

Summary of Consultation Representations & Proposed Response

Response ID	Respondent	Section of Draft Brief	Summary of the Responses/Issues	Council Response & Proposed Changes to Draft Brief
1	MKCC Highways		<p>[1] Para 3.10.1 (5) refers to "existing connections" whereas para. 4.8.1 does not mention existing accesses. To maintain flexibility and to avoid the potential for conflicts from selecting two existing accesses, it is recommended that the text does not refer to only two existing accesses. However, at p.34 [Figure 14] there is a plan which has selected two potential access points - these seem to have adequate separation so, subject to geometry and visibility splays, these would be acceptable.</p> <p>[2] At para 4.8.1 or para. 4.8.2 mention that the building line position is important to ensure that there is adequate visibility of cyclists and pedestrians using the Redway from any vehicle emerging from within the building.</p> <p>[3] At para. 4.8.7 and 4.8.8 [although covered generally under Plan:MK Policy CT10] cycle parking would be expected for both residents/staff but also some within the public realm for visitors. The wording at 4.8.8 refers to "overlooked by dwellings" but assume that this could be overlooked by any other active frontages?</p> <p>[4] Para. 4.9.1 - servicing/delivery vehicles to be able to enter and park clear of the highway with space provided to turn and exit the site.</p>	<p>[1] Noted & amend para. 3.10.1 (5) to read: "Access can be taken from Sherwood Drive using one or two connections, subject to achieving satisfactory geometry, visibility splays and separation."</p> <p>[2] Noted & amend para. 4.8.1 to read: "Vehicular access will need to be from Sherwood Drive. The preference is for one or two access points at most, to limit the potential conflict with pedestrians and cyclists using the Redway. Due consideration will need to be given to the building line position to ensure there is adequate visibility of both cyclists and pedestrians using the Redway from any emerging vehicles."</p> <p>[3] Noted. [a] amend para. 4.8.7 to add final sentence: "In addition to the provision of parking for both residents and/or staff, and consistent with MK:Plan Policy CT10, there will be an expectation to provide some cycle parking within the public realm, for visitors." [b] amend para. 4.8.8 to read: "The cycle parking should be well-lit, with a sense of personal safety and be included in any CCTV set up. External cycle parking should be overlooked by dwellings and/or active frontages and should not be screened."</p> <p>[4] Noted. amend para. 4.9.1 to add final sentence, "Servicing/delivery vehicles should be able to enter the site and park clear of the highway with space provided to subsequently turn and exit the site."</p>
2	Roxanne Corral	General	Promotes the provision of a convenience store/shop	Section 4 of the Draft Development Brief indicates that, the site is suitable for mixed-use development and explicitly states that could include local retail uses [p.33, para. 4.2.1]. No change proposed
3	Network Rail	General	<p>[1] Welcomes the proposed redevelopment and the benefits that this could bring in terms of improving accessibility and permeability to the station.</p> <p>[2] Highlights opportunities to incorporate adjacent NR land, perhaps as later phases of any redevelopment plans - engagement suggested to explore these opportunities.</p>	<p>[1] Support for the redevelopment of the site and the benefits this can deliver in terms of accessibility/permeability to the station is noted. No change proposed</p> <p>[2] The opportunity to, potentially, incorporate small parcels of Network Rail land within the scope of the site redevelopment area is noted. The response indicates that incorporating parcels of Network Rail within the scope of the site redevelopment area would be predicated on several dependencies. Moreover, the response also states that the release of any Network Rail</p>

			<p>[3] Cautions that, due to operational equipment and existing uses, some parcels of NR land might be challenging to free-up for redevelopment.</p> <p>[4] Caveats that the release of any NR land will be subject to formal clearance and regulatory approvals and may be on the basis that any existing uses are suitably relocated/re-provided.</p>	<p>land will be subject to formal clearance and regulatory approvals and may be on the basis that existing uses are suitably relocated/re-provided. Given the conditions and level of uncertainty still attaching to the availability and delivery of these parcels of land, it is likely to be some time before agreement on disposal of the same can be reached and the Former Fire & Police Station site is the focus of a Town Deal project with time limited funding. Moreover, it can be noted that Network Rail land which is the subject of this representation falls within the designated Central Bletchley Prospectus Area and, therefore, falls within the scope of the Central Bletchley Urban Design Framework Supplementary Planning Document which seeks to facilitate holistic renewal of the area. In the circumstances, it is suggested that dialogue with Network Rail concerning the potential use of land in its ownership, as part of an extended site redevelopment scheme at a later phase, is ongoing.</p> <p>No change proposed</p> <p>[3] Noted. No change proposed</p> <p>[4] Noted. No change proposed</p>
