletchley Campus is adjacent to Bletchley Park and provides a range of post-16 vocational courses. The educational offer has been expanded recently with the opening of the South Central Institute of Technology (SCIoT) on the College site.



Chestnuts Primary School

Community Facilities and Places of Worship

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



Church of St Mary

Open Spaces and Parks

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



Chepstow Local Park

Heritage

- 2.35 There is one Conservation Area and 33 statutorily listed buildings within the parish. The then Buckinghamshire County Council designated the Bletchley Conservation Area in February 1992. The Conservation Area includes Old Bletchley and Bletchley Park including the house and large parts of the wartime code-breaking site.
- 2.36 Most of the listed buildings are within Bletchley Park, although there are also groups at Church Green, Church Walk and along the Buckingham Road



Bletchley Park

Employment Areas

- 2.37 All of the employment areas are concentrated on the east of our area. There are modern offices on Sherwood Drive and at Denbigh Hall at the junction of the A421 and Watling Street. The former fire and police stations site alongside the railway station on Sherwood Drive are proposed for redevelopment. The local centres also provide many jobs. There are, in addition, also established large employment areas north of our area at Snelshall and to the east at Denbigh and Bletchley Town Centre and MK1 are close by.



Offices on Buckingham Road

Getting Around

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



Buckingham Road



↑
M.B. West Local Office

3.0 Key Issues & Opportunities

Overview

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

Needs of an Ageing Population

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

Poorer Local Centres, Facilities and Services

- 3.4 Our two larger local centres at Melrose Avenue and Whaddon Way offer a range of local shops. Both centres have poor parking arrangements with limited capacity, and a shabby public realm. It is important that local shopping is viable and continues to meet the need for shops and facilities that local people want and need. The centres also include housing above the shops, so improvement and redevelopment can be more complex and impact those who live there. Opportunities elsewhere for new retail development are limited.
- 3.5 We would like to see new investment in the Melrose Avenue and Whaddon Way centres to bring them up to a modern standard and to cater for attractive modern shops and businesses that people want and need. Milton Keynes City Council owns both these main centres.



Melrose Local Centre

Training, Jobs and Employment Provision

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

Redevelopment of REEMA Construction blocks

- 3.8 REEMA construction is a system of building using prefabricated reinforced concrete panels. Developed in the late 1940s, the construction method was still in use in the 1960s. Buildings constructed in this way are understood to become more susceptible to damage from the weather over time with the surface of the concrete coming loose and causing a hazard.
- 3.9 Milton Keynes City Council announced in November 2023, that it is looking to move tenants out of the REEMA blocks in the City before the type and cost of repairs required to keep buildings to an expected standard become unmanageable. Tenants and leaseholders living in 180 flats of REEMA type construction in Bletchley will be helped to find new homes as part of a programme to move everyone out of the flats by the end of 2028. The flats will then be demolished and the Council states that the sites will be considered for new affordable homes, depending on available budgets. Whilst the Parish Council wishes to see the replacement of the REEMA construction blocks with 100% social housing to meet the needs of our local residents, it acknowledges that the achievement of this will depend on viability considerations. To that end, the Parish Council will consider a small amount of shared ownership homes, to cross subsidise the social rent homes. These shared ownership homes should be reserved for people with eligible local connection criteria, helping people onto the housing ladder and freeing up rental homes for those unable to buy.
- 3.10 There are three phases of decants, with all of the blocks identified for decanting and demolition being located within our area. The demolition of the sites provides an opportunity for the provision of new affordable homes.

Declining and Derelict Garage Courts

- 3.11

Many of our garage courts are in a poor condition. Poor original design and a lack of maintenance has made them unattractive for many householders. That in turn leads to less use and eventually dereliction and abandonment. Many garages are also not suitable for cars and are used for general storage. Of a total of 52 garage courts there are 22 sites still in use leaving 30 not in use. This means that more than half (58%) of all the garage sites are in poor condition and action to address the situation is needed.
- 3.12

Milton Keynes City Council owns and is responsible for the maintenance of the parking courts. They have brought forward redevelopment proposals for sites in Berwick Drive, Kenilworth Drive and Whaddon Way. Several other courts may offer opportunities for redevelopment for housing or other uses. We have asked the City Council to undertake an assessment of all the garage sites so that their future can be planned comprehensively and local people can be properly informed about what is proposed. It is important that as sites are brought forward the impacts are properly assessed and if parking is displaced, those affected have alternative opportunities to park close to where they live and that new developments also provide sufficient parking spaces.



Conserving and Developing Bletchley Park

- 3.13

Bletchley Park housed British codebreaking operations during World War Two. It was where the Government Code and Cypher School (GC&CS - the forerunner of GCHQ) worked to decrypt enemy signals that played a major role in the Allied victory.
- 3.14

But for many years the significance of the site wasn't fully appreciated and buildings were threatened and sites sold off for other development. Many of the main buildings are listed and the site is within a Conservation Area.
- 3.15

The Bletchley Park Trust works to conserve the site and interpret its heritage for visitors – which numbers over 250,000 annually. A recent £8 million investment has enabled the first phase of restoration of the site and has secured the most fragile wartime buildings and developed new facilities for visitors.
- 3.16

The Trust has a ten-year master plan to develop the site with an investment strategy to attract over £20 million by 2025. This project aims to restore and open important buildings on the site for the first time, drive a range of activities for the local community and attract a younger and more diverse audience to Bletchley Park, with the aim to attract up to 350,000 visitors per annum by 2023.
- 3.17

The challenge is to continue and build on the park's successes and ensure it can continue to grow and develop, and that the impacts of development remain acceptable. We want to ensure where there is potential for wider benefits these are secured and infrastructure improvements are brought forward that can support the plans, such as at the railway station, that can contribute to the accessibility and attractiveness of the area.

Enhancing the Station Area

- 3.18 The railway station is a mainline stop for London Midland trains with services to Birmingham, Bedford, Northampton and London Euston. As recognised in the Town Investment Plan for the Towns Fund, the station and the accessibility that train services bring are important factors influencing investment in the local economy and in making Bletchley an attractive place to live.
- 3.19 Regeneration Strategies for Bletchley town centre in 2006 and 2010 both identified the station as a key catalyst to securing new investment in the town centre. However, essential station improvements never happened and consequently little related investment resulted.
- 3.20 Importantly, there is a new catalyst for change. East-West rail services will be re-instated on a stretch of the old 'Varsity Line' between Oxford and (initially) Bedford through Bletchley and eventually on to Cambridge, within a few years. New station platforms have been 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.
- 3.21 The 2014 Fixing the Links project aimed to maximise the potential benefits to Bletchley of East West Rail through the provision of better links to the town centre and improvements to the station gateway.
- 3.22 The Central Bletchley Prospectus, published in December 2018 by Milton Keynes City Council, sought to capitalise on the opportunities presented by East-West Rail and Central Bletchley's location and connectivity to deliver the renewal of Bletchley town centre.

Increasing Traffic and Accessibility

- 3.23 The main routes through our area carry a considerable amount of traffic (for example 1100 vehicles during the peak period on Whaddon Way between 4pm and 7pm) and have been traffic-calmed with narrowings and speed humps to improve safety. Cyclists and pedestrians also use the routes so making them safe is critical. Increases in traffic within the area affect the accessibility to local facilities, slow down public transport and bring additional noise and air pollution, reducing the overall quality of our environment.
- 3.24 Planning permission has been granted for major growth to the west and south-east that may affect us in West Bletchley. Much of this isn't in Milton Keynes but the neighbouring authority of Buckinghamshire Council although it is contiguous with the MK urban area so to all intents and purposes, is part of the city. From our perspective, it is important that new developments within and alongside our area do not lead to unacceptable increases in traffic through our area and deterioration in the local environment



Bletchley Railway Station

Poorer Quality Open Spaces and Parks

- 3.25 West Bletchley has several major parks and many other open space areas. Not all of the open spaces are well used and some have been poorly maintained in the past. Some of the larger parks have had little investment and provide only basic level amenities. The parish has an open spaces strategy which provides an assessment of open space and sports facilities set against recommended standards of provision in accordance with National Planning Policy Guidance. Local people value good quality open spaces and we wish to ensure open spaces network is improved and well looked after.
- 3.26 In 2020, the parish council adopted an Investment Strategy for its Parks and Open Spaces. The Strategy defines the categories of open spaces in the area; their ownership; the relevant Council Policies and parts of the Business Plan; sources of funding for the maintenance and improvement of the open spaces and the proposed minimum standards of provision.
- 3.27 We want our parks and open spaces to meet the needs of local people and provide attractive, safe and high quality environments for the whole community.



Rickley Park

Deteriorating Public Realm

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

Figure 4: Strengths, Weaknesses, Opportunities, Challenges

Strengths

- Stable, settled, mature population
- Established area, strong individual neighbourhoods
- Good quality housing with larger, generous gardens, a good place for families
- People generally happy/content
- Well located on edge of city but also access to mainline railway station
- Bletchley Park, which has a national and international profile
- Popular schools, Milton Keynes College
- Some successful local businesses

Opportunities

- Modernised parks
- Bletchley Park visitors and heritage significance/national profile
- New/Improved Station access and new East West rail connectivity
- New employment opportunities on redevelopment sites
- Infill housing opportunities to meet local needs
- New affordable housing, including social rent, on demolished REEMA building sites; could include supported housing for elderly

Weaknesses

- Poorer quality of local shops and facilities, limited range
- Lack of an identifiable centre and focus for the area, provision is spread
- Poorer quality open spaces
- Lack of employment opportunities
- Poor appearance and legibility of Station environment and gateway to Bletchley Park
- Deteriorating public realm
- Unused garage courts an eyesore and focus for anti-social behavior

Challenges

- Ageing population, few opportunities to stay in area for care
- Pressure on facilities and social care
- Decline of local facilities including shopping and community facilities
- Traffic impacts, quality of street environments
- Weak employment base, dated commercial premises needing re-investment
- Opportunities pass us by – no ‘local dimension’ or benefits
- Obsolescence – garage courts, shopping areas

PART 2

VISION, STRATEGY & OBJECTIVES



4.0 Key Vision & Strategy

Vision

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

Strategy

- 4.7 Our strategy is to encourage more homes and jobs, geared to local needs, helping our area adapt to change and to capitalise on our strengths and the unique opportunities, including Bletchley Park and the rail accessibility nationally and regionally, and we want to safeguard our existing employment areas. We want to ensure that our neighbourhoods remain attractive places to live and are well served by accessible and modern shopping, parks and other community facilities, and remain pleasant places to live and bring up a family.
- 4.8 Most of the investment in new facilities will be from the private sector, although we will seek to use our own resources where we can to facilitate and support change, such as our role in looking after the parks in our parish, and to lever in further investment in support of our Plan from our partners and other stakeholders. We have addressed the structures and financial implications of the Plan and set out our Delivery and Monitoring Framework in Section 15 and Table 1.
- 4.9 Our Plan sets out overall policies to guide and shape development and ensure it is of a high quality with specific policies for the key 'Opportunity Areas' where major change is expected within the parish.
- 4.10 **Figure 5: Our Strategy**, illustrates our area-wide strategy and the focus of our policies.

As well as our policies, we identify in the coloured boxes, the actions the Parish Council will pursue to ensure the strategy can be acheived - these are not formal 'policies' of the plan but nonetheless important in ensuring its success - we call these 'Community Actions'.

