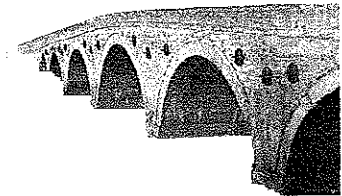


Barford Residents Association



Development Policy Manager
Development Services
Warwick District Council
Riverside House
Milverton Hill
Leamington Spa
CV32 5QH

Secretary : R A Scott
37, Dugard Place
Barford
CV35 8DX

28th July 2013

Dear Sirs

Revised Development Strategy and Gypsy & Traveller Sites Response

Please find enclosed the formal submission to WDC consultation on behalf of Barford Residents' Association (BRA).

This submission has been sent in hard and soft copy formats. The 325 individual comment cards from residents referred to in the report will be delivered to your offices for reference.

The new housing proposals in the Revised Development Strategy make no provision for allocation of Gypsy and Traveller sites into these developments. WDC should seek to include ALL Gypsy and Traveller sites into those new developments so that they offer better quality of environment, local services and integration into the community. Such schemes have been successfully implemented in areas near Watford and Milton Keynes. This would ensure better forward planning of proposed G&T sites with land developers rather than having G&T sites spread up and around the county as a bolt on afterthought.

There is little evidence to support the production of the total overall requirement of over 12,000 houses in the overall Local Plan. There is extremely strong opposition to these proposals within our community. The impact of increased traffic and congestion which would result in Barford would have a detrimental impact on the quality of village life and BRA will strongly oppose any such developments taking place.

I look forward to confirmation of receipt of our submission.

Yours faithfully

Rod Scott
Secretary, Barford Residents' Association

cc: Alan Rhead, WDC Councillor
cc: Clare Sawdon, WDC Councillor
cc: John Barrott, WDC Councillor
cc: Les Caborn, WDC Councillor
cc: Chris White, MP, House of Commons
cc. John Murphy, Chairman, JPC

CRITERIA FOR ASSESSMENT OF BRA COMMENT FORMS

As at 22 July

"The Council will bring forward site(s) under a Gypsy and Traveller Sites Allocation Development Plan Document, using the following policy criteria:

- **1.** Objection to G& T Proposals
- **2.** In Favour of G& T Proposals
- **3.** Objection to New Local Plan
- **4.** In Favour of New Local Plan
- **5.** Convenient access to a GP surgery, school, and public transport;
- **6.** Avoiding areas with a high risk of flooding;
- **7.** Safe access to the road network and provision for parking, turning and servicing on site;
- **8.** Avoiding areas where there is the potential for noise and other disturbance;
- **9.** Provision of utilities (running water, toilet facilities, waste disposal, etc);
- **10.** Avoiding areas where there could be adverse impact on important features of the natural and historic environment; and,
- **11.** Sites which can be integrated into the landscape without harming the character of the area. Site development will accord with national guidance on site design and facility provision."
- **12.** OTHER

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Using a series of criteria, the Council have identified 20 sites and/or areas of search, which are shown on the map below.

11 sites and/or areas of search are within 3 miles of Barford:

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It seems odd to me that, prior to 2008, there was no identifiable need to accommodate the Gypsy & Traveller community in the District. What has changed between then & 2012 when the government issued guidance presumably at the behest of the EU? Could it be that Romania is due to become part of the EU and the large population of Roma people, who are dreadfully persecuted in their country, will then have freedom of movement? Sites 12 & 16 in Barford seem quite unsuitable — at risk of flooding, dangerous crossing, no doctor nearby, school full to bursting. What sort of work undertaken at a site would be feasible to prevent car usage? I can think of none.

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

Male

Female

Prefer not to say

Location

Live in Barford

Live within 5 mins drive of Barford

Live within 5 – 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Under 18

18 – 45

45 – 65

Over 65

Are you responding as a:

Local resident

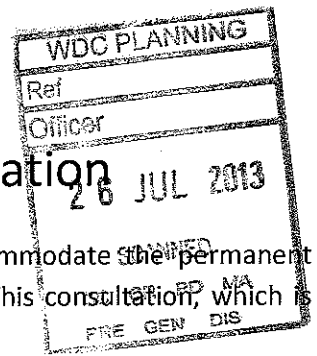
Local Business

Local Councillor

Representative of a local organisation

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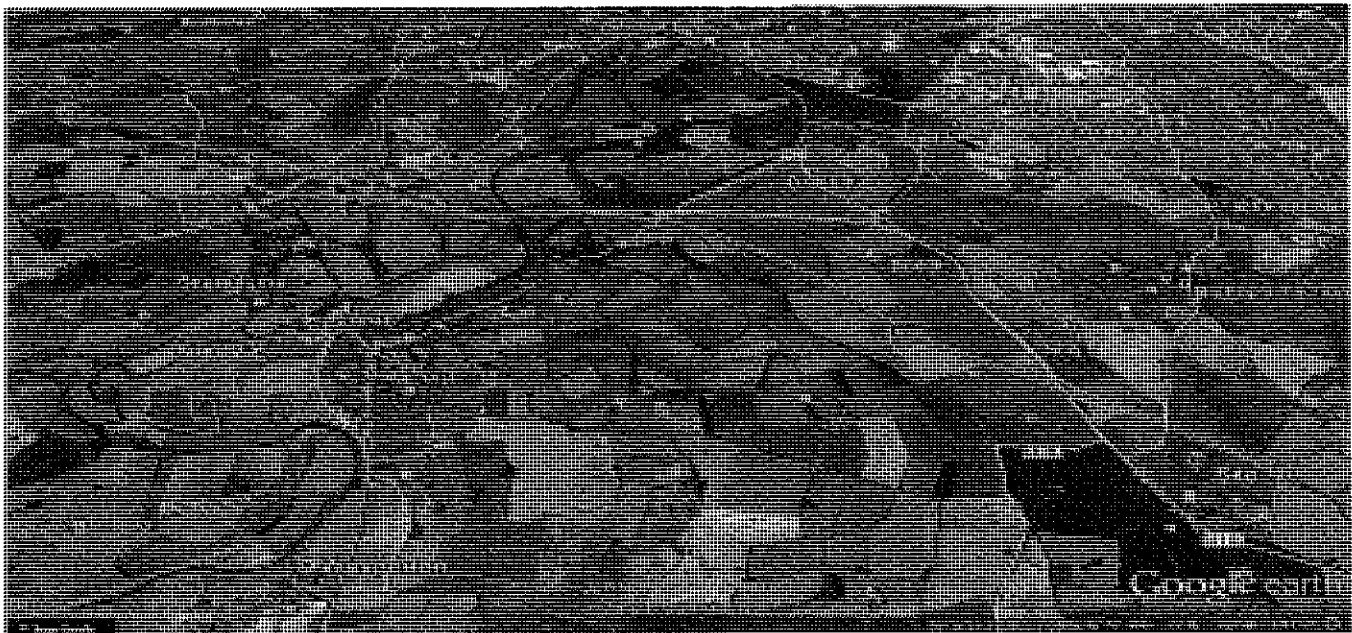
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SITES FOR GYPSIES & TRAVELLERS
DO NOT HAVE THE CORECT REQUIREMENT
FOR THEIR COMMENDATION

