

Rec. number	Document section	Representation number	Respondent comment	Respondent requested changes	CBC comment	Proposed modification
1	Whole document	1674 / 1390 / /	General comment: It's important that building extensions are restricted in the form they take. It would be useful if planning permission advised and limited such improvements to fit in with the design of the property – as many additions are eyesores.	None requested to content of document.	Comments acknowledged. Government legislation (PPG15) states that alterations which require planning permission within conservation areas must preserve or enhance the character or appearance of the conservation area. This is taken into account in the determination of planning applications. Cheltenham Borough Council has produced some guidance on the suitable design of additions to buildings, in the form of the Residential Alterations and Extensions SPD and a leaflet entitled 'Looking After Your Old Buildings'. Additionally, management proposal 'Control of Development' in The Poets Conservation Area Management Plan addresses important factors to consider in new developments, including extensions.	None.
2	Whole document	1675 / 1390 / /	General comment: Number of anti-social behaviour issues in the area. I have requested "No Ball Games" signs to be added to one street lamp in Spenser Avenue but was told by Gloucestershire County	None requested to content of document.	Comments acknowledged. Not an issue for this SPD.	None.

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			Council that they don't work and are no longer installed. I also requested the community police add Spenser Road to their route.			
3	Whole document	1676 / 1390 / /	General comment: The parking around the Tennyson Road shops is appalling and a hazard to road users and pedestrians. There is aggressive parking on pavements and street corners. I suggest yellow lines and enforcement. The shops should be for pedestrians and non car users.	None requested to content of document.	Comments acknowledged. Cheltenham Borough Council will raise the issue with Gloucestershire County Council which is responsible for traffic management issues within this area. Stephen Burden, Stakeholder Manager for Cheltenham at Gloucestershire Highways, has commented that the possibility of creating incuts in Tennyson Road to alleviate this problem "...cannot be funded by Highway funding. Cheltenham Borough Homes is now investigating these (incuts) with Gloucestershire Highways on their sites (contact is Cheltenham Borough Homes' Diane Hamilton."	None.
4	Whole document	1683 / 1391 / /	General comment: I believe the most serious issue in the area is parking and traffic. People frequently drive at high speed down Milton Road which is very dangerous given the number of parked cars. I would	None requested to content of document.	Comments acknowledged. These comments will be raised with Gloucestershire County Council which deals with all traffic management issues within Cheltenham Borough. Stephen Burden, Stakeholder Manager for	None.

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			suggest the area be designated a 20 mph zone with traffic calming measures.		Cheltenham at Gloucestershire Highways, has commented that "The possibility of a zonal 20mph limit for the streets around and including Milton Road has been added to the request list for future consideration. Schemes on this list are priority assessed and chosen for the approved Capital programme based on merit and to the extent to which they meet County approved objectives."	
5	Whole document	1689 / 1393 / /	Supporting statement: I am delighted to see that effort is being made to improve the area.		Comment acknowledged and support welcomed.	None.
6	Whole document	1690 / 1393 / /	General comment: The blossom trees are stunning at this time of the year. Lets do all we can to keep trees in St. Mark's.	None.	Comments acknowledged and agreed. The section on 'Contribution of trees and green spaces' includes detail on the importance of the street trees in St. Mark's. Additionally, the management proposal 'Tree Management' within the Management Plan states the importance of street trees and how we are managing and maintaining them.	None.
7	Whole document	1692 / 1393 / /	General comment: There is one house in the area that has become rundown and is	None.	Comments acknowledged. The respondent was passed the details of the Council's	None.

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			an eye sore. There is a problem of littering in the garden.		environmental enforcement officer and the planning investigation officer has been informed of the condition of this property.	
8	Chapter 5.38 Street furniture	1673 / 1390 / /	General comment: Why the ugly new street lights? Keep the George V pillar boxes and where necessary ask BT to install the K2 phone boxes back.	None requested to content of document.	Comments acknowledged. Cheltenham Borough Council has expressed its concern to Gloucestershire County Council over the removal of the swan-neck lamp posts. The County has advised that these lamp posts are in a poor structural condition and that the replacement lamp posts have low maintenance costs, better equipment longevity and more efficient luminaries than the swan-neck lamp posts. Stephen Burden, Stakeholder Manager at Gloucestershire Highways, has commented that "Standard good quality highway street lighting (has been) used" for the replacement lights. The George V pillar box remains on Tennyson Road and has been highlighted as an important local detail within the character appraisal. It is highly unlikely that BT would reinstall the K2 phone boxes	None.

