

Appendix 3 Royal Well Development Brief: Schedule of Comments Received 22nd October - 3rd December 2012

Document Part Name

Change iii

Ref	Name	Organisation	Comment	Officer Response	Change
7	Mike Lambden	National Express	The proposed change of the words on Page 9, 2.9 (f) sound fine in principle. However the word 'sufficient' is very open to interpretation and what a developer may regard as sufficient may not be the same as what transport providers would regard as 'sufficient' It is also not just the number of bays but also ensuring that they are adequate for all types of bus and coach, fully accessible to meet the requirements of Disability legislation and are safe to use for both the public and transport operators.	Agreed.	<p>Change</p> <p>Alter the revised wording of para 2.8 f and of Design Principle D paragraph e. to read</p> <p><u>“Bus bays will be provided of sufficient number and type to meet the emerging requirements of the Cheltenham Transport Plan and those of the bus and coach operators; the quality and range of associated facilities will be consistent with the nature of the facility provided. Details will be agreed with the Highway</u></p>

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					<u>Authority and appropriate stakeholders.</u> “ –

Document Part Name

General Comments

Ref	Name	Organisation	Comment	Officer Response	Change
1	Barbara Morgan	Network Rail	Upon the review of this document, Network Rail has no comments to make.	Noted.	No Change
2	Mr M Jones		Royal Well: The present use and layout for country bus/coach arrivals is excellent because (a) they can arrive and depart easily from all directions without causing congestion to existing traffic flow.(b) the fine trees, Royal Crescent itself and the open space provide an attractive location for visitors to admire our Regency architecture whilst waiting for buses to arrive/depart. (c) Its central location is near the Promenade--another advantage for visitors to the town. (d) the existing toilets are adequate and well situated. I would add that my comments are based on my frequent use use of the bus station over many years and will, I hope, receive your serious consideration.	Noted. The Brief adopted in 2008 established the principle of altering the layout of the current Royal Well area. The draft revisions do not relate to the principle of the layout, but to the number of bus bays which need to be provided after development. Therefore the comment therefore outside the scope of the consultation. Notwithstanding this, the brief does not establish a detailed layout. Thus, regarding point (a) it is anticipated that the strategic changes to the highway network will improve access and reduce congestion. Regarding points (b) & (c), the intention is that there will be an improved setting to the area and easier pedestrian access to the	Change Alter the revised wording of para 2.8 f and of Design Principle D paragraph e. to read <u>“Bus bays will be provided of sufficient number and type to meet the emerging requirements of the Cheltenham Transport Plan and those of the bus and coach operators; the quality and range of associated facilities will be consistent with the nature of the facility</u>

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				town. Regarding point (d) there will be a need to provide appropriate waiting facilities and an appropriate alteration can be incorporated here.	<u>provided. Details will be agreed with the Highway Authority and appropriate stakeholders.</u>
3	Diana Brown		I urge the Task Force committee members to respect the current use of these prestigious buildings as a fitting 'home' for the Cheltenham Borough Council and its allied departments. The leaders of this fine town should be aware of the appropriateness of this centrally situated site which is well regarded by the townspeople and visitors alike. The general public's perception of the importance of our elected leaders' role in the town is directly proportional to the important site in which they function. The proximity of the often flower bedecked building to the Long Gardens and War Memorial is a major factor in our civic pride. If we allow this area to be taken over and run by commercial bodies, either for hotel, shops or flats. we will inevitably see a degeneration of the overall aspect of The Promenade ie. a loss of the unique juxtaposition of popular quality shops with calm oases of walking and sitting areas and unimpeded views of an unspoilt Regency terrace. I have spoken to many Cheltenham residents who are not up-to-date with current proposals and ,without exception, they have voiced identical concerns about the about the possible changes of use of the Municipal Buildings. Please do not allow this to happen without thorough public consultations and in-depth discussions with architects and Heritage bodies.	<p>Noted.</p> <p>The Brief adopted in 2008 established the principle of alternative uses for the Municipal Offices if the Borough Council was to relocate. The current consultation does not seek to alter this but relates to the nature of possible alternative uses. Both hotel and residential uses formed part of the 2008 document, and are not proposed to be altered here. The introduction of an opportunity for retail is consistent with the more inclusive approach of the recently adopted National Planning Policy Framework.</p> <p>There is protection for the heritage aspects of the present Municipal Offices buildings through its Historic Assessment, consideration of which is now proposed to be specifically written into the Brief under other changes to the document.</p> <p>There are no changes proposed to the character of the Long Gardens and it is suggested that improved open space is established in Royal Well.</p>	No Change

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4	Neil Chapman (Highways Agency)	Highways Agency	The Highways Agency has no further comments to make on the above consultation.	Noted.	No Change
5	Mike Lambden	National Express	We have had detailed discussions about the proposed Bus Node in North Place and in principle are in agreement with moving our services there if this is built as currently planned. However this is 'chicken and egg' because if any delay, or significant changes, occur to the North Place scheme it may not meet our requirements or may raise safety issues. We are aware that the plans are currently going through the formal consultation progress and that there have been a large number of comments from local residents about the overall scheme. Any amendments could possibly affect what has been discussed for the current bus node design. Therefore we believe that the bus and coach requirements at Royal Well cannot be considered in isolation.	Noted. This Brief cannot consider the implications of the proposals for development at North Place. However, the reason for the draft changes regarding the bus node is to allow any proposal to address and accommodate the fluid situation around the requirements for any provision and it is appropriate to alter the text in order that a range of circumstances can be considered.	Change Alter the revised wording of para 2.8 f and of Design Principle D paragraph e. to read <u>“Bus bays will be provided of sufficient number and type to meet the emerging requirements of the Cheltenham Transport Plan and those of the bus and coach operators; the quality and range of associated facilities will be consistent with the nature of the facility provided. Details will be agreed with the Highway Authority and appropriate stakeholders.</u> “
6	Jamie R. Melvin	Natural England	The consultation which we have been offered the opportunity to comment on is of a low risk/priority for Natural England and so we will not be offering representations at this time. The lack of further	Noted. The draft changes do not specifically address the natural environment. The proposals are likely to offer opportunities	No Change

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			comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may be able to make comments that will help the Local Planning Authority (LPA) to fully take account of the environmental value of areas affected by this plan in the decision making process.	to improve the green environment of Royal Well and other planning policy offers appropriate levels of protection in this area. The involvement of a variety of stakeholders in proposals as they develop in detail and become a planning application will further offer opportunities for flora and fauna to be considered.	
8	Caroline Power (English Heritage)	English Heritage	English Heritage have no wish to comment on the above document.	Noted.	No change.
9	Mr M Jones		Municipal Offices:- I think the present use of these fine buildings should be retained as the cost of relocation and general upheaval would be colossal and also because their present central location is ideal, affording easy access by bus or car besides the important 'prestige factor'.	The Brief adopted in 2008 established the principle of alternative uses for the Municipal Offices if the Borough Council was to relocate. The current consultation does not seek to alter this but relates to the nature of possible alternative uses. It is not the purpose of the Brief to set criteria for the assessment of alternative locations for the Borough Council's main office and the planning process cannot consider the cost and upheaval of any move to the Council. But, notwithstanding that, a search for alternatives is likely to consider issues such as easy access and the appropriate prestige of any new location.	No Change

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