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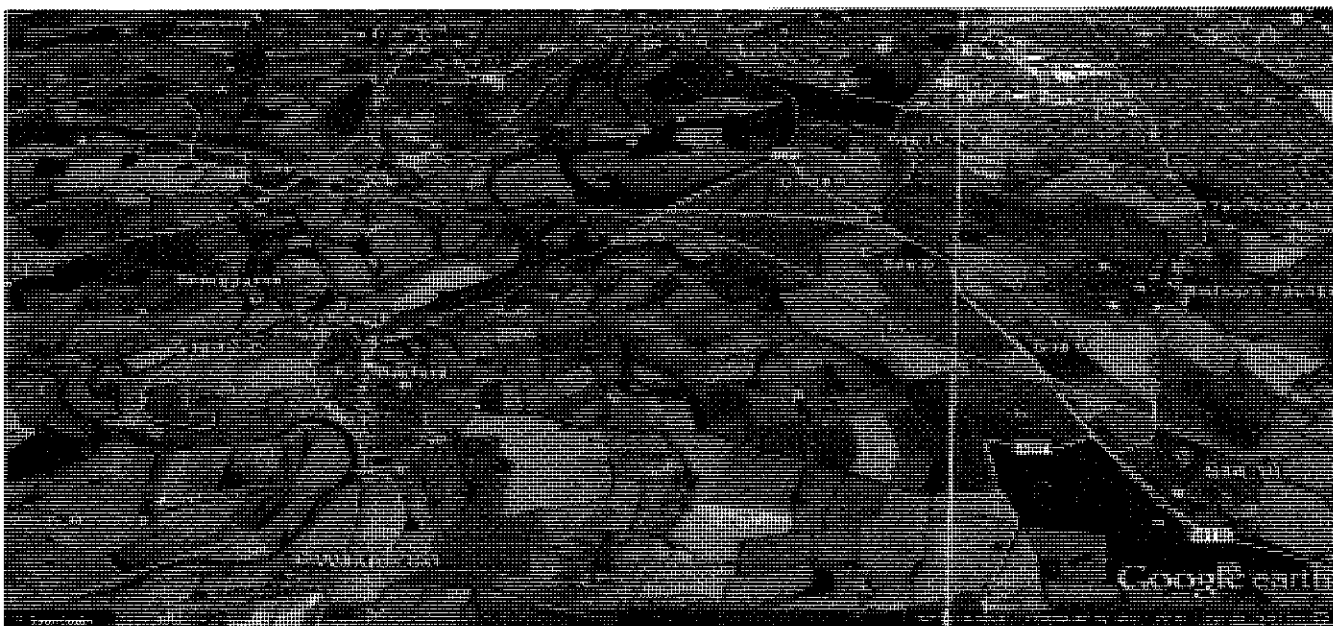
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D.M.C
29 JUL 2013
WARWICK DISTRICT COUNCIL



From Wasperton Parish Councillors

25 July 2013

ALERT!

Gypsies encamped in Barford area. Vigilance needed especially over summer period.

NEED I SAY MORE!

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Live within 5 mins drive of Barford
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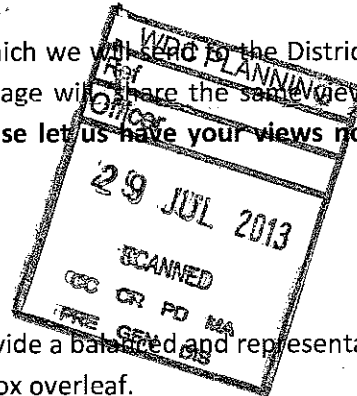
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I am opposed to sites for gypsies
and travellers in and around Barford.
The lives of both young and old
will be much affected by this.
A terrifying situation !!

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Gender

Male
Female ✓
Prefer not to say

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Live within 5 mins drive of Barford ✓
Live within 5 – 15 mins of Barford
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We have had enough disruption over the
past four or five years due to the roadworks
in this area. They introduce a Green Belt
and the next minute they cover it with buildings.
This is an insult to people who purchased
their properties on the understanding that a
GREEN BELT means what it says.
Leave well alone please.

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Female

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ROAD NETWORK OVERLOADED. DIFFICULTY WITH ACCESS.
BUS SERVICES POOR - DAYTIME ONLY
AREAS NEAR JUNCTION 15 OF M40 TOO NOISY. PROBLEM WITH ACCESS.
UNDUE PRESSURE ON LOCAL INFRASTRUCTURE AND SERVICES.
ALREADY TOO MUCH BUILDING IN WARWICK BARFORD AREA.
GREEN FIELDS ^{AND VIEWS} ARE SHRINKING RAPIDLY

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①

⑤

Sites 12 and 16 are totally unsuitable for a permanent site as they are liable to flood -

Surely the travellers need access to schools and health care. Barford School is already oversubscribed and there is no doctors' surgery in Barford or even a visiting clinic -

It is ridiculous that the council can put forward these proposals when it is obvious that no-one has ever visited the sites they are suggesting!

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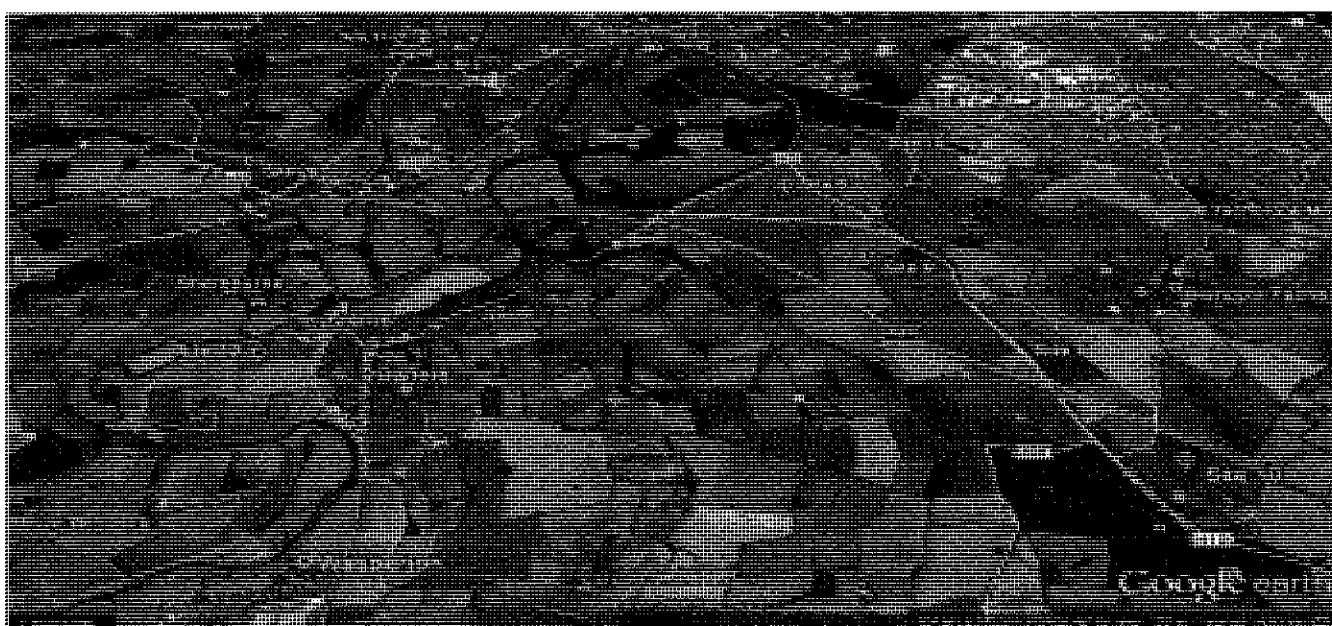
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5, 6, 9, 10, 12, 15, 16, 17, 18, 20

① ⑩ ⑪ ③ ⑥ ⑦ ⑫ ⑧

Nearly all of the twenty sites listed by the WBC are on farmland - an unfair burden for the farmers. It is even more unfair for the Council to think of using compulsory purchase powers to acquire land from them, affecting their livelihood, and then give it to others for their benefit. Compulsory Purchase should be for extreme cases when the project is for the benefit of the whole population - not just a few.