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					back.	
9	Report Development control proposals - 2 Loss of traditional architectural features on some historic buildings	1672 / 1390 / /	General comment: Double glazing, like hard-standings are an inevitability. Advice or permission needs to be given on materials and design for double glazing. If it in place over a period of 10-15 years all replacement windows would conform.	None requested to content of document.	Comments acknowledged. Under the current planning legislation, residential dwellings (i.e. not flats or in non-residential use) can alter their windows in conservation areas without requiring planning permission. The management plan and management proposal 'Loss of traditional architectural features on some historic buildings' address the need to implement Article 4 Directions which would mean that the Council could control replacement of windows and other traditional features through a planning application. The implementation of Article 4 Directions is subject to resourcing which the Council cannot provide at this moment in time. The Council has produced some separate guidance on the repair and alteration of timber windows which can be found on the Council's website at http://www.cheltenham.gov.uk/downloads/The_Conservation_and_Renewal_of_Timber_Windows_1_.pdf	None.
10	Section	1669 / 1390 / /	General comment: The	None to content of	Comment acknowledged. It	None.

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	Development control proposals - 4 Drives and loss of front gardens		development and houses were not built and laid out to accommodate parked vehicles. It is inevitable the car has to be parked somewhere; either on the pavement, on the road or in the front garden. I believe the front garden is the best option, although not aesthetically ideal. There are Arts and Crafts solutions: keep the privet hedge where possible and replace pedestrian entrance with 6'6" width with wooden period gate piers.	document.	is acknowledged that cars at times park in the front garden space of properties due to lack of alternative parking solutions in The Poets. Driveways can be designed sympathetically and management proposal 'Drives and loss of front gardens' in the Management Plan attempts to address this issue. It states that "The Council will seek to limit the adverse impact of on-plot front area parking by using its powers under planning and other legislation to secure the use of appropriate, traditional and complementary boundary and surface treatments which will in turn greatly reduce levels of surface water run-off."	
11	Section Development control proposals - 4 Drives and loss of front gardens	1684 / 1391 / /	General comment: I am disappointed to see that the report talks about the conversion of front gardens into driveways in such negative terms. The vast majority of front garden conversions which have been completed in the area have been carried out in a sympathetic and attractive manner, with planting and	No specific changes requested to content of document but comments suggest the respondent is requesting that the wording re. conversion of front gardens into driveways is altered so it is worded less negatively.	Comments acknowledged. It is acknowledged within the character appraisal that the overall conversion of front gardens into parking, the associated removal of traditional boundary treatments and on-street parking are all negative factors which have a harmful impact on the character and appearance of the	None.

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			<p>parts of the original hedge remaining, and attractive gates and surfacing. To my understanding there are already some guidelines in place ensuring new driveways are laid with permeable surfaces reducing the problem of water runoff. It is a reality that the majority of the households in the area own 1, 2 or 3 vehicles. In my opinion the sight of cars parked on the street detracts more than cars parked on driveways. Cars parking on pavements damage the kerbs, pavements and grass verges. Pavement slabs have become cracked which further detracts from the street's attractiveness. Unless parking restrictions are imposed, the refusal to allow front garden driveway conversions will only exacerbate this problem. Perhaps the council should consider issuing planning permissions for driveways which follow certain guidelines around maintaining the maximum possible amount of hedgerow boundary, and using sympathetic materials, using</p>		<p>Conservation Area. However, it is recognised that households frequently have more than one car and the estate was not designed to accommodate cars on such a high level. However, the management proposal 'Drives and loss of front gardens' within the Management Plan attempts to provide a practical solution to this issue. It states that "Where it is considered acceptable the use of brick or gravel instead of tarmac, with the retention of some garden space and the use of appropriate boundary treatments would reduce run-off, offer a more attractive setting for buildings and give a more sustainable approach than some current practice." The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008 also addresses this issue, requiring planning permission to be sought for hard surfacing on front gardens where impermeable drainage methods are used. In response to the comments about on-street parking,</p>	