4	Tony Worsfold		Proposes that the site should be devoted to a peaceful park area - either wholly or partially.	<p>The site is designated for 'residential-led' mixed-use development and identified for the delivery of a key project [i.e. Innovation Hub] in the MK: Bletchley & Fenny Stratford Town Investment Plan which has secured Government funding. The importance of providing green space as part of redevelopment proposals is recognised in adopted policy. The site is situated in the Central Bletchley Prospectus Area [CBPA] as designated in Plan:MK and Policy SD16 states that development within the CBPA will [i.e. amongst other things] provide green infrastructure in line with Policy NE4, providing well-being benefits through access to nature. The former Fire & Police Station site has the potential to provide some incidental open/green space [i.e. alongside mixed-use development], however, the site sits within the wider and overarching Central Bletchley Urban Design Framework Supplementary Planning Document Area (CB UDF SPD) [adopted 2022]. The CB UDF SPD identifies a Sherwood Drive Quarter [pp.60-61] - which also incorporates the Former Fire & Police Station site - and indicates that the unobtrusive green space at the corner of Buckingham Road and Sherwood Drive [i.e. former Cricket Pavilion site] has the potential to be transformed and opened to the public as an urban park with some enabling residential development. The Former Fire and Police Station site is also located within a short walking distance of a large area of publicly accessible green space at Eight Belles Park, situated off Buckingham Road.</p> <p>No change proposed</p>

5	YMCA	General/ housing	<p>[1] The development site provides an opportunity to create additional, high-quality, supported housing for young people in MK.</p> <p>[2] The YMCA seeks to 'provide additional and affordable high-quality homes for young people in communities across the Borough'. The places of most interest are those with good transport links and local amenities so that young people can access employment opportunities without accessing a car. YMCA is also interested in expanding social enterprises and work beyond housing so strong local hubs are essential and one key area of focus is, therefore, Bletchley. Location wise the Former Fire & Police Station site fits with the criteria above.</p> <p>[3] The YMCA believes it can provide high-quality affordable homes to young people that are delivered in a way that is complementary to the wider development project and would like to be viewed as a trusted partner that can work alongside MKCC and MKDP to develop the site.</p> <p>[4] It is envisaged that bespoke blocks of 12-18 flats could be delivered offering 1 or 2 bed units. Alternative models, with a view to the provision of innovative move-on social housing options for employed 18-35 year olds in Bletchley would be considered.</p> <p>[5] As a Registered Provider of Social Housing, YMCA can access funding opportunities that are not available to public bodies. Moreover, its fundraising team has secured over £2 million for similar projects over the last two years.</p>	<p>[1] Noted</p> <p>[2] Noted</p> <p>[3] Noted & insert Paragraph: 4.2.3 The provision of high-quality affordable homes and move-on social housing for young people, potentially in conjunction with YMCA, should be explored as part of the mix of uses proposed for the site.</p> <p>[4] Noted</p> <p>[5] Noted</p>
6	Bletchley Park Trust		<p>[1] Overarching support for mixed-use development of the site.</p> <p>[2] Hotel would be a valuable additional asset to Bletchley for incoming visitors.</p> <p>[3] Good to note that access and car-parking have been considered in some detail - Sherwood Drive is a busy road which services 3-4 large volume establishments. New development must take this into account and make provision to prevent 'on road' parking and business 'drop-offs' from putting additional demand on Sherwood Drive which would impede businesses and annoy residents.</p>	<p>[1] Support for mixed-use development of the site noted - no change proposed.</p> <p>[2] Support for development of a hotel [i.e. as part of a mixed-use development scheme] noted. The potential for development of a hotel is already referenced in the Brief - no change proposed.</p> <p>[3] Comments on site access and car-parking issues in the environs of Sherwood Drive are noted. Vehicular access to the site is referenced in the Brief [refer Figure 14 & para. 4.8.1.]. Policy concerning Parking Provision [Plan:MK CT10] is referenced in the Brief [refer p.11, para.2.2.8]. In line with that policy, any planning application for the site would be assessed against MKCC's adopted parking standards. The design of underground or undercroft parking is addressed at para s. 4.8.5 & 4.8.6. - no change proposed.</p>
7	Gladman Retirement Living Ltd		<p>[1] The words 'elderly', 'older', 'retirement' etc do not feature in the Brief and yet the need for this form of accommodation in MK is pronounced. For example, the 2017 SHMA notes that over the period 2016-2031 the number of people aged 65 and over will increase rapidly.</p>	<p>[1] The requirement to provide housing to meet the needs of elderly people given MK's changing demographic is noted. It is acknowledged that the Brief does not make specific reference to the possibility of providing housing/accommodation for elderly people, however, elderly housing is mentioned under Plan:MK Policy HN2 which is cited in the Brief. Please also refer to response [3] below.</p>