Near Barford, Site 6 and Site 9 in part were once gravel workings and were backfilled with refuse. These should not be used for permanent or even temporary accommodation - should be kept for grazing and left undeveloped to give open landscape approaches to both Warwick and Barford. Site 12 is all farmland stretching down to the river meadows - all in current use. The setting is idyllic in the shelter of Hampton Wood and the hills to the west. The quality of the local environment supports a variety of wildlife both in the nearby river and on the surrounding land. It should be kept and preserved - unspoilt and not put at risk from pollution or contamination by activities other than farming. Access from the village involves crossing the bypass. Traffic is not forgiving when vehicles slow down to leave a stream of traffic on the 60 m.p.h. road. There have been several nasty accidents, one of them fatal. Pedestrians are at risk when faced with crossing the bypass. Site 16 is part of a flood compensation scheme installed with the building of the bypass. The site takes heavy run-off water via a storage pond and into the river. The risk of local flooding is obvious and really rules out this site for anything other than its intended use.

The Council should be asked to think again and to preserve our farmland and seek vacant, disused industrial sites or sites with disused facilities, sites within or close to towns which can offer easy access to the range of facilities required for the gypsies and travellers.

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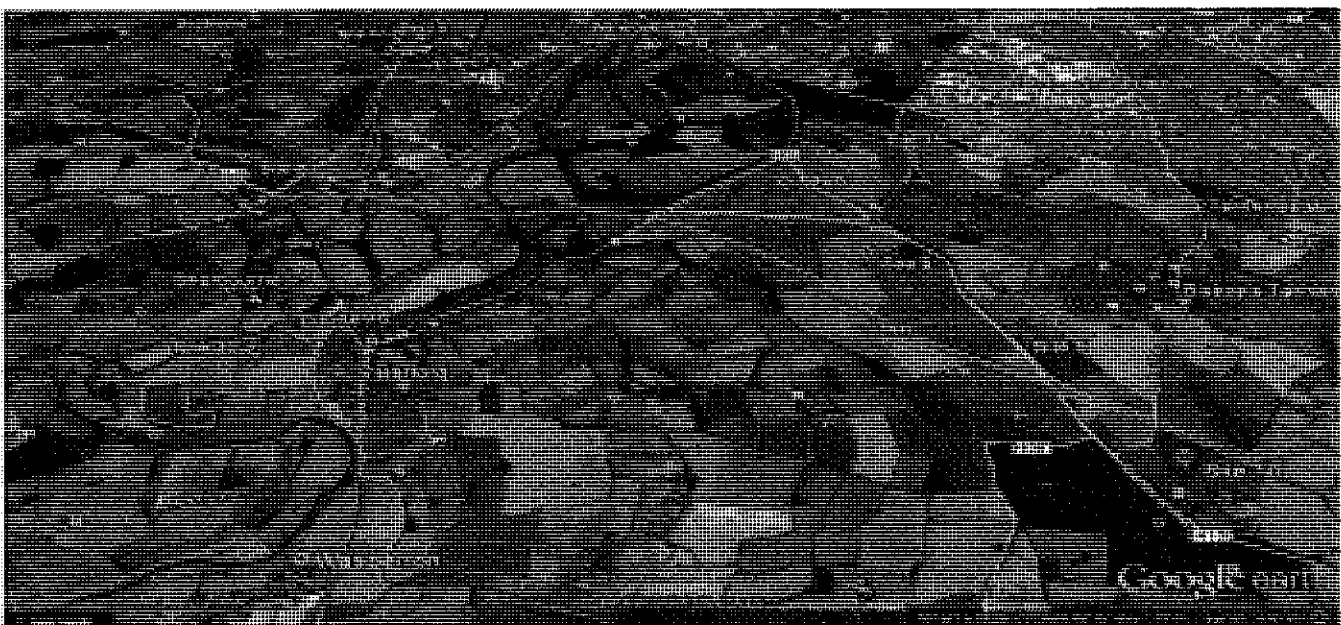
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① ⑥ ⑦ ⑪ ⑩
⑤ ⑧ ⑨

Of the twenty sites identified 18, possibly 16, are on farmland and very few would be willingly available. It seems quite wrong for the Council to contemplate compulsory purchase, against owners wishes, of an asset which supports the owners livelihood and much employment for the benefit of only a small section of the community, not the community as a whole.

Site 16 is part of the flood compensation scheme associated with the provision of Barford By-pass. The central drainage pond and boggy area and the obvious flooding risk would seem to rebut this site for anything other than its intended purpose.

Site 12 is farmland which runs down to river meadows. It is fertile, arable, formed and in an idyllic setting in the lee of Castle Hill and Houghton Wood. The peaceful environment of the river and surrounding land supports much wildlife and should be preserved without risk of contamination or pollution by waste or accidental spillage. Access around all the site is not easy since traffic is not forgiving when vehicles slow to pass a stream of 60 mph traffic, witness its accidents since its opening, one of them fatal. Pedestrians and particularly older people and children are at risk when faced with crossing the By-pass.

Sites 6 and possibly site 9 are, in part at least, areas of spent gravel pit, backfilled with refuse, not inert fill. Whilst useful as grazing these areas should be awarded for permanent or temporary development. The sites should be left to form good open approaches to Sawick and Barford.

I feel we should strongly resist the loss of farmland for this purpose and ask the District Council to reconsider brownfield industrial/commercial sites or sites of disused facilities, within or close to larger developments and consider possibility of sites which could be developed as part of the larger housing developments now being planned, which, by design will offer ready access to the range of facilities required.

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Gender

- Male
- Female
- Prefer not to say

Location

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- Live within 5 mins drive of Barford
- Live within 5 - 15 mins of Barford
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Age

- Under 18
- 18 - 45
- 45 - 65
- Over 65

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See attached.

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Traveller Submission

Barford is an area of development restraint, and has recently had a development proposal rejected by WDC, on the grounds it was seen as over development and unsustainable, a decision upheld on appeal.

The village has an agreed envelope and infrastructure including a school and community owned and run shop, that can support the current size. The village is surrounded by farm land and had a bypass built to relieve traffic, and has created a safe environment for it's residents.