- 1. Cold Harbour Church of England School
- 2. Abbeys Primary School
- 3. Melrose Pre-School/Frank Moran Centre
- 4. Barleyhurst Park Primary School/Brige Academy West
- 5. White Spire School
- 6. The Lord Grey Academy
- 7. Community Hospital
- 8. Parkside Medical Centre
- 9. Rickley Park School
- 10. St. Mary's Church and Cemetery
- 11. Wilton Hall
- 12. Milton Keynes College
- 13. Adult Community Education (ACE) Centre
- 14. Milton Keynes Preparatory School
- 15. Cheptow Local Cnentre/Community Centre
- 16. Chestnuts Primary School
- 17. St. Thomas Aquinas Catholic Primary School
- 18. Holne Chase Primary School
- 19. St. John's Hall
- 20. Whaddon Medical Centre
- 21. Rectory Cottages
- 22. Romans Fields School
- 23. Bletchley Youth Centre
- 24. Cambian Bletchley Park School
- 25. West Bletchley Community Centre



Key Policies

Building New Homes Garage Courts

Berewick Drive

Protecting and Renewing Our Parks, Gardens and Public Spaces

Policies PR1-PR3

Parks

Local Green Space

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

Bletchley Park: Conserving & Developing the Heritage

Policies BP1-BP3

Retaining and Creating New Employment

Policies E1-E3

Station Quarter

Policies BS1-BS4

Renewing Our Local Shopping Centres

Policies LSC1-LSC4

1. Melrose Avenue Shopping Centre
2. Whaddon Way Shopping Centre
3. St Mary's Close Shops

Protecting and Developing Community Facilities

Policies C1-C2 (See list opposite)

Conservation Area Boundary

Opportunity Areas

A Rickley Park

B Bletchley Station Quarter

REEMA SITES R1-R15
(see table on page 41)

Figure 5: Our Strategy

Policy BNH3: Location of REEMA sites and Mellish Court	
Reference no.	Location
R1	Edinburgh House, Buckingham Road, Bletchley, Milton Keynes, MK3 5JQ
R2	Argyll House, Suffolk Close, Bletchley, Milton Keynes, MK3 7EW
R3	Sawley House, Westminster Drive, Bletchley, Milton Keynes, MK3 6LQ
R4	Stirling House, Chester Close, Bletchley, Milton Keynes, MK3 5JZ
R5	Fife House, Cornwall Grove, Bletchley, Milton Keynes, MK3 7HY
R6	Lanark House, Cumbria Close, Bletchley, Milton Keynes, MK3 7EL
R7	Lewes House, Buckingham Road, Bletchley, Milton Keynes, MK3 5JH
R8	Pembroke House, Somerset Close, Bletchley, Milton Keynes, MK3 7HP
R9	Rutland House, Middlesex Drive, Bletchley, Milton Keynes, MK3 7EZ
R10	Waltham House, Whaddon Way, Bletchley, Milton Keynes, MK3 6NS
R11	Avon House (1,2 and 3) Avon Grove, Bletchley, Milton Keynes, MK3 7BS
R12	Cherwell House (1,2 and 3) Derwent Drive, Bletchley, Milton Keynes, MK3 7BJ
R13	Doune House, Torre Close, Bletchley, Milton Keynes, MK3 6NQ
R14	Norfolk House, Essex Close, Bletchley, Milton Keynes, MK3 7ES
R15	Mellish Court, Bletchley, MK36PF



5.0 Our Ten Key Objectives

Overview

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

PART 3

POLICIES



6.0 Realising Our Vision: The Policies of the Neighbourhood Plan

Introduction to the Policies

- 6.1 The policies show how we aim to shape and direct development within West Bletchley to achieve our Vision and the Ten Objectives that underpin our Neighbourhood Plan. Each objective has its own chapter, we first provide the background and justification for the policy, provide our policies and then identify key considerations in the delivery of the policy. We also relate our policies to the Policy Context provided by national and local policies through the National Planning Policy Framework and Plan:MK1. Plan:MK, 2019 is the current development plan for Milton Keynes City. Appendix J of Plan:MK lists the strategic policies which are to be considered when preparing a Neighbourhood Plan. The most relevant Plan:MK policies are listed for each of the Neighbourhood Plan's policies.



7.0 Building New Homes

Background and Justification

- 7.1 We want to encourage new homes to be built within the parish to ensure we remain a strong and balanced community and one that continues to provide for the specific needs of the local population. The opportunities for new developments are limited as much of the area is already built-out, and most opportunities are likely to be for small infill or redevelopment projects, sometimes replacing other uses.
- 7.2 The need and demand for properties for older people and particularly single older people is high and likely to continue to rise during the Plan period. The 2021 Census results show that the population profile of the parish continues to age. We want these specific requirements to be assessed and for more significant developments for 110 dwellings or more to have considered the potential for including properties suitable for elderly people either wholly or in part. Developments alongside and near local facilities and bus routes and bus stops could be particularly suited to meet this need as they provide ready access to local shops and other services.
- 7.3 The parish council wishes to see the provision of more social housing in its area. By social housing we mean social rent homes. These homes have rents linked to local incomes and provide a truly affordable, secure housing option for people in our area. Plan:MK Policy HN2 requires developments of 11 or more homes to provide 31% of those homes as affordable. 5% of the total affordable provision should be provided at a level broadly equivalent to Social Rent. For the redevelopment for the REEMA Construction Blocks and Mellish Court, the parish council's aspiration is for these to come forward as 100% social housing, however, it acknowledges that the achievement of this will depend on viability considerations. To that end, the Parish Council will consider a small amount of shared ownership homes, to cross subsidise the social rent homes. These shared ownership homes should be reserved for people with eligible local connection criteria, helping people onto the housing ladder and freeing up rental homes for those unable to buy.
- 7.4 Where redevelopment of existing housing or other uses are proposed to deliver new housing, the proposals will be assessed against the policies of the Neighbourhood Plan as a whole. We do not wish to see redevelopment at the cost of achieving other objectives of the plan and particularly the loss of vital facilities such as local shops and employment sites. Where redevelopment is proposed that includes local shops or employment we will look to ensure that these uses are retained, perhaps in a different form than before but that there is no overall loss of amenity or opportunity for local people.
- 7.5 Where housing is proposed, we wish the impacts on other adjacent uses to be carefully assessed within applications and for the amenity of existing local residents or businesses not to be reduced. Housing should be well designed, and take account of any particular local characteristics of significance and offer an improvement to the appearance of the area.
- 7.6 REEMA Construction blocks: Milton Keynes City Council announced in late 2023 that they have commenced a programme to rehouse residents who are currently living in 180 flats in 18 'REEMA' blocks in Bletchley. The blocks of flats are to be demolished before the type and cost of repairs required to keep them to an expected standard becomes unmanageable. The parish council will work with Milton Keynes City Council to support residents affected by these plans as far as possible. The footprints of the individual blocks of flats are not large but they do provide an opportunity for redevelopment to provide new affordable homes, which West Bletchley Council is keen to encourage. West Bletchley Council also wishes to encourage the redevelopment of the former Mellish Court block of flats for new homes to meet local needs. As stated above, the parish council is keen to see the delivery of more social housing in its area through the redevelopment of the REEMA construction.
- 7.7 There may be housing opportunities that come forward, for instance as part of the Station Opportunity Area redevelopment and other smaller infill opportunities. The Station Opportunity Area is considered in Policy BS3.

Policies of the Neighbourhood Plan

BNH1 New Residential Development

The development of new housing will be supported where the impacts of development on adjacent uses are acceptable, having regard to the requirements of Neighbourhood Plan Policies D1 (Local Character) and D2 (Design and Amenity).

BNH2 Housing and Tenure Mix

Developments of 11 or more dwellings will be supported where they provide:

- a) A mix of types, sizes and tenures; and*
- b) Affordable housing that reflects both MKCC and current national planning policy.*

The development of sheltered, extra-care and care homes, supported and specialist housing to meet local need, will be supported where:

- a) It is in an area close to and with easy accessibility to facilities and services for pedestrians and those with impaired mobility;*
- b) It would not result in an over-concentration of that type of accommodation in that area; and*
- c) Local primary health care providers can meet the increased demand on their services associated with occupiers of such accommodation.*

BNH3 Redevelopment of REEMA blocks and Mellish Court

The development of new affordable housing, including social housing, that reflects both MKCC and national planning policy will be supported on the site of the former Mellish Court and on sites where REEMA blocks are demolished. The parish council wishes to see these sites redeveloped with 100% social housing. Acknowledging viability considerations, a small amount of shared ownership homes may be permissible to cross-subsidise the social rent homes.

Delivery

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



New housing within a former garage court

Policy Context

NPPF (2024)¹

Chapter 5. Delivering a sufficient supply of homes
Chapter 11. Making Effective Use of Land

Plan:MK (2019)

- Policy HN1: Housing Mix and Density
- Policy HN2: Affordable Housing
- Policy HN4: Amenity, Accessibility and Adaptability of Homes
- Policy HN7: Houses in Multiple Occupation
- Policy D1: Designing a High Quality Place

Milton Keynes Residential Design Guide SPD²

1 [National Planning Policy Framework 2024](#)
2 [Milton Keynes Residential Design Guide SPD](#)



VEKS

NO PARKING

8.0 Regenerating the Garage Courts

Background and Justification

- 8.1 West Bletchley has a number of obsolete garage court areas. Many of the courts no longer work for their original purpose. Car owners much prefer to park alongside their house with their car in sight, and many of the garages are now used as informal storage and several have fallen empty and are derelict. The lack of use and supervision presents a potential hazard for those living nearby, and further discourages use by car owners.
- 8.2 Our recent survey of use of the 52 garage blocks within the parish area, found that 62% of the garages in these blocks are empty or void. Despite attempts to improve the courts and advertise the garages for rent, demand remains low. Milton Keynes City Council owns the courts and is responsible for their upkeep.
- 8.3 Several of the courts offer opportunities for redevelopment, especially, but not necessarily only for new housing. Some courts might be redeveloped for small groups of houses, and might include communal housing, such as sheltered or extra-care housing and bungalows that may suit elderly people or those with less mobility.
- 8.4 It is important that where parking courts are proposed for redevelopment for housing that sufficient parking to serve the new and existing properties is available in line with the Milton Keynes City Council Parking Standards¹ in force at the time. In line with the parish council's commitments under the climate change emergency and the requirements of the current Milton Keynes City Council Parking Standards, 1 active electric vehicle charge point should be provided per new dwelling. Where possible, car parking to serve existing residents should include electric vehicle charging points. Where there is insufficient acceptable off and on-street parking by existing standards, then redevelopment for housing may not be appropriate and alternative options to improve and better manage the courts might need to be explored.
- 8.5 We have supported the principle of redevelopment of courts in Berwick Drive for Council housing. In January 2024, Milton Keynes City Council permitted the redevelopment of the former garage court to 12 new homes on land at Berwick Drive. We want to work with the MKCC as owners of the courts to prepare an overall strategy for the future of the courts. An incremental approach has been acceptable to test the potential, but now that is clear, there is a need for an overall review of the potential, for a strategy to be prepared and a programme for bringing forward the proposals set. This will ensure that redevelopment is properly planned and that future management proposals for those courts that are retained are put in place so local residents can be clear what the plans are.
- 8.6 It is difficult at this stage to identify which sites will come forward and how many new homes may be developed - hence the need for the strategy.
- 8.7 Our strategy is to assess the courts with MKCC and where alternative parking is provided and the court suitable for redevelopment, we will support proposals coming forward.

¹ [Milton Keynes City Council Parking Standards](#)

Policies of the Neighbourhood Plan

GC1 Redevelopment of Berwick Drive Garage Court

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



GC2 Redevelopment for Housing and Community Uses

Redevelopment of garage courts for housing and/or community uses (including play areas, allotments and gardens) will be supported where the scheme provides car parking, including electric vehicle charging points, in accordance with MKCC parking standards and includes alternative parking spaces for existing residents.

Redevelopment proposals should avoid adverse impacts on the amenities of neighbouring developments, having regard to their scale, density, massing, height, landscape design, layout and materials.