			<p>[2] The overall intention of the Dev Brief is supported - the redevelopment of this key site will further enhance the area and contribute to the wider objectives of MK growth.</p> <p>[3] It is considered that further consideration should be given to whether the site could be suitable for specialist older person's housing, and if it is concluded that it is then the development brief should be updated to positively express support for such accommodation.</p>	<p>[2] Support for the overall intention of the Brief is noted. No change proposed.</p> <p>[3] Consideration has been given to whether the site could be suitable for specialist older persons housing. On balance, it has been decided that references to the potential provision of older persons housing can be included in the development brief. Change proposed: insert paragraph: 4.2.4 Consideration should also be given to whether the site could be suitable for an element of specialist older persons housing as part of the overall mix of development.</p>
8	Cllr. K McLean		<p>First sentence of para. 4.7.2 at p.36 does not make sense - please could someone correct it?</p>	<p>Noted and agreed. Change proposed: amended first sentence of para. 4.7.2 to read as follows: "If balconies are included, they will form a key elevation detail and will need to be carefully designed."</p>
9	Santander		<p>[1] Overall, supportive of the proposals and for regeneration of the site and the wider area. The site has the potential to be a catalyst for further investment in and redevelopment of the area around Bletchley railway station.</p> <p>[2] Potential for strong connections to development proposals coming forward for the Santander Campus on Buckingham Rd.</p> <p>[3] Supportive of high-density residential development on the site given its sustainable location and proximity to Bletchley railway station and should be combined with further residential development within the surrounding area, such as the Santander site on Buckingham Rd.</p> <p>[4] The Brief needs to emphasise the fact that the site lies within an area undergoing a huge amount of change, particularly regarding the change of use within the area from 'office' use to predominantly 'residential'. This site, and others in the vicinity that have been converted to residential use, should set the precedent, and lead the way in terms of design aspirations for the wider area as a large scale, high-density residential area.</p> <p>[5] Welcomes the reference under section 3.8 [Access & Transport] to the excellent surrounding transport links which also benefit the Santander site on Buckingham Rd.</p> <p>[6] The Brief refers to residential development throughout but then appears to</p>	<p>[1] Noted and agreed. Plan:MK Policy SD16 references the early redevelopment of the Police and Fire Stations sites within the designated Central Bletchley Prospectus Area as part of its approach to deliver, wider, transformational regeneration. No change proposed</p> <p>[2] Noted and agreed. These connections and opportunities are set out in the Central Bletchley Urban Design Framework SPD [adopted April 2022]. The redevelopment of both the Fire & Police Station site and the Buckingham House [Santander] site are both identified and illustrated within the context of the 'Sherwood Drive Quarter' of the SPD area. No change proposed</p> <p>[3] Noted and agreed. Policy guidance supports the notion of focussing higher density residential development around transport hubs and locations which can be made sustainable by limiting the need to travel and offering a genuine choice of transport modes. No change proposed</p> <p>[4] The Brief emphasises that the site lies within an area undergoing a huge amount of change in paragraph 1.2.4, The change of use within the area from 'office' use to predominantly 'residential' is also highlighted within paragraph 1.2.6 No change proposed</p> <p>[5] Noted. No change proposed</p> <p>[6] . The brief lays out the policy and context in sections 1 and 2, and does refer to residential being the main use at paragraph 1.4.3,. However, this does not preclude other mixes being</p>

		<p>change its tenor to mixed-use development at para. 3.10 to include high density housing, a hotel, cafe, restaurant, and local retail uses; if mixed-use development is proposed, this should be made clear from the outset of the Brief.</p> <p>[7] Support for a proposed landmark building with a strong frontage along Buckingham Road and this provides an opportunity to reflect this with a landmark building in the corner of the Santander site which is located, diagonally, across the road</p> <p>[8] The range of 4-10 storeys could be extended further and it is suggested that up to 12 storeys would be appropriate, particularly in terms of the landmark building so that this becomes a focal point from the station along Buckingham Rd.</p> <p>[9] Questions whether the proposed density could be pushed higher than 150-250 dwellings per hectare by virtue of the highly accessible location and proximity to large areas of green space.</p> <p>[10] The Brief provides the opportunity to remove car-parking from the site in line with MK aspirations to be the greenest city in the world. The Brief states "a case could be made for provision of parking below current standards". Given the highly accessible location and the climate change emergency, more ambition is needed on this issue, to include the consideration of car-free development within the brief.</p> <p>[11] More ambition is required regarding sustainability with examples set out as to how the BREEAM rating of outstanding can be achieved. Given the cost-of-living crisis, this should also reference how energy costs could be kept to a minimum for future occupiers.</p>	<p>proposed. It is assumed that this would also be the case with a mixed-use development proposal as this would generally require a residential-led mixed-use development with mixed uses usually occupying lower public facing floors, and the greater percentage of residential above.