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			some of the good examples of this on the estate as best practice models. The problem of on-street parking in the area is unacceptable and it is disappointing that the report deals with this problem in a very cursory way compared to other more superficial issues and does not arrive at any plan of action other than consulting with the county council.		Gloucestershire County Council deals with all traffic management issues within Cheltenham Borough. Cheltenham Borough Council recognises that this important issue needs addressing and will discuss it with the County Council to come up with practical solutions to manage this issue. Stephen Burden, Stakeholder Manager for Cheltenham at Gloucestershire Highways, has commented that with regard to the problems with parking on wide pavements and damage to kerbs, the "Police can enforce obstruction problems. Bitumen Macadam (is) a better material to withstand footway overriding."	
12	Section Development control proposals - 4 Drives and loss of front gardens	1691 / 1393 / /	General comment: I think that turning front gardens into driveways is a practical solution to road parking providing it's done with care to maintain some greenery. Some people have done a good job on this with a gravel driveway and the retention of some garden space.	None.	Comments acknowledged. Management proposal 'Drives and loss of front gardens' attempts to address this problem by finding practical solutions to accommodate both green space and appropriately designed parking areas in front gardens.	None.
13	Section	1671 / 1390 / /	General comment: Is the	None requested.	Comments noted and agreed	None.

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	Development control proposals - 6 Boundary enclosures		loss of boundary enclosures the generic privet hedges? I believe the integrity of the buildings is ruined by the road boundaries - a variety of unsympathetic fencing, brick walls, no boundaries at all which can give the impression that there is no arts and crafts housing estate here at all. A more uniform boundary line would give you that impression immediately.		with. The loss of traditional boundary enclosures does refer mainly to the privet hedging which was the original form of boundary treatment within the Estate. The management proposal 'Boundary enclosures' attempts to address the issue of poor, inappropriate boundary enclosures or no boundary treatment being in place and the consequent breakdown in the strong line of the plot boundary along the street.	
14	Section Project proposals - 9 Rat-running through the Conservation Area	1670 / 1390 / /	General comment: I am more aware of people speeding rather than Spenser Road being used as a rat run, which I suppose Shakespeare Road must be.	None.	Comment acknowledged. The document does not state that Spenser Road is used as a rat run. Shakespeare Road is, however, used as a short-cut through the Conservation Area.	None.
15	Report Sustainability Appraisal Report	1706 / 371 / 69 /	Supporting statement: We welcome the Sustainability reports and are also pleased that you have incorporated some of our comments and proposals.		Comment acknowledged.	None.
16	Report Sustainability Appraisal Report	1711 / 371 / 69 /	General comment: Although some of our comments relate to the indicators for water quality (Table 7A & Appendix 2) other comments relate to surface water	We would therefore recommend that you review your comments in boxes 4 and 5 on page 38 of the report.	This issue is beyond the scope of this SPD.	None.

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			run-off. The Strategic Flood Risk Assessment (SFRA) does not provide information on water quality as mentioned in your comments in box 5.			
17	Report Sustainability Appraisal Report	1716 / 371 / 69 /	General comment: In your response to some of our previous comments, you have highlighted that some recommended indicators would be added to future scoping reports. We understand you have submitted the final version of the SEA/SA reports and we would therefore welcome further explanation of which future reports you refer to.	Clarify which future scoping reports you refer to in Table 13.	These issues are beyond the scope of this SPD, however, the data will be added to future Scoping Reports on the appraisal of documents that can influence this issue such as that for the Joint Core Strategy.	None.
18	Report Sustainability Appraisal Report	1721 / 371 / 69 /	General comment: In Table 10 (Derivation of Sustainability Objectives) the sustainability issue 'Car ownership' might have been added in the "Water" theme by mistake.	Remove 'Car ownership' from the "Water" theme.	Comments acknowledged and agreed. The sustainability issue 'Car ownership' has been placed under the "Water" theme in error.	The sustainability issue 'Car ownership' will be placed under the "Transport" theme which will be added in to rectify this.
19	Report Sustainability Appraisal Report	1744 / 510 / 153 /	Supporting statement: All of the SPDs (Sustainability Appraisal reports) stress the importance of green spaces, stating that 'It is hoped that they may retain, create and enhance open spaces for recreation and sport to improve wellbeing.' Health is		Comments acknowledged and support welcomed.	None.

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			another priority, as they 'Hope to improve mental and physical health and wellbeing and reduce inequalities.' We welcome this approach as potentially contributing to reducing health inequalities and reducing obesity.			