Proposals for the redevelopment of former garage courts should acknowledge and respond to the West Bletchley Character Assessment, and should maintain the existing predominant mix of semi-detached properties with some detached, short terraces and bungalows.

Delivery

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

Policy Context

NPPF (2024)

Chapter 5. Delivering a sufficient supply of homes
Chapter 11. Making Effective Use of Land

Plan:MK (2019)

- Policy HN1: Housing Mix and Density
- Policy HN2: Affordable Housing
- Policy HN4: Amenity, Accessibility and Adaptability of Homes
- Policy HN7: Houses in Multiple Occupation
- Policy D1: Designing a High Quality Place

Milton Keynes Residential Design Guide SPD

Community Action

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

9.0 Protecting & Renewing our Parks, Gardens & Public Spaces

Background and Justification

- 9.1 Our parks, gardens and public spaces are of special value to local people. While the statistics show we have a high level of open space provision compared with some other areas of Milton Keynes, not all of our spaces are accessible, useable or attractive. The density of our neighbourhoods is fairly compact and this means our open spaces are valued highly by local people.
- 9.2 Our strategy is to retain all the important open space areas and manage them to ensure we gain the maximum benefit from them. The parish council took over maintenance of all public open space areas in our area from the then MKC in June 2014 and it is now our responsibility to ensure the parks are managed for local people.
- 9.3 We also want to ensure that our wider network of Green Infrastructure, including parks and gardens, trees and woodlands, ponds and watercourses, is considered as a whole to contribute to making our area more sustainable and attractive. Where possible, we will plan changes to help to minimise the impact of climate change.
- 9.4 The West Bletchley Habitat Survey Biodiversity Study (2020)¹ assessed the range and strength of existing habitats in the parish and the potential to enhance the area's biodiversity. The study found that the parish is lacking in natural green space and the small areas that do exist are fragmented and are not linked by green corridors. There are, however, considerable opportunities to provide larger areas of more beneficial habitat through changes in perception and management. The Study concludes by suggesting that biodiversity across the parish is enhanced, following four key approaches:

- Connecting to Nature
- Developing Wildlife Corridors
- Partnerships for Biodiversity
- Parish Projects

- 9.5 In February 2024, the Council published a Green Infrastructure Strategy for our area that will allow us to consider how we can enhance our Green Infrastructure resources and also to identify how we might extend the quality of Green Infrastructure throughout the area, and link to surrounding areas to widen the network. The Strategy sets out projects and proposals to enhance the green spaces in the parish and to create a network of dynamic, attractive spaces. Not all of the Green Infrastructure within West Bletchley falls under the responsibility of the parish council and the council will work in partnership with landowners where necessary.
- 9.6 Our area also includes Windmill Hill Golf Centre, which is one of two golf courses within or alongside the city area. The golf course is owned by MKCC and run by an operator. We would wish to see the golf course remain and thrive as it provides accessible recreational opportunities for the community.

¹ [West Bletchley Habitat Survey Biodiversity Study 2020](#)

- 9.7 We are investing in the larger public parks to ensure they continue to best meet the needs of local people. Our plans for investment at Rickley Park and Chepstow Park are well underway, and our development programme will also see new investment in other assets if ownership is transferred to West Bletchley Council.
- 9.8 Some smaller incidental open space areas perform little function and are SLOAP (spaces left over after planning), and are problematic for local people and difficult for us to manage. Where opportunities exist we will look to redesign the layouts and landscaping so that they can be sustainably managed in the long term to provide better public benefits. Some spaces may offer potential to be redeveloped although we will consult fully beforehand to assess whether this is acceptable to local people before taking any proposals forward.
- 9.9 Where major new housing development is proposed we want to ensure that sufficient provision of open space is provided within and near to the development for residents to enjoy. We will assess proposals against MKCC open space standards and will look to ensure investment is made first on the site or, if that is not achievable, then contributions are made to help upgrade nearby open spaces and parks. We will also look to ensure high quality spaces such as squares and gardens are incorporated into schemes for other uses such as offices to add interest and amenity to the development, and that significant existing landscape such as mature trees are protected and retained.

Policies of the Neighbourhood Plan

PR1 Rickley Park Regeneration

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

PR2 New and Improved Open Space Provision

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

PR2a Protection of existing green infrastructure

Existing green infrastructure throughout the parish will be protected from loss due to redevelopment unless an assessment has been undertaken which shows the green infrastructure to be surplus to requirements. Where possible, existing green infrastructure will be enhanced for its biodiversity, recreational, health and landscape value.

The creation of new green corridors linking areas of natural green space within the parish, will be supported, as will the extension of the green infrastructure network within West Bletchley into new development adjoining the parish boundary.

PR3 Local Green Space

The following sites, as identified in Figure 5 and on the site plans are designated as Local Green Space. Local Green Space will be protected from inappropriate development that causes harm to its open character and community value. Development leading to the total or partial loss of Local Green Space will only be supported in very exceptional circumstances.

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

Community Action

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

The Parish Council has prepared a comprehensive Green Infrastructure Strategy which will be used to help guide the future use and management of our green infrastructure resources and identify opportunities to extend the green infrastructure network.

Delivery

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

Policy Context

NPPF (2024)

Chapter 8. Promoting Healthy and Safe Communities
Chapter 12. Achieving well-designed places

Plan:MK (2019)

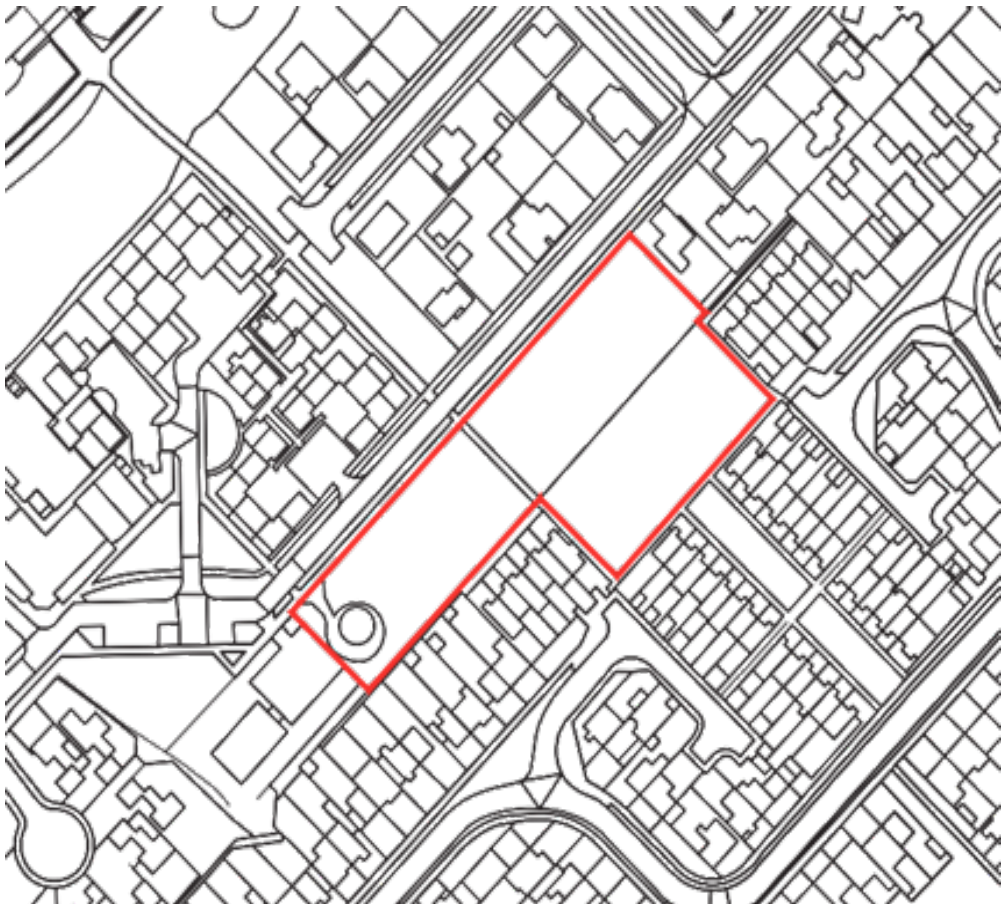
Policy L1: Facilities acceptable in the parks
Policy L2: Protection of open space and existing facilities
Policy NE1: Protection of Sites
Policy NE3: Biodiversity and Ecological Enhancement