</p> <p>[7] Supportive comments noted. No change proposed</p> <p>[8] The 4-10 storey range mentioned in the brief is indicative, this does not preclude a detailed proposal for a taller landmark building coming forward as part of a proposal for the site. Equally, a building is not required to be 12 storeys or above to determine it as a landmark, which is generally determined by the quality of design and context of the building itself. No change proposed</p> <p>[9] The density range of 150-250 dwellings per hectare reflects adopted policy in the adopted Local Plan [i.e. Plan:MK Policy SD16]. The Development Brief cannot change adopted policy. No change proposed</p> <p>[10] Plan:MK Policy CT2 [Movement & Access] states that 'Development proposals will be required to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low carbon future. Plan:MK Policy CT10 [Parking Provision] states that the Council expects to meet its parking standards, unless mitigating circumstances dictate otherwise. Mitigating circumstances might include development proposals located in a high-density area or within close proximity of a public transport node such as rail/bus station and, therefore, parking provision might need to reflect specific developments and their location. Both Policy CT2 and Policy CT10 are referenced in the Draft Brief. No change proposed</p> <p>[11] Noted. Section 4.10 Sustainable Design sets out the 'outstanding' BREEAM rating requirement for the site and references Plan:MK Policy SC1 [Sustainable Construction] and the Council's [award-winning] Sustainable Construction Supplementary Planning Document. The Draft Brief notes that innovation will be required across all aspects of the scheme to achieve an BREEAM 'outstanding'. On balance it is considered that for the purposes of the Brief sufficient direction is provided on sustainability. No change proposed</p>
10	East West Rail Co	<p>[1] Broadly supportive of the principles set out in the Brief.</p> <p>[2] Acknowledges the references to East West Rail [EWR] within the brief and welcomes the recognition of EWR's future role at Bletchley station.</p>	<p>[1] Support noted. No change proposed</p> <p>[2] Noted. No change proposed</p>

			<p>[3] Urban design principles in the Brief are supported, especially those to improve pedestrian safety along the east of the site through natural surveillance [para. 3.10.1], the requirement for an attractive public realm in the south-west of the site [para. 4.8.3], and the requirements for the incorporation of active travel linkages [para.4.8.4]. The successful delivery of these components should facilitate a significant enhancement to the western approach to Bletchley station.</p> <p>[4] On a matter of detail the principle and positioning of the northern vehicle access point [i.e. into the existing fire station site from Sherwood Drive as denoted in Figure 14] as the location and delivery of a vehicle access point in this location aligns with EWR Co's ambitions for Bletchley station.</p>	<p>[3] Support noted. No change proposed</p> <p>[4] Noted. No change proposed.</p>
11	Bletchley Park Area Residents Assn. [BPARA]		<p>[1] The overall impression is that the Brief has been produced with the intention of marketing the site for residential purposes only. This needs to be addressed in the revised Brief.</p> <p>[2] The West Bletchley Council (WBC) Neighbourhood Plan clearly states development in the Station Quarter Area should be a "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...." As the Innovation Hub will now be sited elsewhere, there is little in the Brief to cater for uses other than residential as has been set out in the Vision - point 1.4.3 of the Brief!</p> <p>[3] BPARA agrees with point 1.1.2 that these two strategic sites should contribute to an</p>	<p>[1] Noted. There is mention of 'mixed-use' development throughout the Draft Brief. Amended para. 1.4.3 to read: "The main use is most likely to be residential although planning policy allows other uses which would help increase vitality whilst benefitting from being adjacent to the town centre, MK College, and the excellent rail links, which will be improved by East West Rail Please also see response to 9.6</p> <p>The Development Plan [WBC NP & Plan:MK] is supportive of mixed-use development. Policy SD16 of Plan:MK references '..... unlocking residential-led mixed-use development opportunities.'</p> <p>[2] Noted. The Development Plan, comprising WBC NP and Plan:MK, is supportive of mixed-use development. Policy SD16 of Plan:MK references '..... unlocking residential-led mixed-use development opportunities.'" The site is covered by the CB UDF SPD [adopted 2022] which, whilst not planning policy in its own right, nevertheless provides further guidance attaching to Policy SD16 in Plan:MK that promotes the Sherwood Drive Quarter [i.e. to include the Former Fire & Police Station site] for residential-led mixed-use redevelopment. The Former Fire & Police Station site is identified as a redevelopment project in the Bletchley & Fenny Stratford Town Investment Plan 2020. Town Deal Accelerated Capital Funding expenditure in the sum of £200k has been made by the Town Deal Board on the demolition of the former fire station and associated site remediation. These works have helped to de-risk disposal and redevelopment of the, wider, combined emergency services site. The Town Deal Innovation Hub Project is focussed on the Former Fire & Police Station site and is currently allocated £3.05 million funding out of a £22.7 million funding award. It is anticipated that a business case for this project will be completed, under the direction of the Town Deal Board, in time for submission to DLUHC in January 2023.</p> <p>[3] Comments noted and welcomed.</p>