The proposed traveller settlements near the village, are not within the village envelope and are in fact on green belt, which is totally against planning guidelines. The village in conjunction with the JPC has developed a village plan, showing it is happy to support sustainable development, which includes the right proportion of low cost housing.

There are no planning grounds on which the proposed sites make sense, and therefore should be rejected. We believe that a number of the other proposed sites make more sense when taking into account, location, schools, shops and transport matters.

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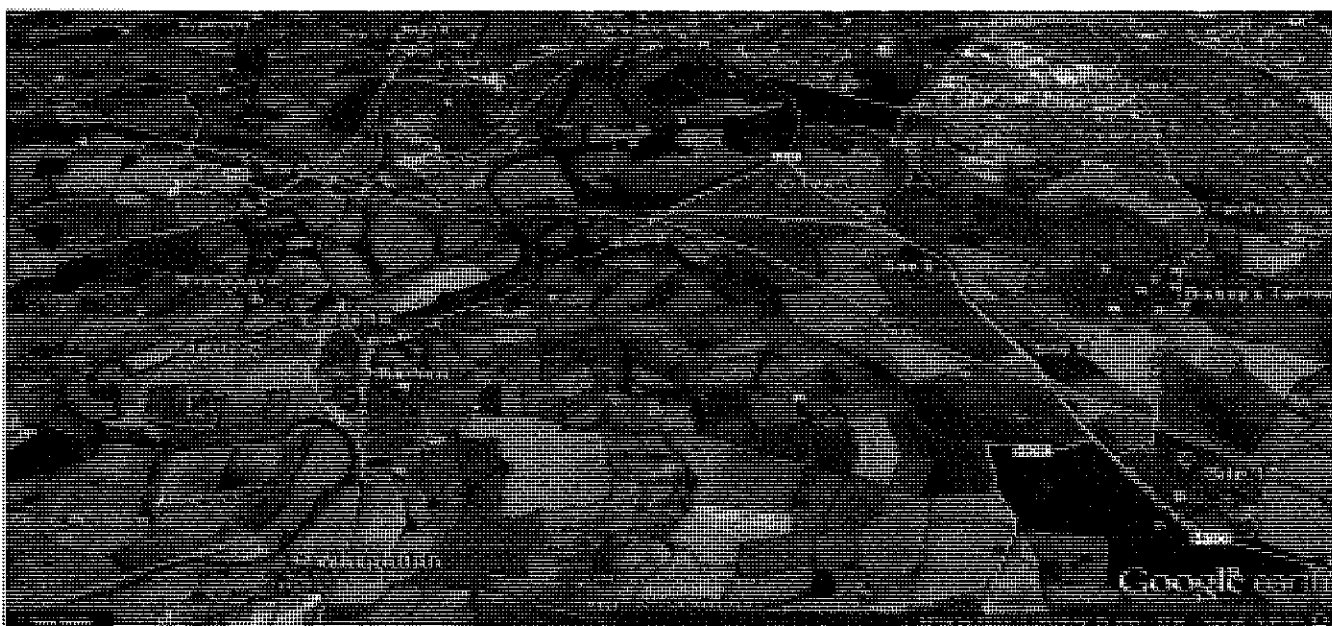
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Infrastructure including school & shop would support the current community within an agreed envelope Barford an area of development restraint with recent proposed development rejected.

Proposed developments outside village envelope on green belt, against planning guidelines.

Any development should be on brownfield sites.

Any new community should be integrated into village life, not set outside community where antagonism would be increased

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1 12 10 7 9 5

629 HAVE HAD DEER IN MY GARDEN ACROSS SHERBOURNE BROOK
 12816 HAVE SEEN RESULT DIRECT FROM JUNCTION TURNING
 OFF A429 BY SIGNPOST TO SHERBOURNE AND WHILST DID NOT
 WITNESS SAW THE RESPONSE OF EMERGENCY SERVICE PLUS
 THE INJURIES SUSTAINED TO PASSENGERS. THE CAR A COMPLETE
 RIGHT OFF

369, 10, 12 ACCESS AND EGRESS FROM THESE SITES
 1516, 17 & 20

a) SHERBOURNE HAS AND STILL IS EXPERIENCING PROBLEMS WITH DRAINAGE
 FROM OUTDATED SEWERS. MOST SERVICES BEING OF VICTORIAN CONSTRUCTION
 b) SINCE THE ADDITIONAL ACCESS OFF THE LEWISBROSSE ROAD BOET US
 ALREADY EXPERIENCE A CONSIDERABLE AMOUNT OF EXTRA TRAFFIC RACING
 THROUGH SHERBOURNE ALONG WATER LANE AND SHERBOURNE VILAGE LANE
 INTO FULBROOK RD. THIS ALONE PUT A GREAT DEAL MORE USAGE ON
 THE EXTREMELY NARROW LANES WE HAVE ENTERING THE CIRENGESTOR RD.
 THUS MAKING TOLE TRAFFIC RELATED INSTANCES WITH BARFORD & SHERBOURNE.
 c) SHERBOURNE HAS NO FACILITIES FOR WHAT I CALL A HANLET WHICH COULD
 HAVE A LARGE IMPACT ON BARFORD IN EVERY RESPECT. THIS WOULD
 NOT BE AN ADVANTAGE TO SHERBOURNE AS (TSPY ENCLAVEMENTS MAY SEE
 THIS AS AN INAPPROPRIATE MARKET FOR THEIR OWN NEEDS THUS INFILTRATING ON
 OUR OWN TARGETING PLANS

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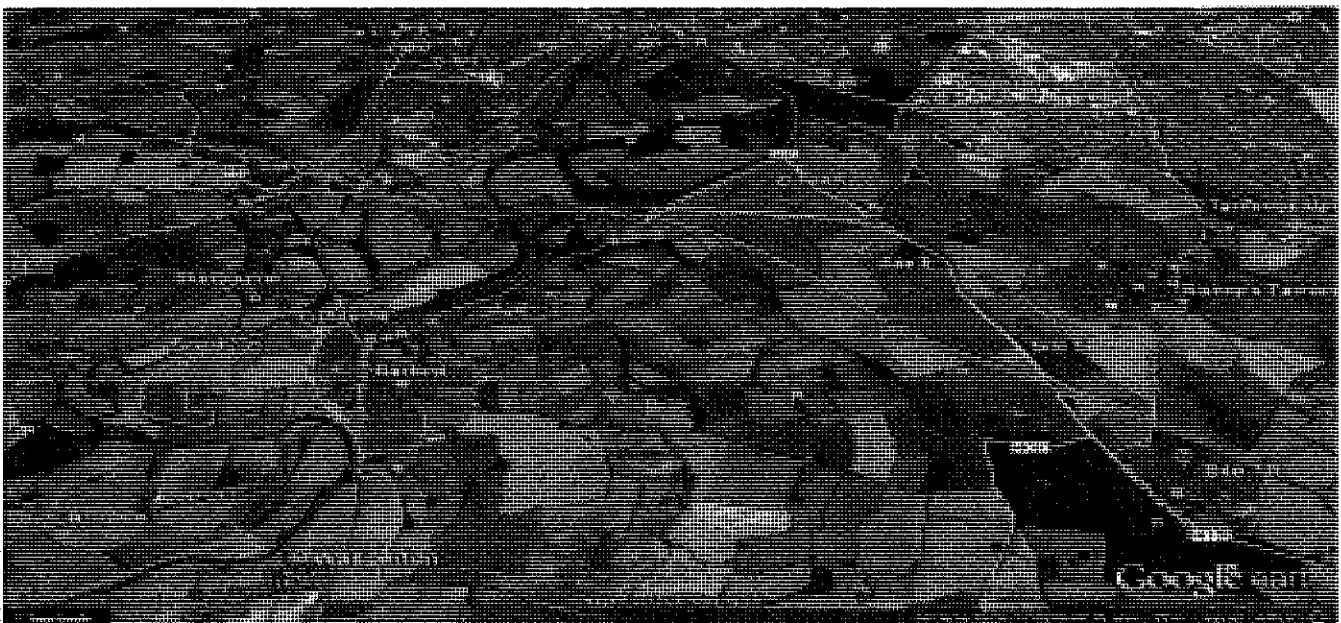
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① ⑦ ③ ⑥ ④ ⑩ ⑫ ⑪