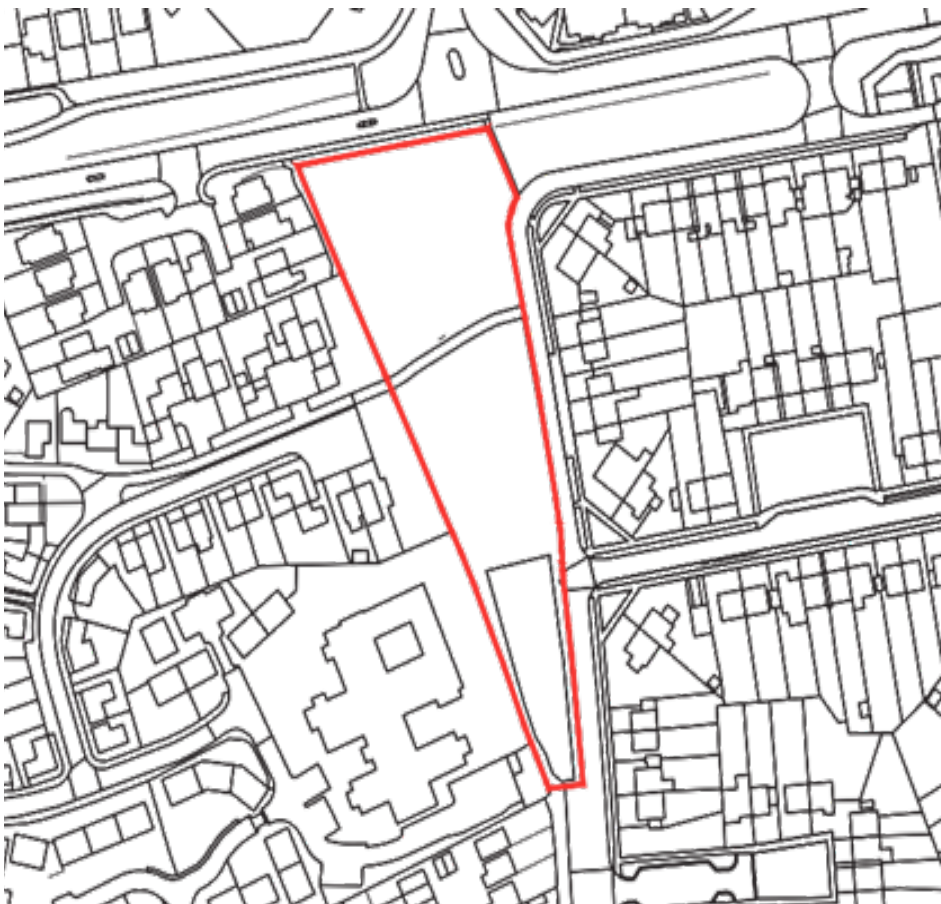
Our Concept Plan for Rickley Park

Opportunity Area: Rickley Park

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



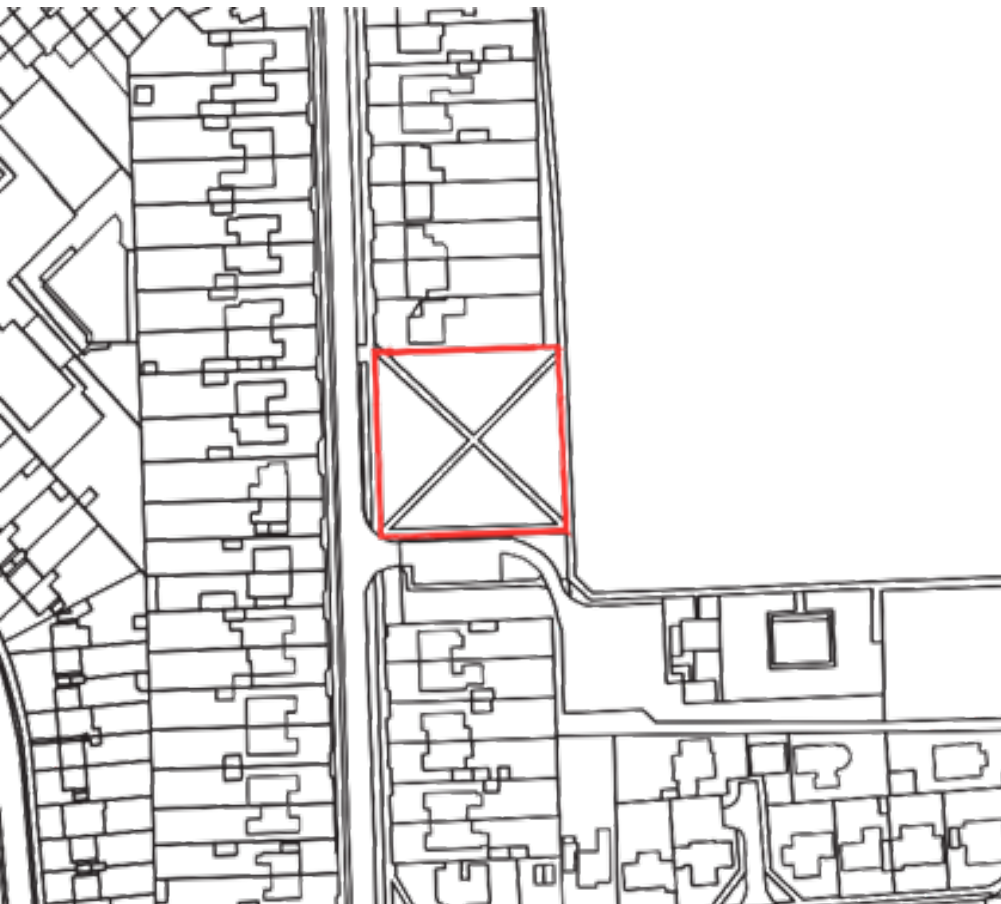
Local Green Space 01 - Tweed Drive



Local Green Space 02 - St Clements Drive



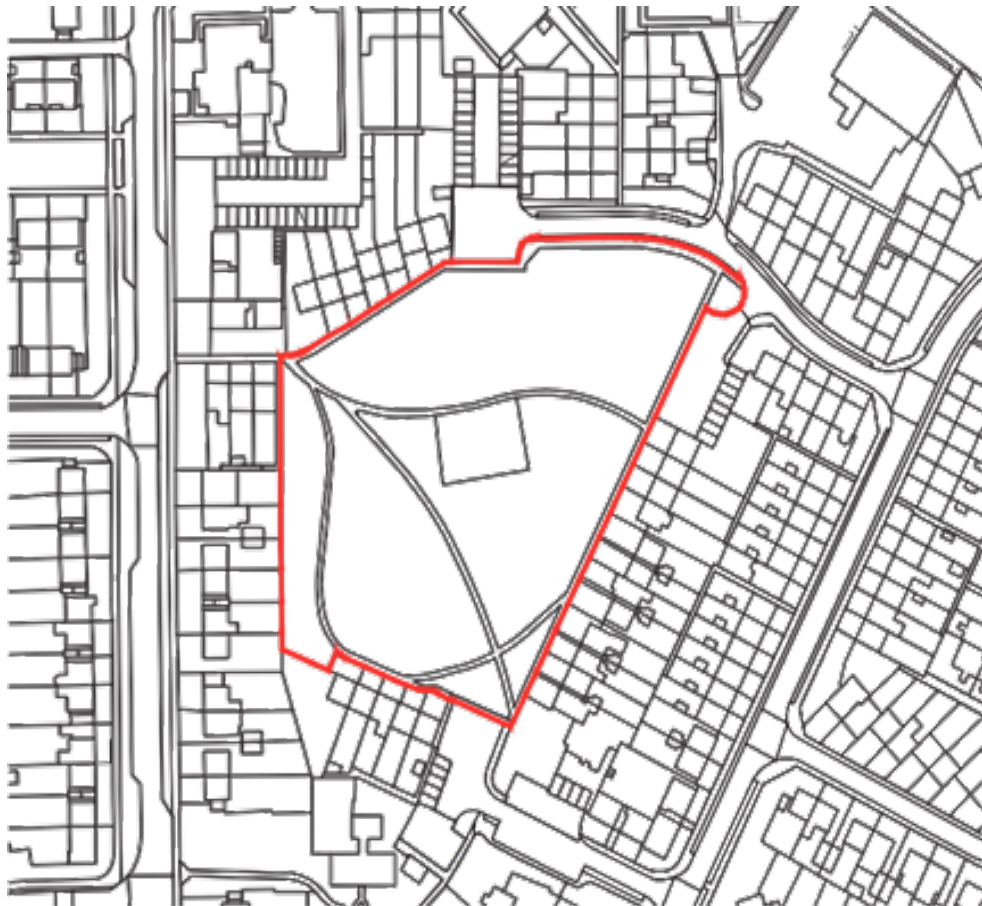
Local Green Space 03 - Hunstanton Way



Local Green Space 04 - Shenley Road



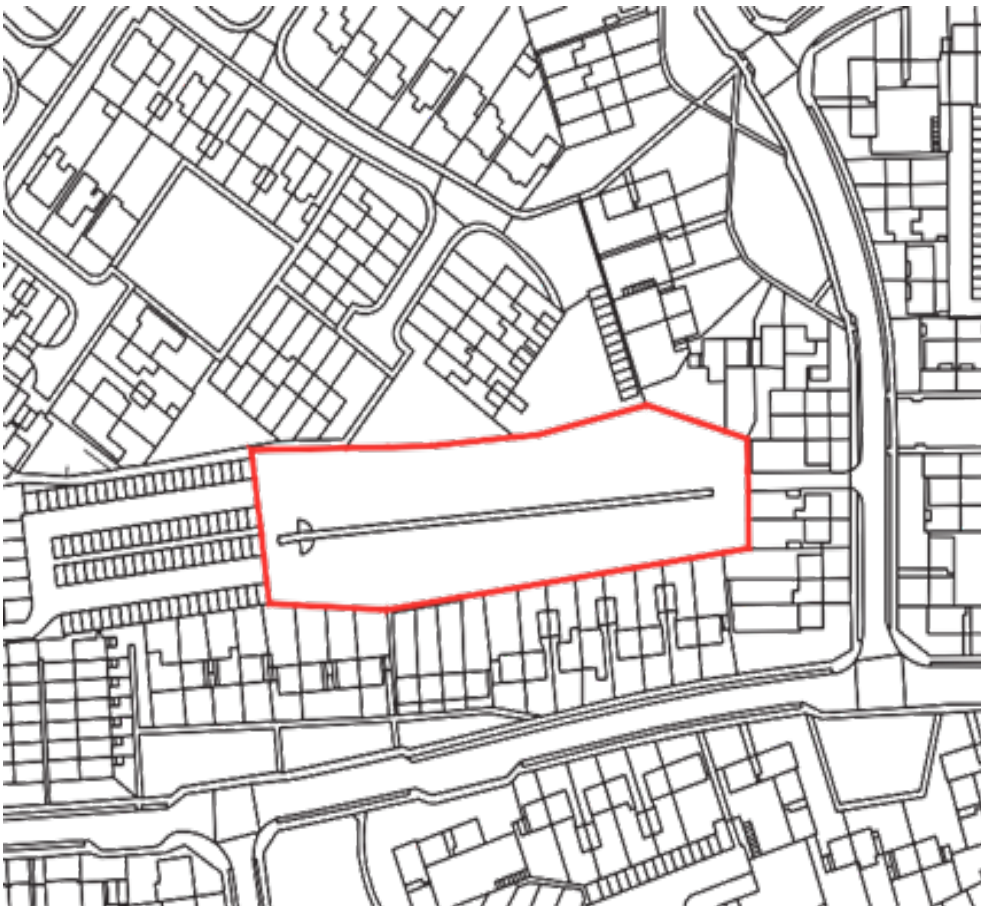
Local Green Space 05 - Whiteley Crescent