		<p>attractive, vibrant, prosperous and well-designed Central Bletchley. However, these sites are in West Bletchley close to Bletchley Park, The South-Central Institute of Technology (SC IOT), and the eagerly-awaited East/West Rail link – this area being regarded as the Technology/Transport Hub for Milton Keynes. Given the amount of residential development already taking place at Caspian View, Bletchley View (total of 296 properties) and, potentially, on the Burger King, Cricket Pavilion & Santander sites, this site should be for <i>Mixed Use</i> with landmark, quality development whether it be residential or hotel or retail or other uses.</p> <p>[4] 1.2.5 refers to Bletchley Station being re-ramped and provision of an eastern entrance. There is also an aspiration for Station regeneration/improvement in the WBC Neighbourhood Plan, and 2.2.18 of the Brief refers to “improve the existing station and station forecourt/square.” The Neighbourhood Plan was approved more than 3 years ago, and the advent of East/West Rail has been known for much longer. In 2022, it is difficult to find out how and when the existing rail station and western entrance will be improved as the various rail companies appear, to the public, to have no burning desire to do anything, and MK Council states that they are reliant on the rail companies taking the lead. East/West Rail is due to open in 2025 and passengers will exit the station to an unattractive, run-down area – not an attractive, vibrant, prosperous Bletchley! However, point 4.3.2 states that meetings are taking place between the rail companies and MK Council/MKDP, and the public needs to be kept informed!</p> <p>[5] Section 2.2.2 refers to density of residential development of 150-250 hectares – WBC needs to confirm whether this is appropriate for this site and complies with the WBC Neighbourhood Plan.</p> <p>[6] 2.2.8 refers to Parking – BPARA has objected to the Sherwood Drive area becoming Zone 2 under the Draft Parking Standard SPD. As stated in the consultation response “Without wishing to appear cynical, BPARA believes that the new Zone 2 designation will enable more densely populated residential development in the Central Bletchley/Sherwood Drive area.” It is widely known that there are already serious</p>	<p>The site is located within the wider Central Bletchley Prospectus Area which is designated for ‘residential-led mixed-use development’ by Plan:MK [Policy SD16]. No change proposed</p> <p>[4] Comments noted. Ongoing uncertainty concerning the intentions of East West Rail Co & Network Rail make for a challenging renewal context. Different land ownerships also make the renewal and redevelopment process challenging. Notwithstanding those uncertainties and challenges, the production of a Development Brief will, in line with Plan:MK Policy SD 16, expedite options for the early redevelopment of the Police and Fire Station sites. No change proposed</p> <p>[5] Plan:MK Policy SD16 facilitates residential development in the 150-250 dwellings per hectare range. Plan:MK was subject to formal consultation and, following its adoption, now forms part of the Development Plan covering the Former Fire & Police Station site. Plan:MK Policy DS2 [Housing Strategy] states as follows: ‘Plan:MK will deliver a minimum of 26,500 net dwellings across the Borough of Milton Keynes over the period 2016-2031. New housing development will be focused on, and adjacent to, the existing urban area of MK as well as three key settlements and will be delivered by [inter alia] ... regeneration opportunities around the centres of Wolverton and Bletchley.’ There is, therefore, no requirement to seek confirmation from WBC that the density range cited is appropriate. No change proposed</p> <p>[6] MKCC is currently undertaking a review of its Parking Standards. BPARA’s consultation response to the Draft Parking Standards SPD will be considered as part of that process. For completeness, that is an entirely separate process to the production of a Development Brief for the Former Fire & Police Station site. The Draft Development Brief appropriately</p>
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		<p>parking issues in the Sherwood Drive/Buckingham Road area, and Zone 2 should not apply here as this would exacerbate the parking problems that already exist. A new multi-story carpark on rail land for use by both passengers and the public with reasonable charges is needed. In Northampton, the Grosvenor Carpark serves both the public and residents living opposite the carpark. I request that MK Council & MKDP take account of BPARA's response to the Draft Parking Standard SPD which details the <u>existing</u> parking problems in this area.</p> <p>[7] The site is an employment area under Policy ER2, and if used for mixed use development, including a hotel and retail, then there would be no need to change this designation.</p> <p>[8] The basement of the Fire Station is intact – is this a bunker that Dr Peter Jarvis used when a Police Surgeon and why left intact?</p> <p>[9] 3.4. & 4.3.2 refer to unattractive/uncertain future of Network Rail land next to the site, and meetings held between the rail companies and MK Council/MKDP. These parties have missed an opportunity to discuss/agree plans for re-development of this area in conjunction with the sites in this Brief and the proximity of this rail land must adversely impact the marketability and development of the sites in the Brief – the proposals in the 2019 WBC Neighbourhood Plan have been ignored!