The proposed sites in Barford for Gypsy + Traveller development seem unsustainable for so many reasons it is difficult to see why it is being proposed.

- 1) Against planning guidelines.
- 2) On green belt land.
- 3) Accessible only off busy bypass or private ^{lane} ~~road~~.
- 4) Dangerous crossing to access village school + community shop etc.
- 5) Overcrowding Barford excellent school.
- 6) Is near to river so risk of flooding.
- 7) Would need expensive provision of utilities (running water, sewage, waste, electricity etc)
- 8) Would be detrimental to the character of the area.
- 9) Development proposals have already been turned down by WDC to avoid over development.

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① ⑥ ⑤

Sites 12 & 16 are unsuitable because of flood risk + access difficulty
No doctor's surgery available in Barford.
Village school already over-subscribed.

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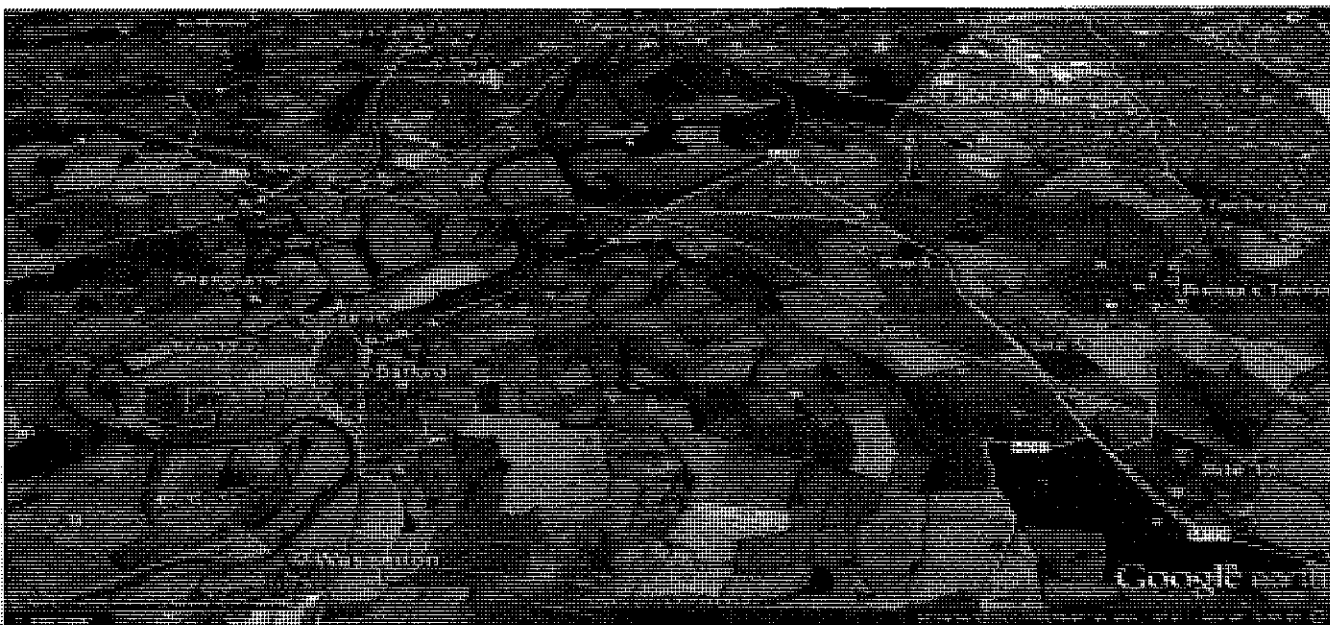
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① ⑦ ⑬

The proposed sites in Barford are going to be near to fast moving traffic which will be dangerous to both the travellers and occupants of cars using Barford by pass. I doubt any thought has been put into where the traveller's children are going to be educated ~~and~~ and where the families are going to access health care.

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1

G+T Communities are renowned for disrespecting Country Side + other Peoples Property, the Warwick district + wellsbourn is already accomodating New build sites which is streatching resources + Placing high Pressure on Schools + Communities, Roads and Councils
Please do not provide the Proposed sites as Suitable accomodation areas.

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① ③

Local Schools are already full-beyond capacity to accommodate new build family homes + villages + surrounding residential areas! How can we possibly accommodate the proposed community of G+T people too, when there isn't room for the children already living in the areas!
AGAINST THE PROPOSED SITES!

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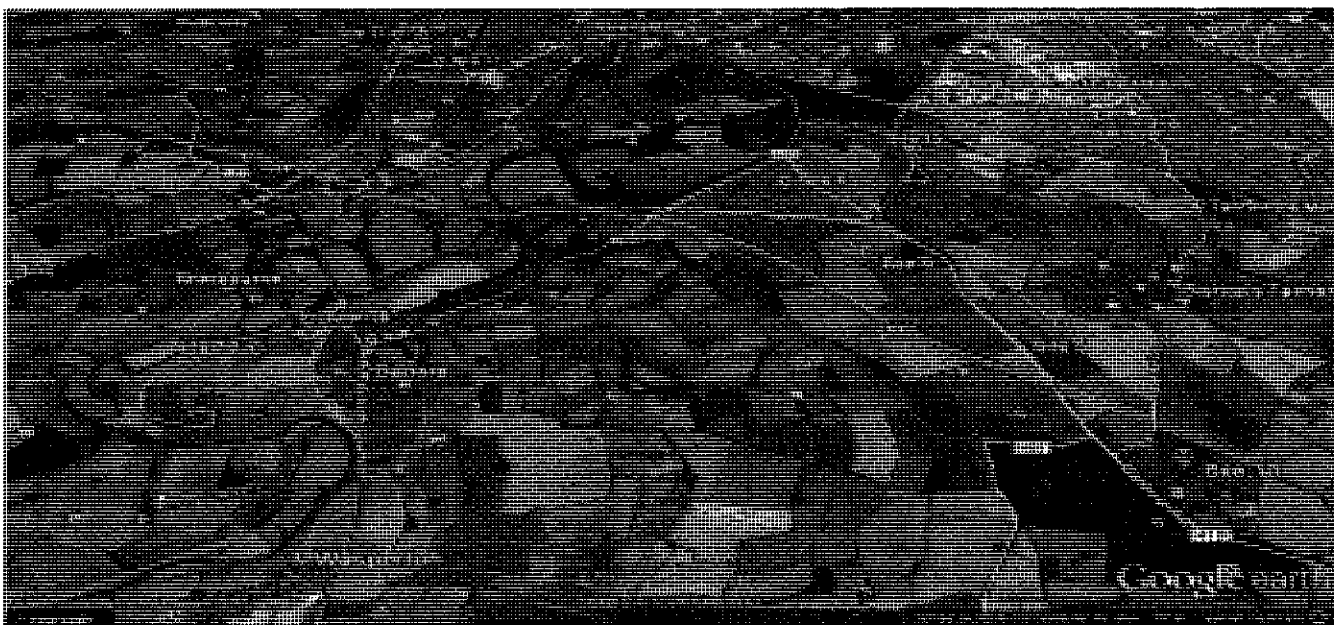
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① ⑦ ③ ⑫ ⑪