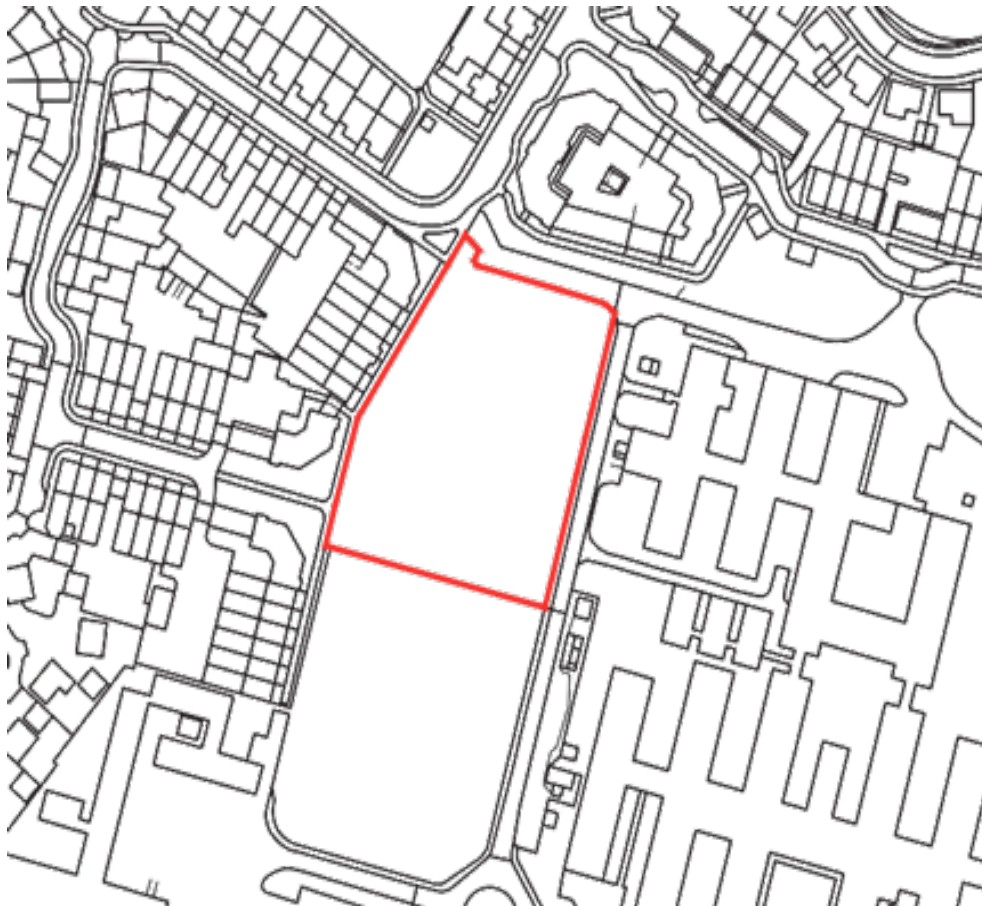
Local Green Space 06 - Buckfast Avenue



Local Green Space 07 - Avon Grove



Local Green Space 08 - Forfar Drive



Local Green Space 09 - Flowers Walk



10.0 Bletchley Park: Conserving & Developing the Heritage

Background and Justification

- 10.1 Bletchley Park is significant nationally and internationally. For many years this was not fully appreciated and the important role it played as home of the wartime code breakers was overlooked. It was, ironically, a victim of the secrecy that surrounded the operations at the site and for a time, its mere survival was under threat. But due to the efforts of campaigners and the staff and volunteers of the Bletchley Park Trust, the significance of the site and the work undertaken there during World War Two is now fully recognised and appreciated.
- 10.2 The Grade II listed Victorian Mansion and wartime code-breaking buildings are protected through the Conservation Area. The core historic site is now secure following the completion of a first phase of restoration funded in part by the Heritage Lottery Fund and major corporate and public support.
- 10.3 The Bletchley Park Trust, an independent charity, owns and manages the historic site. The site is open to the public 362 days a year and offers exhibitions and interpretation that highlight the important activities that took place on the site during World War Two. Bletchley Park is also home to The National Museum of Computing, who are a tenant of the Bletchley Park Trust.
- 10.4 Bletchley Park's popularity and significance has been boosted by its depiction in films such as The Imitation Game and the TV series The Bletchley Circle. Visitor numbers have grown rapidly with over 280,000 annually in 2018, although the effects of the Covid pandemic have seen the growth in visitor numbers slow. As at 2022, Bletchley Park engaged with around 28,000 onsite learners each year, through its STEM (Science, Technology Engineering & Maths) learning programme. Visitors have included several international parties and famous individuals – it is one of Milton Keynes' highest profile attractions.
- 10.5 The Trust's development plan aimed to increase visitor numbers up to 350,000 annually by 2023 and further enhance the existing site, restoring its historic assets and developing visitor facilities further. Although there remain a large number of buildings that are not currently in use or open as part of the Trust's activities and considerable potential still remains to develop the activities on the site further. The success of Bletchley Park depends on high quality visitor facilities and improved accessibility. In 2022, the Trust benefitted from an award of £2.24 million from the Town Deal which has supported the development of the learning facility in Block E, creating a new dedicated learning facility with eight fully accessible classrooms and a lecture theatre.
- 10.6 The future development of the site can present employment and volunteering opportunities for local people. Alongside this, the increased visitor numbers can increase tourism spend locally over the next 10-15 years. The Trust will be working with us and Milton Keynes City Council to ensure the investment in the site has a positive impact for the community, the local community and the region's economy and cultural offering. The development plans of the Bletchley Park Trust have been assisted by funding from the Towns Fund.
- 10.7 We want to support the conservation and future development of Bletchley Park as a heritage attraction and ensure that the Trust's aims in conserving and developing the site are achieved. It is important in doing so, that the full extent of the park's heritage assets are recognised and incorporated into the park if they can be, and that currently unused or underused buildings and facilities are conserved and their full potential realised. Some of the original buildings are also outside the current boundaries and in private ownerships. It is also important to ensure that the park's accessibility by train, bus and coach, as well as cars, continues to be improved and contributes to the park's attractiveness.

-
- 10.8 The Trust's investment will be guided by their master plan and the overarching Conservation Management Plans for the landscape, buildings and collection, and the development is also subject to specific controls under the Conservation Area and listed buildings legislation.
- 10.9 The access into Bletchley Park has been improved as part of the recent upgrades, with additional car parking provided within the park. However, parking is already at capacity during peak periods. Coach parking in the vicinity can be difficult, and the walk and arrival experience at the railway station are far from attractive. The Trust has an arrangement with the MK Dons stadium to allow coaches to wait at the stadium after dropping visitors at Bletchley Park. As the Park visitor numbers increase, there will be a need to develop an access and transport strategy to help improve access and encourage sustainable transport options to the site.
- 10.10 The profile and visitor spend that Bletchley Park brings are important to Bletchley and Milton Keynes as a whole. It can complement our efforts to encourage investment in our area and will help, and derive benefits from, the regeneration of the station quarter area in particular.

Policies of the Neighbourhood Plan

BP1 Bletchley Park Museum and Visitor Attraction

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

BP2 Bletchley Park Access and Transportation

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

BP3 Protection of Important Sites and Buildings

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

- 1. They are of no heritage significance in relation to Bletchley Park or otherwise;*
- 2. a full assessment of the heritage significance to that end must be demonstrated; and*
- 3. No viable economic use can be found for the site or building with evidence of open marketing provided over at least a period of 2 years at a price that reflects the market value of the asset and its condition and offering the freehold of the asset.*

Development Proposals, where all the above criteria have been fulfilled, should respond to the specific war time character and appearance of this part of the conservation area, having particular regard to factors such as layout, plan form, scale, form, massing, design, appearance, fenestration, materials.

Delivery

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

Policy Context NPPF (2024)

Chapter 16.Conserving and Enhancing the Historic Environment

Plan:MK

Policy HE1: Heritage and Development

Milton Keynes Parking Standards

Future Plans - Transforming Bletchley Park

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

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

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

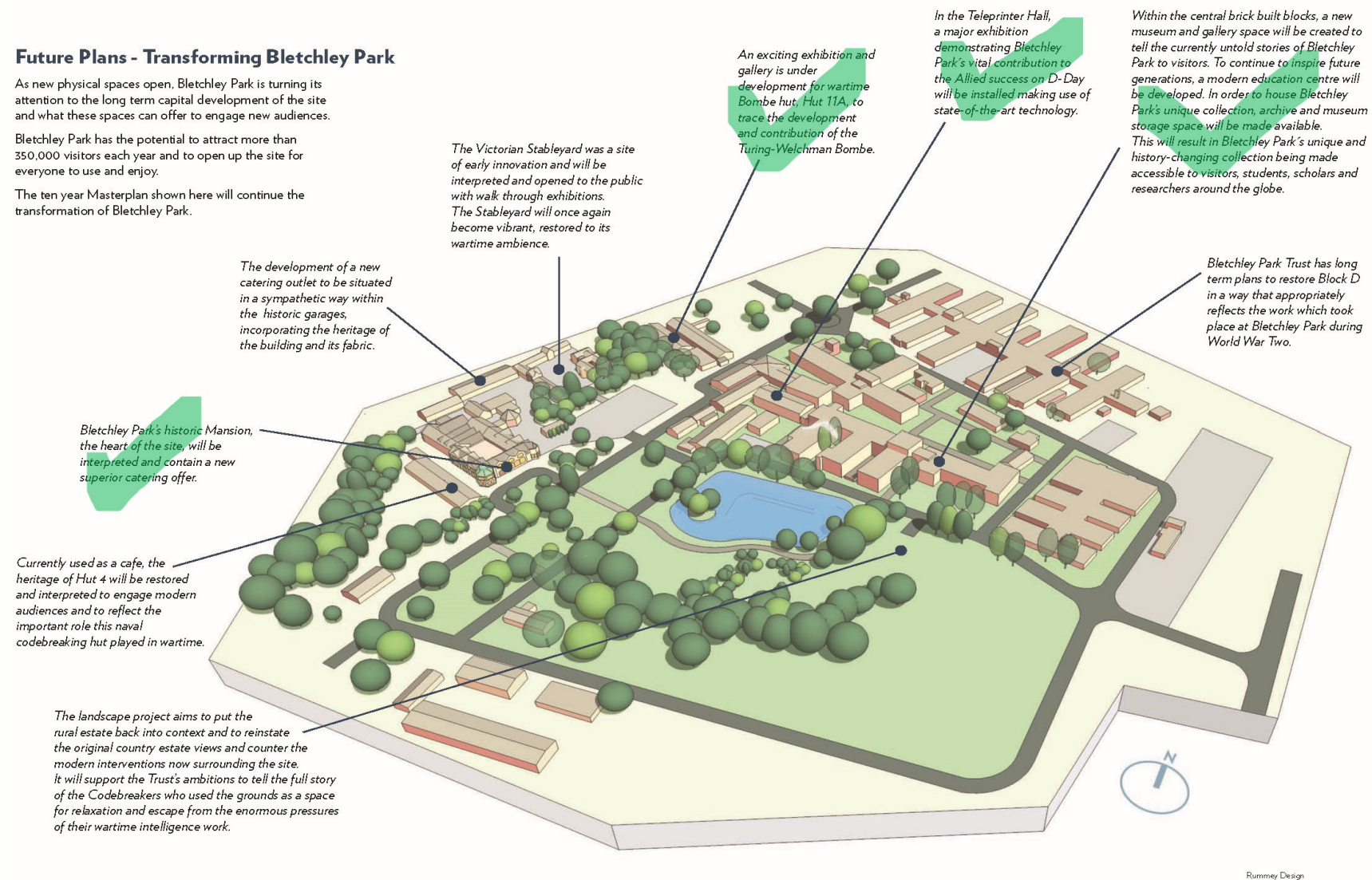


Image courtesy of the Bletchley Park Trust




CHALLENGE HOUSE
BUSINESS CENTRE
RECEPTION

11.0 Retaining & Creating New Employment

Background and Justification

- 11.1 There are several successful and well-occupied employment sites located along the eastern edge of the parish, near to the station and off Watling Street (V4). This provides local employment and reduces the travel to work distances for those living locally, and also capitalises on the excellent accessibility the location offers to those travelling by train, as much of the employment is within walking distance of the station. Good quality jobs in these locations can lead to better quality opportunities for local people and better employers offer better prospects, such as training to assist in career development. More local employment makes for a more balanced and sustainable place.
- 11.2 Many of the office buildings were developed shortly after the New Town was established, over 50 years ago, and while they appear to have been generally well maintained, they are aging and now compete for occupiers with modern offices in Central Milton Keynes and elsewhere across the district and region. Rents are generally lower than more modern, centrally located offices.
- 11.3 The prospects of higher values for residential development and housing land shortages can create uncertainty, which can make longer-term letting of business premises more difficult. Some land has been lost to employment recently and we do not wish to see the further erosion of viable employment sites and premises within the parish area.
- 11.4 We want to maintain at least the existing scale and quality of employment on offer and maintain local opportunities for businesses.
- 11.5 Where the opportunity exists, we want to grow local employment through new employment development. It is important also that the Neighbourhood Plan provides certainty to avoid speculation over the future of our employment sites. In general terms, the Parish Council will resist the loss of viable employment sites unless exceptional circumstances exist. The parish council will also resist proposals that combine units into larger units in order to preserve the stock of accommodation for smaller local businesses.
- 11.6 The Use Classes Order was changed by amendments to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 and amendments to the Town and Country Planning (General Permitted Development) (England) Order, 2015. The Use Classes Order, from August 2021, retains the employment uses Class B2 - general industrial and Class B8 – storage and distribution. The former Class B1, which covered offices, research and development and other industrial uses acceptable in a residential area, is now covered by Class E (g). Class E is for commercial, business and service uses and includes, for example, shops, food and drink, indoor sport and recreation, medical services, non-residential creche or day nursery. The Use Classes Order permits the change of use from a use in Class E to a dwelling or to mixed use subject to prior approval; it also permits the change of use from Class E to a state-funded school.
- 11.7 An increasing number of people are choosing to work from home and this can also encourage more sustainable lifestyles and reduce travelling. This is a trend we would like to support and, where we can, we will encourage provision of flexible new dwellings to enable working from home, or where planning permission is required for employment uses within residential areas, we will support them where the impacts are acceptable.
- 11.8 We also want to secure benefits specifically to local people through new employment development. This can be through the development itself, from construction employment, and also during the operational phase, by making jobs available to local people, where appropriate. We will ask for developers and future employers to commit to an 'economy, employment and training plan' for each development, and will call upon MKCC to secure this through s106 legal agreements on the most significant developments.