</p>	<p>references Plan:MK Policy CT10 [Parking Provision], refer page 11. <i>Inter alia</i>, that Policy states that, "All development should meet the Council's full parking standards, unless mitigating circumstances dictate otherwise."</p> <p>No change proposed</p> <p>[7] Noted. There is no proposal to change land use designations within the Development Plan, via the Development Brief - a development brief needs to reflect adopted planning policy and cannot make new planning policy. The site is designated as an 'existing employment site' and a 'community facility' on the Plan:MK policies map, and those policies are a core element of the development plan context for the site. However, it also comprises part of a wider designation, as a location within the Central Bletchley Prospectus Area [Policy SD16 within Plan:MK], which facilitates residential-led mixed use development in the density range of 150-250 dwellings per hectare. The West Bletchley Neighbourhood Plan also forms part of the development plan for the site and provides more up to date policy supportive of mixed-use development within the Station Quarter [Policy BS3]. Furthermore, the site is covered by the Central Bletchley Urban Design Framework SPD which, whilst not planning policy, provides supplementary guidance to Policy SD16 in Plan:MK that aligns with the renewal aspirations of the Town Deal programme. On balance, therefore, and affording greater weight to more recent planning policy, it is considered that policy provides a favourable context which supports the Council's redevelopment ambitions for the site. That policy is supportive of site redevelopment to deliver higher density housing and a mix of uses that would benefit from being next to the railway station, MK College and the new South-Central Institute of Technology and make best use of its sustainable location. Such redevelopment will help to underpin town centre viability and renewal.</p> <p>No change proposed</p> <p>[8] Noted. It is understood that the basement was used in connection with the Fire Station although the precise history is unknown. The demolition of the buildings on the site was intentionally taken down to ground level and cleared to allow for the eventual developer of the site to determine if the below ground void should be utilised as part of the proposed development or infilled accordingly.</p> <p>No change proposed</p> <p>[9] Ongoing uncertainty concerning the intentions of stakeholders such as East West Rail Co & Network Rail make for a challenging renewal context. The response to this</p>
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			<p>[10] Incorrectly states that Caspian View is in residential use whereas construction work is in progress.</p> <p>[11] 3.8. Access – Sherwood Drive, a major route in West Bletchley, is busy during normal working hours with local traffic and those accessing the rail station, Bletchley Park, The SC IOT and Bletchley College and becomes congested when traffic backs up on the approach to the roundabout with Buckingham Road, another major road used by local and through traffic, as acknowledged in 3.9.4. The level of traffic on Buckingham Road will increase with developments at Salden Chase, Caspian View and Bletchley View. Congestion on Buckingham Road will increase further should Saxon Way be reduced to a single carriageway. The level of traffic that used to access the entrances to the Fire & Police Stations was low. There is a fallacy that those living close to public transport do not require/own vehicles – this can be disproved by those living in properties on nearby land that was formerly part of Bletchley Park! The level of residential development should be limited due to access issues onto Sherwood Drive. There has been no investment in Bletchley’s road network in years, and despite the desire to achieve carbon neutrality, the number of vehicles has increased as development has taken place both within and close to Bletchley. Instead of a costly and complex eastern station entrance which is light years away, the current stepped access to the rail station from Buckingham Road (which is close to the Brunel Centre/Stephenson House and described as the shortest walking distance between station and town centre) should be made more pedestrian-friendly and could be achieved via the police station site owned by MKDP.</p>	<p>consultation received from Network Rail indicates that incorporating parcels of Network Rail within the scope of the site redevelopment area would be predicated on a number of dependencies. Moreover, the response also states that the release of any Network Rail land will be subject to formal clearance and regulatory approvals and may be on the basis that existing uses are suitably relocated/re-provided. Given the conditions and level of uncertainty still attaching to the availability and delivery of these parcels of land, it is likely to be some time before agreement on disposal of the same can be reached. Moreover, the Former Fire & Police Station site is the focus of a Town Deal project with time-limited funding. It can be noted that Network Rail land which is the subject of this representation falls within the designated Central Bletchley Prospectus Area and, therefore, falls within the scope of the Central Bletchley Urban Design Framework Supplementary Planning Document which seeks to facilitate holistic renewal of the area. In the circumstances, it is suggested that dialogue with Network Rail concerning the potential use of land in its ownership, as part of an extended site redevelopment scheme at a later phase, is ongoing.