It would seem that the choice of permanent sites in around Barford for gypsies and travellers does not match up to the criteria given to us for these sites. In all of them access is difficult both for vehicles and pedestrians. They are not in easy reach of doctors, dentists and other services. The nearest school is already over subscribed and new building work always falls behind demand. Above all they are all on agricultural land which is in use. To take away such land will upset the balance of the landowner's plan in a detrimental way. To reserve the amount of pasture available determines the size of a flock of sheep & it is vital the amount of arable land will form an important part of the overall pattern for the whole of the farmer's land. We need an incentive to become more self-sufficient so agricultural land should be protected. I would prefer more attention paid to the development of waste land and derelict sites in urban areas where it would be much easier to meet the given criteria.

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Prefer not to say

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18 - 45
45 - 65
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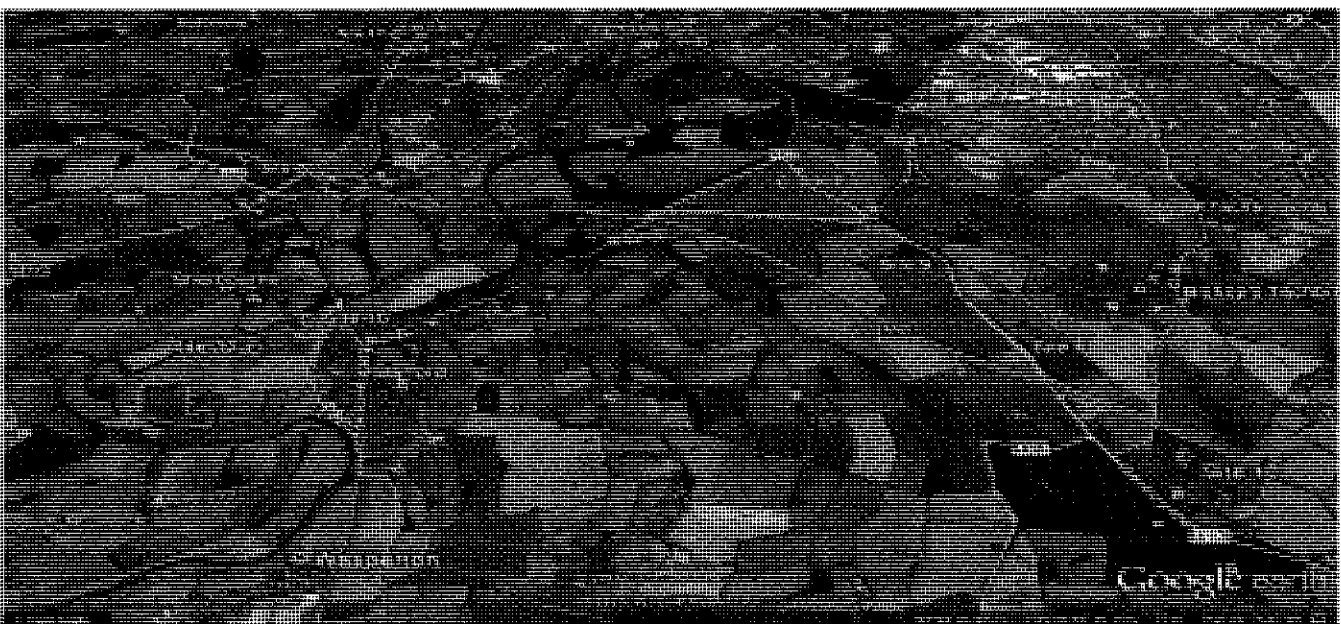
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1

The sites should be kept as far as possible from towns and villages, further into the countryside and away from local communities.

Due to the lack of input into Council Finances via Council tax by the gypsy and traveller community they should not automatically be given access to local amenities. Whilst I would be more than happy to agree they have no sites at all for this same reason I understand this is not practical.

There is a threat to security in the village with them being on the outskirts and the site will only reduce the price of housing and ruin the reputation of a beautiful village in a short after location.

The traveller community choose not to be part of a normal town/village community and therefore should not have access to this unless they wish to conform to a more 'standardised/normal' way of life.

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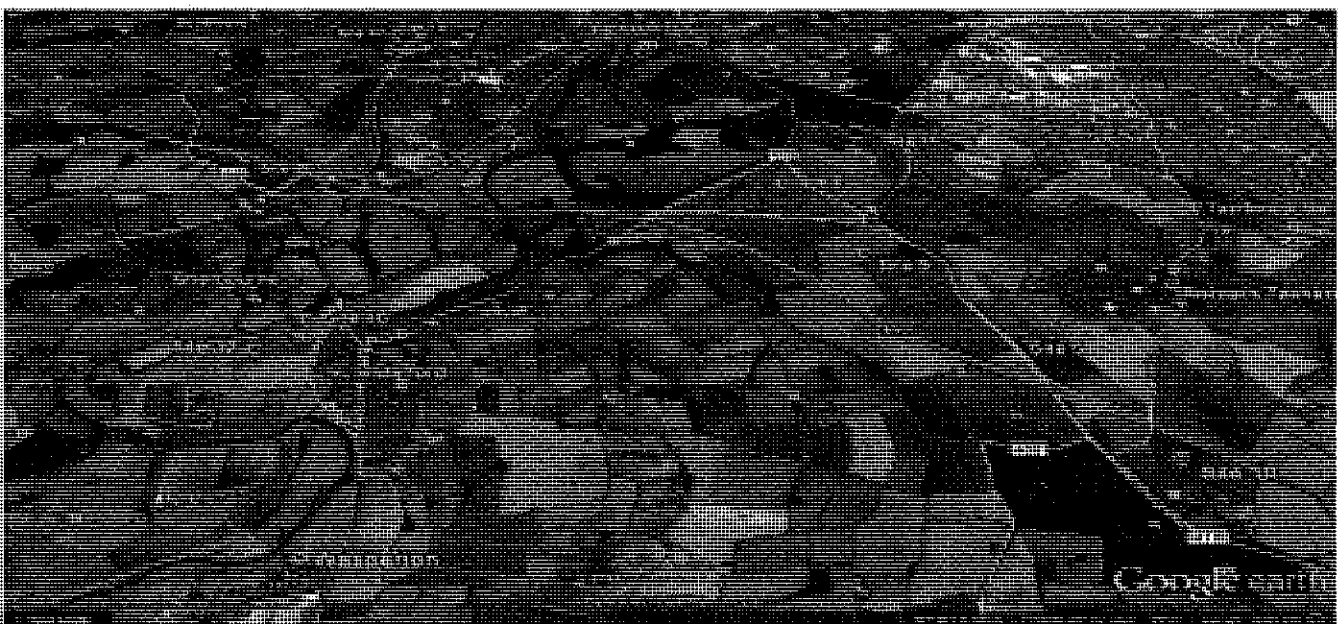
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The best of comments should be given on full sheets.
The comments regarding the hospital site should be adjacent to full Public Services