Policies of the Neighbourhood Plan

E1 Improving Employment Sites and Buildings

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

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

E2 New Employment Development

Proposals for new employment development falling within use classes E (Commercial, Business and Service), B2 (General Industrial) and B8 (Storage and Distribution) will be supported where it can be demonstrated that they:

- 1. Are of a high quality, with quality buildings and landscaping;*
- 2. Do not give rise to unacceptable impacts on adjacent uses; and*
- 3. Are well served by public transport.*

E3 Redevelopment of Employment for Other Uses

Proposals to redevelop employment sites and buildings falling within Use Classes B2, B8 and E(g) for non-employment uses will only be supported where it has been demonstrated that:

- 1. There is no other employment activity that can viably occupy the site or buildings with supporting evidence of continuous marketing for at least 12 months at a value that reflects its existing use; or*
- 2. The activity on the site gives rise to unacceptable pollution or nuisance and that redevelopment would mean an improvement in the environment.*

Community Action

We want to ensure that major new developments provide opportunities for local people to train and develop their skills. The Parish Council will work with MKCC as the planning authority to require developers and occupiers of new employment proposals to provide Section 106 contributions for skills training to support Further Education through MK College.

The Parish Council also encourages developers to provide skills and training opportunities such as those listed below, as part of their corporate social responsibility activities:

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

Opportunity Area: Bletchley Station Quarter Opportunity Area

- 11.9 The Neighbourhood Plan Bletchley Station Quarter is an important gateway to Bletchley. In West Bletchley, it comprises the main line station entrance and surrounding land and developments to the west of the railway and east of Sherwood Drive. The surrounding area has seen considerable investment in recent years including new housing, redevelopment of Milton Keynes College and the conservation and development of Bletchley Park.
- 11.10 Milton Keynes City Council's 'Fixing the Links' project aimed to improve accessibility to the station and further encourage new investment. New station platforms have been constructed on the far side of the station to serve the East West rail services when they are re-introduced, and linked to the main line station via an extended overhead walkway. East West Rail will connect Bedford to Oxford through Bletchley, and the aim is to eventually extend the route to Cambridge, as the 'Varsity Line' did historically.
- 11.11 This puts Bletchley between the two strongest centres of learning and innovation in Europe, if not the World. East West rail is also increasingly seen as a new 'axis for growth', with several proposals for major new developments along its route to exploit the accessibility opportunities it will bring. Clearly, for businesses that wish to access this corridor and its major centres, Bletchley is a strong place to be based.
- 11.12 We want to capitalise on the economic development and regeneration opportunities flowing from Bletchley's re-established location at the crossroads of strategic rail routes and are supportive of the campaign to deliver an eastern entrance to the station.
- 11.13 In addition to the station building, there is the station forecourt and car parking and the social club alongside the station, the fire station and police station, as well as some established trees. Improvements to the station forecourt and Station Square are long overdue and this presents an unacceptably poor experience for travellers and the many visitors now arriving at Bletchley. The fire station and police station have now relocated to the 'Blue Light Centre' at West Ashland, which received planning permission in January 2017, which has freed up land for new development that can capitalise on the accessibility and profile that the station and Bletchley Park provides. This was recognised in the MKCC Central Bletchley Regeneration Strategy as far back as 2004 (See Inset on pages 70 and 71), and many of the principles remain relevant. Milton Keynes City Council owns much of this land and should take the lead in bringing forward development proposals.
- 11.14 We would like the development of the Station Quarter to also offer business space for smaller creative and innovative businesses, providing affordable and possibly supported accommodation to enable businesses to be established and grow locally. This would build on the profile of Bletchley as a place of great innovation, relate to MK College nearby, and benefit from the high levels of north-south and east-west rail accessibility.

- 11.15 In 2019, the then Milton Keynes Council published the Central Bletchley Prospectus. The Prospectus promoted transformational change within Central Bletchley, with the aim of capitalising on the increased accessibility and connectivity created by East West Rail. The aims of the Prospectus were to help guide and promote change in Central Bletchley; to enthuse landowners and potential investors in the opportunities available in the area, providing greater certainty about the types of development that are likely to be acceptable.
- 11.16 Policy SD 16, the Central Bletchley Prospectus Area, in the adopted Plan:MK (2019) includes land within West Bletchley Parish area, west of the railway line. The policy is seeking to deliver transformational regeneration of Central Bletchley in connection with the delivery of East West Rail and the policy proposes increasing the density of housing in the area in order to increase economic activity and the diversification of retailing opportunities.
- 11.17 In 2021, the Bletchley and Fenny Stratford area (which includes part of West Bletchley) was awarded £22.7 million of funding from the Government's Town Fund. The funding will be used to deliver a number of projects that will address the challenges that the area faces in terms of skills, economic opportunities, investment, transport and physical connectivity. West Bletchley Council is represented on the Town Deal Board which develops and oversees the delivery of the programme of interventions in the area. Several Town Deal projects are located in West Bletchley including the Tech Park project at the SCIoT, transformation at Bletchley Park and the Transport Hub.
- 11.18 In 2022, Milton Keynes City Council adopted the Central Bletchley Urban Design Framework Supplementary Planning document (CBUDF SPD)¹. The SPD provides urban design principles and guidance to inform the holistic redevelopment and renewal of the area covered by Policy SD16 and the Central Bletchley Prospectus.
- 11.19 The SPD identifies a number of Opportunity Areas which will help to deliver the Vision for Central Bletchley. The area covered by the Neighbourhood Plan Station Quarter Opportunity Area is represented by two Opportunity Areas in the SPD – the Station Quarter area, which focusses on the station itself and links across Saxon Street and the Sherwood Drive Quarter Opportunity Area which includes land west of the railway line, including the former police and fire station sites.
- 11.20 A development brief for the former police and fire station site was approved by Milton Keynes City Council in November 2022. The site is owned by Milton Keynes Development Partnership (MKDP). The Development Brief provides planning guidance and key design principles to underpin any planning proposals in order to result in a high quality placemaking-led scheme. The development brief states that the main use of the redeveloped site is likely to be residential although planning policy allows for other uses which would help to increase vitality. The parish council supports the redevelopment for the former police and fire station for residential-led mixed use development, including an hotel.
- 11.21 The Parish Council will work with MKCC, our neighbours Bletchley and Fenny Stratford Town Council, Network Rail (the station site owners), the train operator and other relevant stakeholders including the police and fire service, to ensure the regeneration of the Station Quarter is of a high quality and secures benefits for local people and businesses.
- 11.22 A 'sequential test' may be required to assess the impacts on the town centre of town centre uses should they be proposed at the Station Opportunity Area, in accordance with the NPPF.

¹ [Central Bletchley Urban Design Framework SPD 2022](#)

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 Policy SD16 in Plan:MK and the adopted Central Bletchely Urban Design Framework SPD, 2022

Delivery

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

Policy Context

NPPF (2024)

Delivering Sustainable Development.
Chapter 6. Building a Strong Competitive Economy
Chapter 2. Achieving sustainable development
Chapter 5. Delivering a sufficient supply of homes
Chapter 7. Ensuring the vitality of town centres
Chapter 9. Promoting sustainable transport
Chapter 12. Achieving well-designed places

Plan:MK, 2019

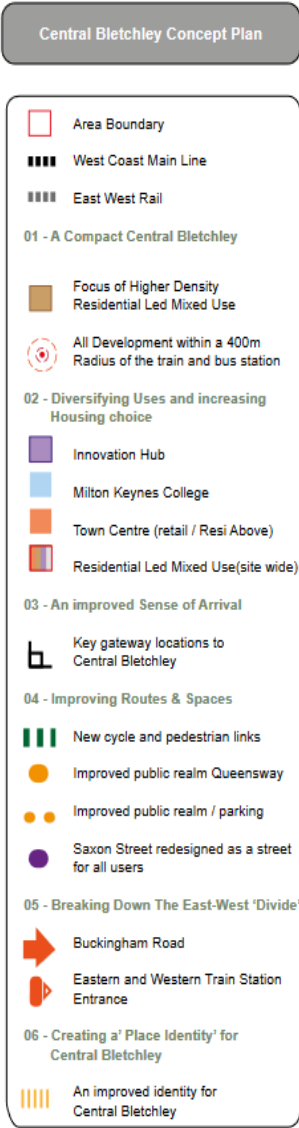
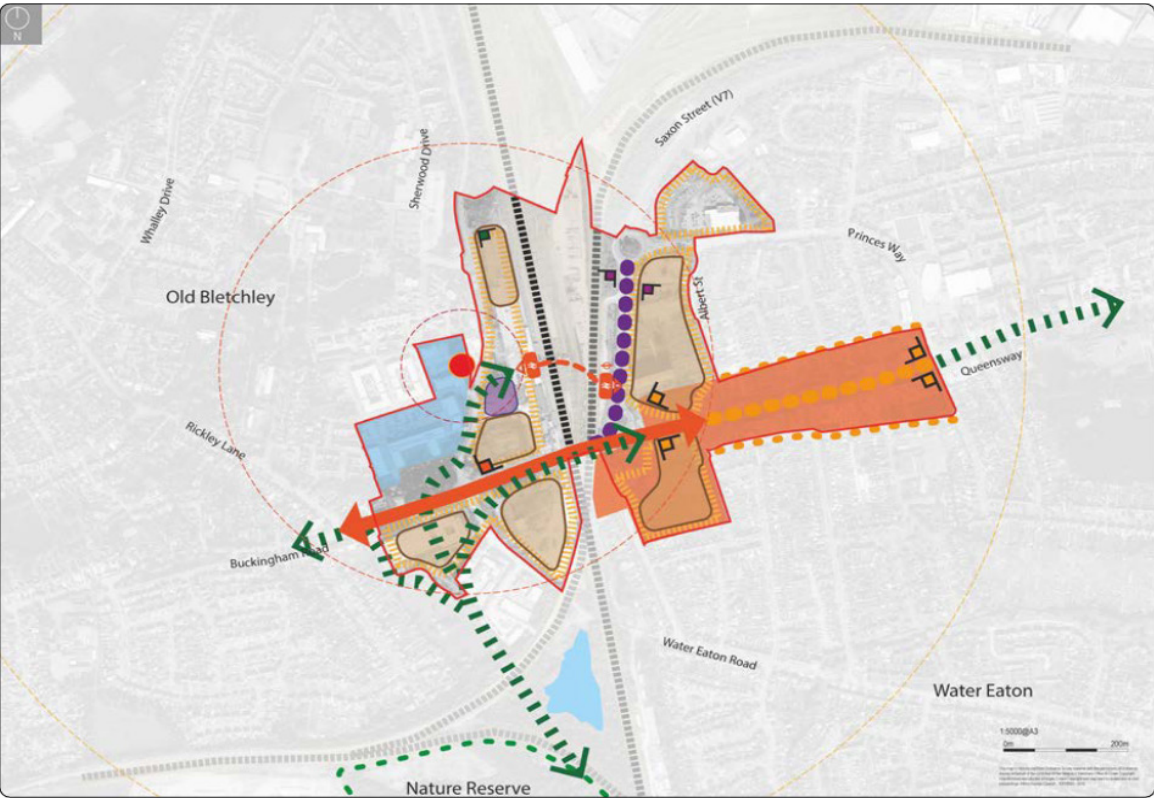
Policy SD16: Central Bletchley Prospectus Area
Policy DS1: Settlement Hierarchy
Policy ER2: Protection of Existing Employment Land and Premises
Policy CC3: Protection of Community Facilities
Policy DS2: Housing Strategy
Policy DS4: Retail and Leisure Development Strategy
Policy HN1: Housing Mix and Density
Policy HN2: Affordable Housing
Policy NE4: Green Infrastructure

Central Bletchley Urban Design Framework SPD, 2022

The Central Bletchley Urban Design Framework SPD was adopted by Milton Keynes City Council in March 2022. The Framework covers the central Bletchley area from Bletchley Park and Sherwood Drive in the west, through the station, bus station, and Queensway to Princes Way in the east. It provides an overall Vision for the central area and a series of urban design principles and guidance.