</p> <p>[10] Noted, Amend Paragraph 3.7.3 to read: Some of the older commercial areas are now in residential use. For example, Caspian View, the former office block to the south is currently being converted to residential use as is the land north of the bus station currently being redeveloped into 184 dwellings and community uses (Bletchley View).</p> <p>[11] Site access issues in the Draft Development Brief have been reviewed and considered by MKCC’s Senior Engineer - Highway Development. No significant issues with site access have been raised. Plan:MK Policy CT2 [Movement and Access] states as follows: A. Development proposals will be required to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to services and support the transition to a low carbon future. B. Development proposals that generate significant amounts of movement or impact on level crossings must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel plan with mitigation implemented as required. The issues with the current stepped access to the rail station from Buckingham Road have been acknowledged for some time. However, it should be noted that the steps in question are not located on land within or immediately adjacent to the boundary of the Former Fire & Police Station site. MKC and MKDP have held meetings with Network Rail, East West Rail Co and the station operator about the land immediately to the east of the site and the</p>
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		<p>[12] 3.9 & 4.4.1 - MK College building/apartments has a mix of three and some four storey buildings, not just the latter.</p> <p>[13] 3.10 - Opportunities/constraints – agree.</p> <p>[14] 4.3.5 A hotel would make a good Landmark building and assist tourism as well as being close to the rail station, SC IOT and Bletchley Park, and a hotel was welcomed by individuals, including senior influential figures, attending a tour of Bletchley Park in September 2021. Two new hotels have opened in CMK in the last year, whilst Bletchley has had only two hotels for years – the Doubletree at MK Stadium and the Campanile close to Pink Punters on Watling Street. A hotel was mentioned at a meeting last October – has market research now been carried out? A hotel, restaurant/cafe/teashop, small retail units to service rail passengers as well as residents in conjunction with an acceptable level of residential development would be fitting for such a prime position - this will be the Gateway to East/West Rail and major enterprises on Sherwood Drive. Excessive residential development would have a serious impact on already stretched services such as education and health. N.B. The current retail unit at the Rail Station poorly serves passengers and is in urgent need of replacement.</p> <p>[15] 4.8.5 Underground parking works well elsewhere in CMK, and initial plans for the redevelopment of the Burger King site made similar provision.</p> <p>[16] 4.12 Buckingham Road still floods on a regular basis and disrupts both traffic and pedestrians - drainage from this site could exacerbate this problem.</p>	<p>opportunity to improve the environmental quality and functionality of this area is highlighted in the Draft Brief [para. 3.4.5]. As noted in the Draft Brief, Network Rail is currently exploring the options for this area and will continue to meet with MKCC and MKDP regarding this matter. It is likely that any improvements to the existing stepped access [e.g. provision of ramped access] would necessitate the partial use of highway/adopted land in the ownership of MKCC.</p> <p>No changes proposed</p> <p>[12] Comment noted but cannot ascertain where this is stated within the brief No Change proposed</p> <p>[13] Comment noted. No Change proposed</p> <p>[14] The Draft Development Brief alludes to the possibility of mixed land uses on the site, and explicitly references potential hotel use [para. 4.2.1, p.33]. Ultimately, it will be a matter for the market to decide whether hotel development is viable. It is understood that soft-market testing, to be undertaken by MKDP following approval of the final Development Brief, will raise the potential of this use. The site is designated in Plan:MK for residential-led mixed use development. Residential density parameters for the site and the wider Central Bletchley prospectus Area are provided in Policy SD16. Health and education services will need to be provided, as appropriate, alongside planned housing growth. S106 planning obligations will be sought to fund this provision. It can be noted that the Council reviews school-place planning on an annual basis. No change proposed</p> <p>[15] Comment noted. The Draft Development Brief already references the potential provision of underground [and undercroft] - parking [p.36]. Ultimately, parking and provision and design will be an issue for a developer to consider as part of a comprehensive development scheme, alongside development viability. No change proposed</p> <p>[16] Comment noted. Flooding and drainage are addressed at Section 4.12 of the Draft Development Brief. Development proposals for the Fire & Police Station site will need to make appropriate provision for site drainage. However, the site will not be expected to provide drainage solutions for existing off-site drainage issues. No change proposed</p>
12	Bletchley & Fenny	[1] Welcomes production of the Brief and largely supports the guidance & design	[1] Noted and welcomed. No change proposed