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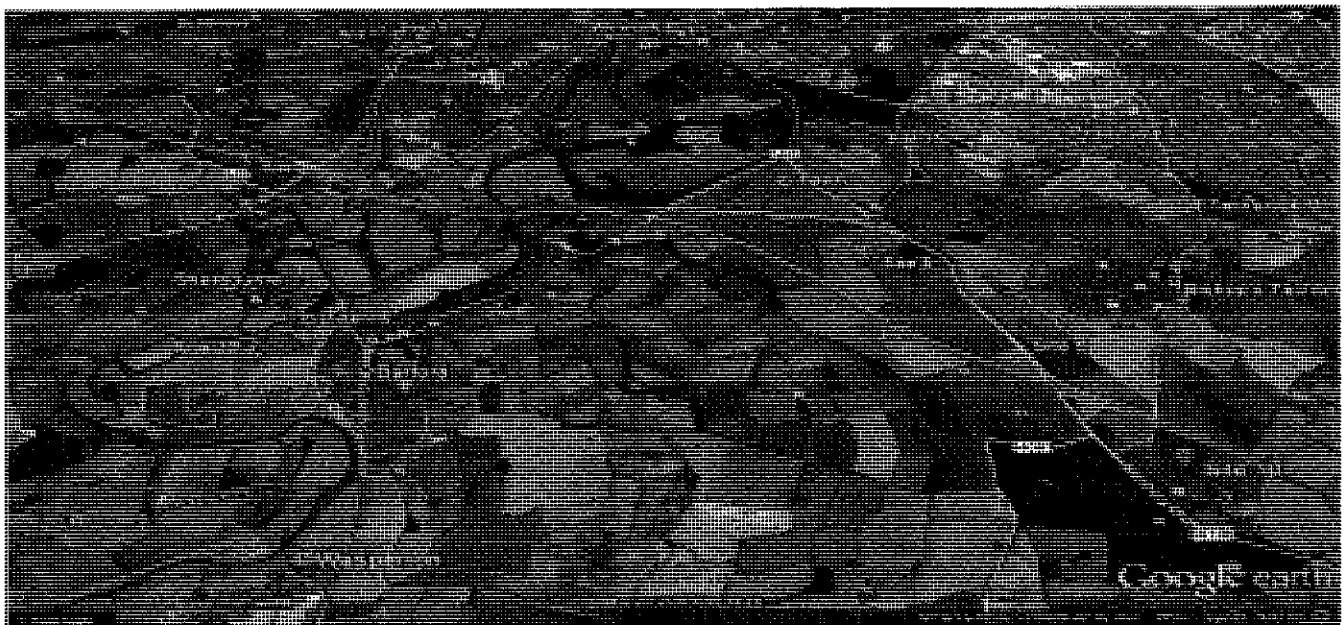
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I AM A LITTLE SURPRISED TO SEE FROM YOUR AERIAL PHOTO THAT THE 20 IDENTIFIED SITES FOR THE TRAVELLER COMMUNITY APPEAR TO BE LOCATED WITHIN THE PROPOSED SITES FOR NEW HOUSING DEVELOPMENT. I AM MAKING MY OBSERVATION BASED ON DATA THAT WAS RECENTLY PUBLISHED IN THE LOCAL PRESS. IF I'M CORRECT THEN I AM TOTALLY AGAINST LOCATING TRAVELLER SITES WITHIN NEW HOUSING DEVELOPMENTS. IT WILL RESULT IN DEVALUING THE NEW HOUSES AND FAILING TO ENCOURAGE PEOPLE TO THE AREA.

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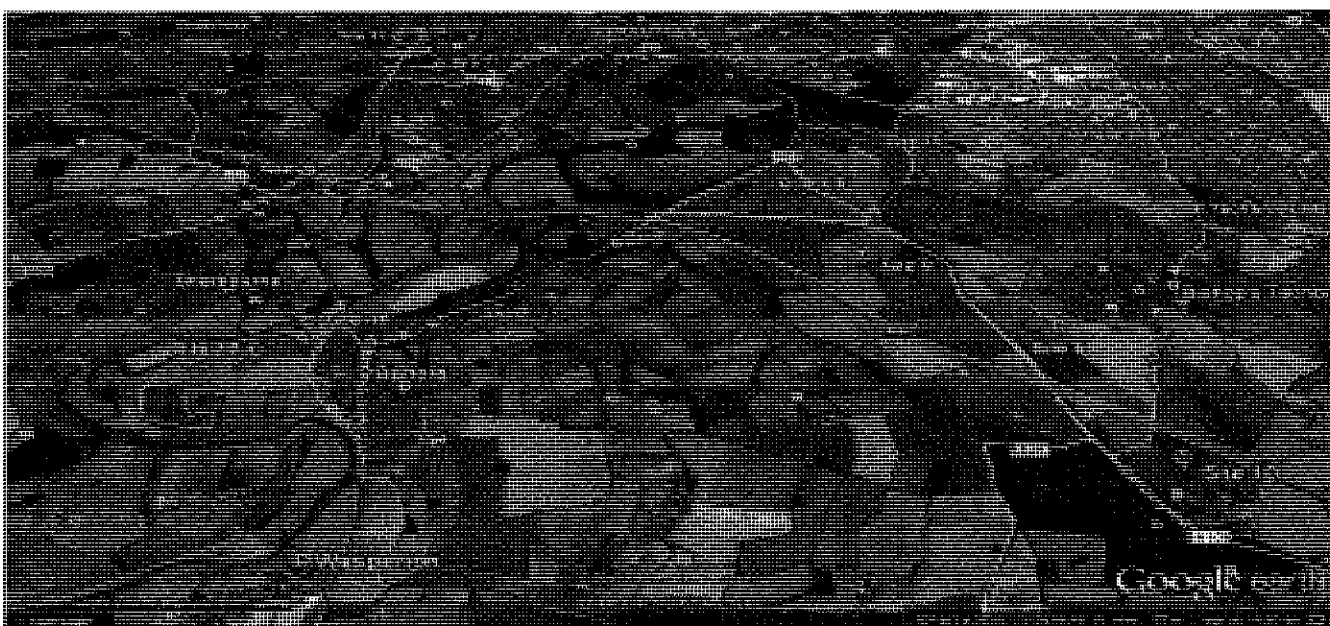
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I am against the proposed gypsy & traveller sites in or in the near vicinity of Barford. I believe the impact on the local community would be catastrophic both socially & environmentally.