The SPD sets out a Vision for the area and identifies 6 Placemaking Principles:

1. A compact Central Bletchley
2. Diversifying uses and increasing housing choice
3. An improved sense of arrival
4. Improving Routes and Spaces
5. Breaking down the East-West divide
6. Creating a 'place identity' for Central Bletchley



Central Bletchley Concept Plan



Sherwood Drive Quarter - Opportunity Area



 **Bletchley**

 **Bletchley**



Information 

 **Taxi parking**





Helpful information

Helpful information

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Our safer travel pledge

Our Passengers

Changes to train times

WE LITERALLY HAVE AN APP FOR THAT

12.0 Reviving Our Local Shopping Centres

Background and Justification

- 12.1 Good quality, accessible shopping is important to the quality of life of our community. We have lower levels of car ownership and a more elderly population than other areas of Milton Keynes and our community relies on the availability of local shops, particularly for daily food shopping.
- 12.2 Our main two local centres date from the 1960s, are now aging and have seen little recent investment. While vacancy rates are generally low, some units are difficult to let, rents are low and the overall quality is poorer than more modern centres nearby. The lack of a distinctly 'central' or main shopping area may also be hindering investment as major investors may be reluctant to invest if another similar scaled competing centre is close by, and the lack of a critical mass of shopping and other facilities means that potential is limited in any one place, making the centres less attractive to many national retailers.
- 12.3 Shopping forms the nucleus of our local centres that include other commercial uses, workspaces, community meeting places, other support services and housing. The mix of activity helps support uses that might otherwise not be viable on their own. The mix of uses however, can make redevelopment complex and mean that many existing users and residents are affected, so where proposals are brought forward they need to be prepared with care to ensure that disturbance is managed and viable uses can remain, and housing is not lost.
- 12.4 We would like to encourage new investment in the main centres at Melrose and Porchester Close to ensure they remain viable and sustainable. This can include improvements to the units, creation of larger units where required, and public realm, car parking and signage improvements. Both centres are owned and run by Milton Keynes City Council. Additionally, we are keen to see the protection of the existing shops at St Mary's Close.
- 12.5 If, over the life of the Plan, redevelopment of one or both centres is considered the most viable long-term option to ensure sustainable provision of shopping and other facilities, then the Parish Council will work with the owners MKCC to prepare 'Development and Design Briefs' to guide redevelopment of the centres, which will be agreed with stakeholders and consulted on by local people. Any redevelopment proposals for the centres must ensure that they retain a mix of uses, including housing, and not lose the opportunities the centres provide for smaller independent retailers.
- 12.6 Elsewhere, we will support development of individual local shops where the need arises and the impacts are acceptable. However, we would prefer new investment in retail uses to be concentrated in the two main local centres to help reinforce these locations as main shopping and service 'hubs' within our community.
- 12.7 Due to changes to the Use Classes Order in 2021, the majority of shops and local services fall within Class E. In some cases, a small local shop which is no larger than 250 square metres, selling mostly essential goods, and where there is no other such facility within 1000 metres, falls within class F2, as a local community facility.
- 12.8 The Station Quarter Opportunity Area is one location where the new development might also include local retail, cafés/restaurant uses to help enliven the area throughout the day and evening and make the station area an attractive location.

Neighbourhood Plan Policies

LSC1 New Local Shops

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

LSC2 Improving the Local Centres

Redevelopment of the centres will be supported where:

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

LSC3 Individual Local Shops

Individual local shops will be supported and protected where they:

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

LSC4 Station Quarter Retail Uses

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

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

Delivery

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

Policy Context

NPPF (2024)

Chapter 2. Achieving Sustainable Development
Chapter 7. Ensuring the Vitality of Town Centres

Plan:MK

- Policy CC2: Shopping
- Policy CC3: Protection of community facilities
- Policy ER13: Non-retail uses in local centres within the City
- Policy ER11: Protection of local shops, post offices, banks and public houses

Community Action

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

13.0 Protecting & Developing Community Facilities

Background and Justification

- 13.1 Our community facilities play an important role in the health and vitality of our community. Our main community facilities are listed and shown on Figure 5. They bring people together and provide venues for community events and gatherings; they help bind our community and are an important resource for the young and not so young alike. Our schools and Milton Keynes College Bletchley Campus are very important resources within our area and we want to ensure local schools and the college thrive, and they are able to modernise and adapt to provide high quality learning environments and the best possible prospects for our young people. Similarly, we want to ensure that the level of health service provision within our area continues to meet the needs of our local population.
- 13.2 The majority of community facilities fall within classes F1 and F2 of the Use Classes Order. Some also fall within Class E, notably indoor sport and recreation, medical services not attached to the residence of the practitioner, non-residential creche, day centre or nursery. Other uses fall within the Sui Generis class.
- 13.3 Where proposals are put forward for improvement, expansion and renewal of community facilities including community meeting places, education, learning and health, the parish council will generally support them where the need is clearly identified. New provision will also be supported where it enhances the level of provision and accessibility of services for local people.
- 13.4 The former police and fire stations are located near the railway station off Sherwood Drive and are included within the Station Quarter Opportunity Area. A new blue light hub is now established at West Ashland, which has merged the former fire stations at Great Holm and Bletchley.
- 13.5 Regeneration of the redundant garage courts and the REEMA construction blocks covered by policies in Section 8.0 may also give rise to opportunities for new community facilities.
- 13.6 The council will resist the loss of community facilities that are viable and supported by local people including community centres, social clubs, health care, pubs, post offices, schools and parks. The majority of community facilities in the Parish are shown on Figure 5 of the Neighbourhood Plan but this is not exclusive. In appropriate cases, where a community facility is particularly valued locally, the parish council will apply for it to be registered as an asset of community value.

Neighbourhood Plan Policies

Policy C1 Protected Social and Community Facilities

We will seek to ensure that social and community uses falling within classes F1 and F2, and those which meet on-going local community needs are protected throughout the parish as identified and listed in Figure 5.

Redevelopment for other uses will be resisted unless it can be established that:

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

Policy C2: New Community Facilities

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

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

Policy Context

NPPF (2024)

Chapter 2. Achieving Sustainable Development
Chapter 8. Promoting Healthy and Safe Communities

Plan:MK, 2019

Policy CC2: Location of Community Facilities
Policy CC3: Protection of Community Facilities
Policy CC4: New Community Facilities
Policy ER11: Protection of local shops, post offices, bank and public houses

Delivery

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



14.0 Ensuring Our Streets are Safe & Accessible

Background and Justification

- 14.1

We want to ensure that our streets are safe for all users, and that traffic levels within and through our neighbourhoods are acceptable for what is a predominantly residential area. The streets in West Bletchley are used by all modes of transport, there are few separate cycle routes or footpaths and crossings are at-grade. It is important that any increases in traffic as a result of new developments are compatible with maintaining the quality and attractiveness of the routes for cyclists, pedestrians and public transport.
- 14.2

Where new developments are proposed that are likely to generate large amounts of traffic or significantly increase the amounts of traffic on local roads we want to ensure they are located to ensure the road system is safe and to make the most of public transport connections, now and in the future. We would wish to see Transport Assessments and Travel Plans prepared for all schemes that are likely to have a significant effect on our local road network to ensure that the proposals are fully assessed and that opportunities to ensure sustainable modes of travel are optimised to reduce the use of private vehicles, where that can be achieved.
- 14.3

We will continue to monitor traffic levels throughout our area and assess the extent to which traffic levels are consistent with a high quality local environment. Where we feel levels are unacceptable, we will urge MKCC as highways authority to bring forward measures to manage traffic levels and flows, such as traffic calming and improving pedestrian and cycle routes and facilities.
- 14.4

Our key facilities such as the local centres, hospital, parks, railway station and Bletchley Park must offer safe and accessible routes by all modes of transport.
- 14.5

Bletchley Railway Station in particular gives a poor impression on arrival for visitors. When they exit the station they are faced with an illegible and intimidating prospect to navigate through. This gives a poor impression of our area and affects the potential of Bletchley Park, other local businesses and the town centre.
- 14.6

The MKC ‘Fixing the Links’ project represented a start to addressing the weaknesses of connections to and from the station and led to the implementation of a number of localised improvements to connections to the town centre. Further improvements are required to the station itself, station forecourt and access to Bletchley Park. It is likely that the issues cannot be fully addressed other than through comprehensive redevelopment, which offers an opportunity to build in strong new connections and make attractive and welcoming new public spaces. The adopted Central Bletchley Urban Design Framework SPD, 2022, includes a Vision for the wider Central Bletchley area as well as design guidance and key principles for the station area, including improving its connections to the town centre and to the west.
- 14.7

As new developments come forward it is important they are fully accessible to pedestrians, cyclists, public transport, and cars, and in that order.

Neighbourhood Plan Policies

SSA1 Local Road Network

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

- 1. Demonstrating through a Transport Assessment that the impacts on the local road network are not severe and that any adverse enviromental impacts of new traffic can be mitigated; and*
- 2. Provision or a Transport Plan where appropriate to ensure the opportunities for sustainable transport are optimised*

SSA2 Bletchley Station Accessibility Improvements

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

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

SSA3 Accessible Developments

Major developments will be supported where they :

- 1. Provide safe,suitable and convenient access for all potential users;*
- 2. Are accessible for pedestrians, cyclists and by public transport; and*
- 3. Are accessible from the principal road network or through transport improvements connecting to the principal network*

Delivery

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

Policy Context
NPPF (2024)

Chapter 2. Achieving Sustainable Development
Chapter 9. Promoting Sustainable Transport

Plan:MK, 2019

Policy CT1: Sustainable Transport Networks
Policy CT2: Movement and Access
Policy CT3: Walking and Cycling
Policy CT5: Public Transport
Policy CT8: Grid Road Network
Policy CT10: Parking Provision



15.0 Promoting High Quality Design & Sustainable Design

Background and Justification

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

Neighbourhood Plan Policies

D1 Local Character

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

D2 Design and Amenity

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

- 1. There is no significant adverse effect upon the amenity, particularly residential amenity, of adjoining properties or the surrounding area by reason of the type and levels of activity and the traffic generated;*
- 2. A suitable means of access can be provided to serve the proposed development without detriment to adjacent uses or highway safety, and ensuring the provision and design of parking is in accordance with the relevant up to date standards of MKCC;*
- 3. Sufficient space is provided within the development to accommodate the proposal together with ancillary amenity and circulation space;*
- 4. The scale, density, height, massing, design, layout and materials proposed are sympathetic to the character and appearance of neighbouring buildings and the surrounding area. Proposals should not lead to an over-intensive form of development, be overbearing nor lead to undue overshadowing or loss of privacy of neighbouring uses.*

- 5. As necessary, noise attenuation is achieved and light pollution is minimised;*
- 6. There is no significant adverse effect on wildlife habitats, and where impacts are unavoidable, measures to replace or mitigate the loss are undertaken;*
- 7. There is no significant adverse effect on any heritage asset or their settings in accordance with Policies D1 and D2 of the Neighbourhood Plan;*
- 8. The development is designed to minimise opportunities for criminal activities; and*
- 9. The use of appropriate renewable energy technologies will be encouraged within the new development and that the design, layout and use of materials encourages a high degree of energy efficiency.*

Delivery

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

Policy Context

NPPF (2024)

- Chapter 2. Achieving Sustainable Development
- Chapter 12. Achieving well-designed places
- Chapter 16. Conserving and enhancing the historic environment

Plan:MK, 2019

- Policy D1: Designing a high quality place
- Policy D2: Creating a positive character
- Policy D3: Design of Buildings
- Policy D4: Innovative design and construction
- Policy D5: Amenity and Street Scene
- Policy SC1: Sustainable construction
- Policy HE1: Heritage and Development
- Policy CT10: Parking Provision

Community Action

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

PART 4

IMPLEMENTING THE PLAN & MONITORING

16.0 Delivering the Plan & Monitoring Framework

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

Delivery

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

16.3 As 'Plan:MK' is replaced by the emerging New MK City Plan 2050, it will take account of the Neighbourhood Plan and will, where appropriate, include for its specific policies. It is also the case that where the New City Plan differs or provides a new and updated policy context, then there may be a need to review the Neighbourhood Plan again and this situation will be kept under review by the Parish Council.