	Stratford Town Council		<p>principles for redevelopment of the site - the guidance & design principles are compatible with the wider planning policy context and with the Central Bletchley Urban Design Framework SPD which was also endorsed by B&FSTC.</p> <p>[2] Recognises the opportunities & constraints set out in Section 3 Contextual Analysis, particularly those referenced under para. 3.10.1.</p> <p>[3] Appreciates the importance of attracting significant investment and development into the town centre, including this development site, in order to revitalise the town and the surrounding areas.</p> <p>[4] Supports the design principles set out in Section 4 of the Brief and hope to see any development conforming to these principles.</p> <p>[5] Emphasises the importance of planning gains from the development of this site being allocated to the improvement of the infrastructure of the town centre, of which it forms part.</p>	<p>[2] Noted. No change proposed</p> <p>[3] Noted. No change proposed</p> <p>[4] Noted and support welcomed. No change proposed</p> <p>[5] Planning obligations attaching to the redevelopment of this site will be assessed, against adopted policy and relevant supplementary planning guidance, at the planning application stage. No change proposed</p>
13	West Bletchley Council		<p>[1] The Development Brief is focusing on the site in isolation, rather than dealing with the Station Quarter comprehensively, in line with Policy BS3 of West Bletchley Neighbourhood Plan [WBNP].</p> <p>[2] WBC believes the site owned by MKDP should be developed for mixed development with new housing to meet the needs of Bletchley residents.</p> <p>[3] In line with Policy HN2 Affordable Housing, MKDP should support a mixed development with 50% of the development site being affordable housing, consisting of 30% Council or social rent housing and the remaining 20% as affordable rent or shared ownership.</p>	<p>[1] The Draft Development Brief is focused on the Former Fire & Police Station site since that is the extent of MKDP's land ownership and such an approach aligns with Plan:MK Policy SD16 [Central Bletchley Prospectus Area] which states that one of the principles which should guide renewal is exploring the options for the early redevelopment of the Fire & Police Station sites. Progress with the redevelopment of this specific site is also necessary on the grounds that it is the identified site for the delivery of the Town Investment Plan Innovation Hub project. Associated Town Deal funding needs to be expended by end of the '25/'26 financial year so progress with the redevelopment of this site needs to be expedited. MKC/MKCC has not committed to production of a development and design brief for the Station Quarter [i.e. as referenced in the West Bletchley Neighbourhood Plan]. However, MKC has produced and recently adopted the Central Bletchley Urban Design Framework Supplementary Planning Document [CB UDF SPD] which provides a design framework to guide holistic development across the designated Central Bletchley Prospectus Area. Both the Former Fire & Police Station site [i.e. the focus of the Draft Development Brief] and the Station Quarter [i.e. as referenced in WBNP] are covered by the CB UDF SPD. The CB UDF SPD identifies several 'opportunity areas' within the overarching Prospectus Area. For completeness, it can be noted that the Former Fire & Police Station site is located in the Sherwood Drive Quarter in the SPD whilst the remainder of the 'Station Quarter', as referenced in WBNP, is located in the 'Station Quarter opportunity area' identified in the SPD. The WBNP was 'made' in 2019 whilst the CB UDF was adopted, as a Supplementary Planning Document to Policy SD16 [NB a strategic policy], in April 2022. No change proposed</p>

				<p>[2] The desire for housing to meet the needs of West Bletchley residents is noted. It is envisaged that any housing development will include both market and affordable housing elements which will help to meet the needs of local people.</p> <p>No change proposed</p> <p>[3] • Plan:MK Policy HN2 [Affordable Housing] states that proposals for 11 or more homes should provide 31% affordable housing and this policy is specifically referenced in the Draft Brief.</p> <ul style="list-style-type: none"> • Plan:MK Appendix J comprises a list of strategic policies to be considered when preparing neighbourhood plans and that list includes Plan:MK Policy HN2 [Affordable Housing]. • West Bletchley Neighbourhood Plan 2016-26 includes policy covering the development of new housing. Policy BNH [New Residential Development] states that the development of new housing will be supported where certain criteria are met to include the provision of affordable housing "to reflect both MKC and current National planning policy." • The Draft Development Brief, therefore, reflects affordable housing policy contained in both Plan:MK and the West Bletchley Neighbourhood Plan and, in that respect, is considered 'policy compliant' [NB the Development Brief cannot be utilised as a vehicle to change adopted policy, rather it must reflect such policy]. • No evidence to support or substantiate the viability of 50% affordable housing provision on the Former Fire and Police Station site has been submitted. However, it can be noted that the viability testing of policies and proposals in Plan:MK, to include Policy HN2 [Affordable Housing], was undertaken as part of the preparation of the Local Plan. • Whilst it is proposed that the Development Brief should continue to reflect the level of affordable housing provision set out in Plan:MK, it can be noted that, subject to viability, MKDP has an aspiration to deliver 36% affordable housing on sites in its ownership. <p>No change proposed</p>