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

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

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

- CIL*
- Section 106 Contributions

**note: Milton Keynes City Council does not currently operate CIL*

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

Monitoring

- 16.8

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

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

Policy Context

Plan:MK, 2019

Policy INF1: Delivering Infrastructure

Table 1: Delivery and Monitoring Framework

No.	Policy	Indicator	Target	Timescales/Trigger	Review/ Remedial Action
	Building New Homes				
1	BNH1. New Residential Development	Number of new homes and affordable dwellings	Optimise opportunities for new housing	Few new homes brought forward	Identify opportunities and encourage owners to bring sites forward
2	BNH2. Housing Tenure and Mix	Different types and tenures of new homes delivered	Delivery of a mix that is representative of the area; delivery of affordable housing to meet MKCC policy requirements	Limited mix and range of tenures delivered	Encourage landowners and developers to follow policy requirements. Discussions with MKCC planning service.
3	BNH3. Redevelopment of REEMA blocks and Mellish Court	Redevelopment with affordable housing including social housing, in line with MKCC policy	Affordable housing including social housing provision in line with MKCC policy	Sites coming forward for redevelopment with private market homes	Discussions with MKCC Housing service to address issues
	Garage Courts Opportunity Area				
4	GC1. Berwick Drive Garage Court	Redevelopment in line with planning permission	Work to start on site by end of 2024	Development not started by mid 2025	Encourage MKCC to implement the permission
5	GC2. Redevelopment for Housing & Community Uses	Numbers of new homes Sq.m area of New Community Spaces	Successful development of garage courts	No housing or community uses within 12 months	Depends on results of proposals above
	Protecting and Renewing our Parks, Gardens and Public Spaces				

6	PR1 . Rickley Park Regeneration	Plans for Rickley Park	Master Plan has been partially implemented. Further changes at Rickley Park to be kept under review	Further Regeneration at Rickley Park to follow as budget allows	
7	PR2. New and Improved Open Space Provision	Plans for new and improved open spaces		Open spaces proposals as part of proposed developments	
8	PR2a: Protection of existing green infrastructure	Retention of existing green open spaces; protection of green spaces from redevelopment		Protection of green spaces from redevelopment in line with policy	
9	PR3. Local Green Space	Protection of Open Spaces	Management Plans for each space within 12 months	Lack of Management Plans	Reviews needed for plans/ monitor
	Bletchley Park: Conserving and Developing the Heritage				
10	BP1. Bletchley Park Museum and Visitor Attraction	Delivery of Bletchley Park master plan and proposals		Current BPT plan underway	Monitor implementation and external impacts/ requirements with BPT and MKCC
11	BP2. Bletchley Park Access and Transportation	Access and transport plan		BPT has an arrangement for coach parking off-site with MK Dons stadium. Monitor its ongoing effectiveness	Work closely with BPT and MKCC to monitor off-site coach and visitor parking
12	BP3. Protection of Important Sites and Buildings	Development proposals	All important buildings and sites protected/ conserved	Depends on proposals	Monitor and consult with MKCC as planning authority on proposals
	Retaining and Creating New Employment				

13	E1. Improving Employment Sites and Buildings	Proposals for Improvement		Depends on proposals coming forward	
14	E2. New Employment Development	Proposals for new development		Depends on proposals coming forward	
15	E3. Redevelopment of Employment for Other Uses	Proposals for non-employment uses are opposed when in conflict with this plan	Proposals in conflict with this plan are successfully opposed	Depends on proposals coming forward	
	Station Quarter Opportunity Area				
16	BS1. Station Regeneration	Submission and approval of proposals for Station area		Station improvement proposals within 24 months	Maintain discussions with MKDP, Network Rail and landowners to understand timescales for redevelopment proposals
17	BS2. Station Accessibility	Submission and approval of proposals to improve accessibility		Station improvement proposals within 24 months	Maintain discussions with MKDP, Network Rail and landowners to understand timescales for redevelopment proposals
18	BS3. Station Quarter Development	Station Quarter Proposals		Station improvement proposals within 24 months	Maintain discussions with MKDP, Network Rail and landowners to understand timescales for redevelopment proposals
19	BS4. Station Quarter Development and Design Brief	Redevelopment in the Station Quarter in line with adopted SPD and MKCC development brief		Planning application for former police and fire station to come forward within 24 months	Maintain discussions with MKDP, Network Rail and landowners to understand timescales for redevelopment proposals
	Reviving Our Local Shopping Centres				

20	LSC1. New Local Shops	Local shops proposed/ developed		Depends on proposals coming forward	
21	LSC2. Improving the Local Centres	Proposals for improvements prepared		Proposals within 24 months	
22	LSC3. Individual Local Shops	Local shops proposed/ developed and existing shops are protected	Current shops successfully protected in line with this Plan	Depends on proposals coming forward	
23	LSC4. Station Quarter Retail Uses	Station Quarter proposals/ development		Within proposals for Station Quarter	Maintain discussions with MKDP, Network Rail and landowners to understand timescales for redevelopment proposals
	Protecting and Developing Community Facilities				
24	Policy C1. Protected Social and Community Facilities	Community facilities protected	Community facilities successfully protected in line with this Plan	Any threatened loss	Review need in light of potential loss (WBPC)
25	Policy C2. New Community Facilities	New community facilities proposed		Depends on need arising	Keep requirements for facilities under review
	Ensuring Our Streets are Safe and Accessible				
26	SSA1. Maintaining Quality Streets	Transport Assessments and Travel Plans for major developments		Depends on proposals coming forward	Encourage MKCC to ensure TA and TPs prepared
27	SSA2. Bletchley Station Accessibility Improvements	Proposals for improvement		As part of Station Quarter	Encourage Network Rail to bring forward proposals alongside wider development proposals
28	SSA3. Accessible Developments	Accessible development proposals		Depends on proposals coming forward	Monitor accessibility of major proposals, ensure Travel Plans are enforced where necessary

	Promoting High Quality and Sustainable Design				
29	D1. Local Character	Character Assessment and updates	No loss of character	Proposals affecting identified character	Monitor proposals and make representations Inform actions of WBC on own land
30	D2. Design and Amenity	Proposals within WBC area	No unacceptable development	Proposals coming forward	Monitor proposals and make appropriate representations

Glossary

Affordable Housing: Social and affordable rented and intermediate housing, provided for specified eligible households whose needs are not met by the market.

Biodiversity: The variety of life in all forms (e.g. wildlife, plants, etc.)

Change of use: A material change in the use of land or buildings that is of significance for planning purposes e.g. from industrial to residential.

Climate Change: The lasting and significant change in weather patterns generally agreed to be caused as a result of higher global temperatures brought about by greenhouse gas emissions over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.

Community Facilities: Includes primary healthcare facilities, schools, allotments together with community buildings such as community centres, village halls, church halls, public houses, post offices, indoor and outdoor sports facilities available for public and community use and public open space including green infrastructure.

Conservation area: An area of special architectural or historic interest, the character and appearance of which are preserved and enhanced by local planning policies and guidance.

Density: A measurement of how intensively land is occupied by built development.

Development brief: A document that sets out detailed development principles for a development site.

Development Framework: A document that sets out the key strategic principles for the development of a whole area.

Dwelling: A residential property, such as a house or a flat/apartment.

East - West Rail: Aims to restore passenger train services linking Bristol, Swindon and Oxford via Milton Keynes and Bedford, to Cambridge, Ipswich and Norwich.

Economic Development: Development, including those within the B and E Use Classes, public and community uses, and main town centre uses (but excluding housing development).

Employment uses: Development falling within classes B2 (general industrial), B8 (storage and distribution) and E(g) of the Use Classes Order, 2021.

Green corridors/ wildlife corridors: These link areas of natural green space and/or sites of biodiversity importance.

Green Infrastructure: The planned network of multi-functional and inter-connecting links of green open space, woodlands, wildlife habits, parks and other natural areas that contribute to the high quality natural and built environment.

Home working: Provides the opportunity for employees to work at home. Defined by the International Labour Organisation as people working from their homes or from other premises of their choosing other than the workplace, for payment, which results in a product or service specified by the employer.

Listed buildings: Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.

Local Centre: Small groupings of shops, typically comprising a general grocery store, a sub-post office, occasionally a pharmacy and other small shops of a local nature. In West Bletchley, the main local centres also incorporate a community centre or have such facilities located close by.

Local Green Space: Areas of green space of importance to local communities which are designated as such and protected preventing their future development unless under very special circumstances. Neighbourhood Plans are usually the mechanism for designating Local Green Spaces and a number of made plans have such designations.

Local Plan: This is the main planning policy document for the City. It contains strategic policies, detailed policies to guide the location and nature of development, and it includes policies and proposals for specific sites. The current adopted local plan is Plan:MK, adopted in 2019.

Mixed use: The development of a single building or site with two or more complementary uses.

National Planning Policy Framework (NPPF): Was published by the UK's Department of Communities and Local Government in March 2012, consolidating over two dozen previously issued documents called Planning Policy Statements (PPS) and Planning Policy Guidance Notes (PPG) for use in England. At the time of preparing the draft revised Neighbourhood Plan, the latest update to the NPPF was made in December 2024.

Neighbourhood Plan: A community-led framework for guiding the future development, regeneration and conservation of an area. They become part of the Development Plan for the area and will be used in the determination of relevant planning applications in areas covered by a Neighbourhood Plan. Plans are subject to examination and referendum before they can be brought into effect.

Planning permission: Formal approval granted by a council allowing a proposed development to proceed.

Policy: A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

Public Transport: Comprises of passenger transportation services which are available for use by the general public, as opposed to modes for private use such as privately owned motor vehicles. Public transport services are usually funded by fares charged to each passenger. Public transport in the context of Milton Keynes currently consists of buses, trains and taxis (with taxi meaning both Hackney carriage and private hire). Public transport in Milton Keynes is expected to develop and in the future could include mass transit systems based on guided buses, trams and light rail. Promotion of car pools and car sharing may in the future be considered public transport if access to these initiatives is open to use by the general public.

Setting: The immediate context in which a building is situated, for example, the setting of a listed building could include neighbouring land or development with which it is historically associated, or the surrounding townscape of which it forms a part.

Significance: The qualities and characteristics which define the special interest of a historic building or area.

Supplementary Planning Documents/Supplementary Planning Guidance: These documents provide additional detail to supplement policies in Development Plan Documents.

Sustainability Appraisal and Strategic Environmental Assessment: The process by which social, environmental, and economic issues are integrated into the production of Development Plan Documents and Supplementary Planning Documents. The process is iterative and takes place alongside the production of the documents, informing and decisions made. As part of the process to make and review a Neighbourhood Plan, the Plan is screened to check if it would result in significant environmental effects that would require the preparation of a Strategic Environmental Assessment.

Use Classes Order: a piece of legislation that regulates the use of land and buildings. It puts uses of land and buildings into categories, known as ‘use classes’. Change of use can occur within the same Use Class or from one Use Class to another. In some cases, a Change of Use may require an application for planning permission or prior approval.