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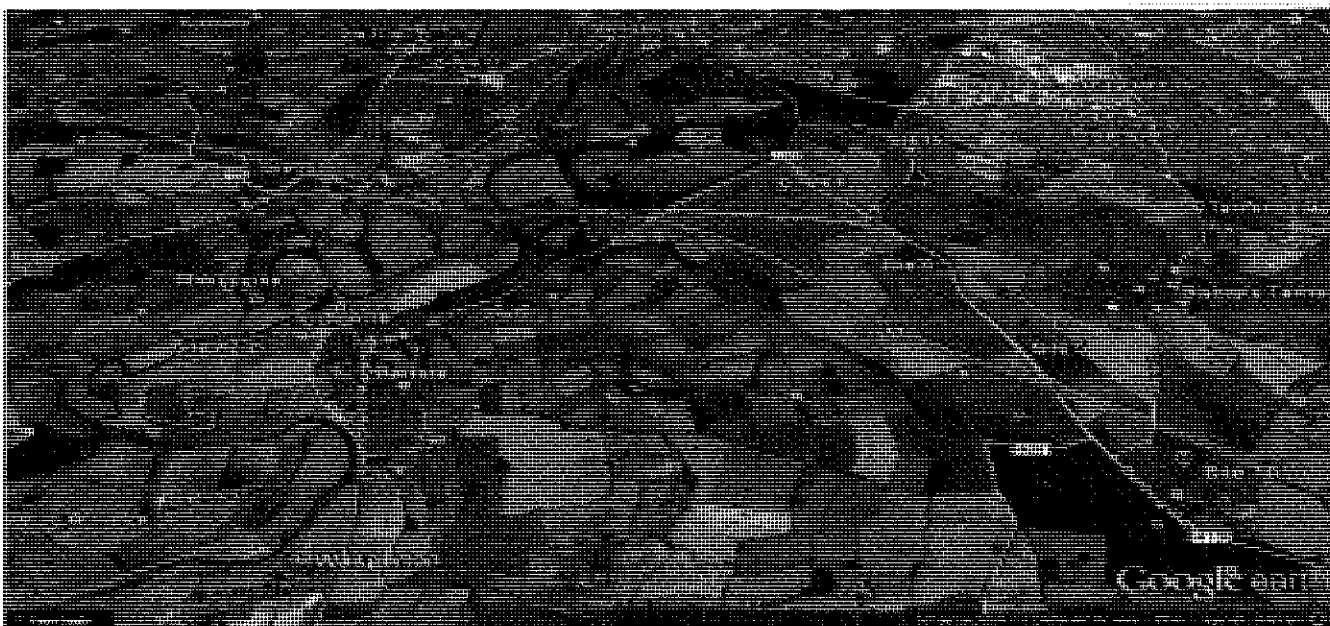
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HORRIFIED TO THINK BARFORD WOULD BE SUITABLE FOR THE TRAVELLING / GYPSY COMMUNITY, SURELY THEY PREFER LARGER TOWNS WITH MORE AMENITIES.

THE COST TO THE TAX PAYER WOULD INCREASE AS POLICING WOULD BE MORE + CRIME RATE PROBABLY INCREASE.

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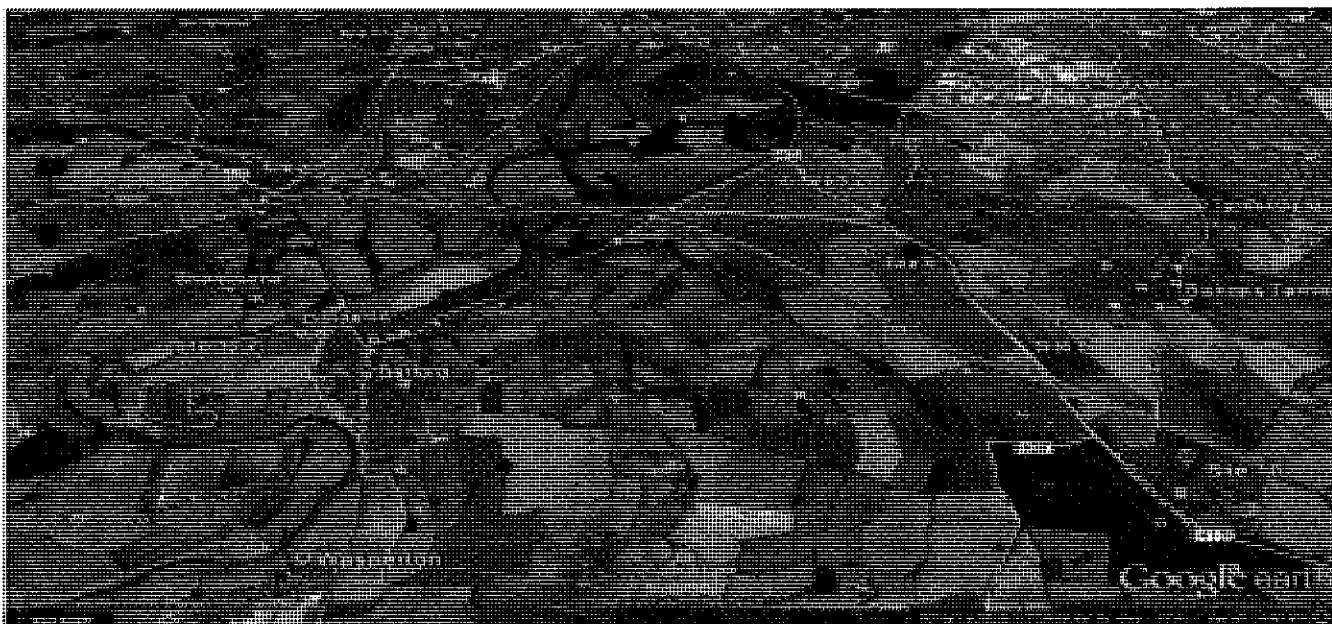
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If a genuine need has been identified and a site would be properly managed, then it is difficult to object in principle and the logic would be for it to be located in/within easy reach of a village/town for ease of integration and access to schools etc.

Although I share concerns about travellers as portrayed in the media it is not reasonable to simply deny them the right to live somewhere. We are a very privileged community and should not be protected from dealing with the plight of people less fortunate than ourselves.

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SITE 12 PROPOSED IN BARFORD SHOULD BE STOPPED
 WARWICK/BARFORD SURROUNDED BY TRAVELLER SITES
 LARGE STRETCH OF M40 ALSO POSSIBLE SITES -
 WHAT A VIEW TO TRAVELLERS ON M40
 PASSING WARWICK. ON MOTORWAY.
 NOT ENOUGH SCHOOLS/HOSPITALS TO COPE.
 MORE THEFT FROM CARS/HOMES.

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I feel that the concentration of anticipated traveller sites in a small area will be totally unacceptable. The prospect of sites completely surrounding Barford is ridiculous for the following reasons:

- 1) There is not the infrastructure of schools/shops in the Barford/Wellesbourne area to cope with the extra people/travellers.
- 2) More green belt land already in short supply is being taken
- 3) Theft & burglaries will increase this is well documented
- 4) House prices in Barford & Wellesbourne will fall dramatically.

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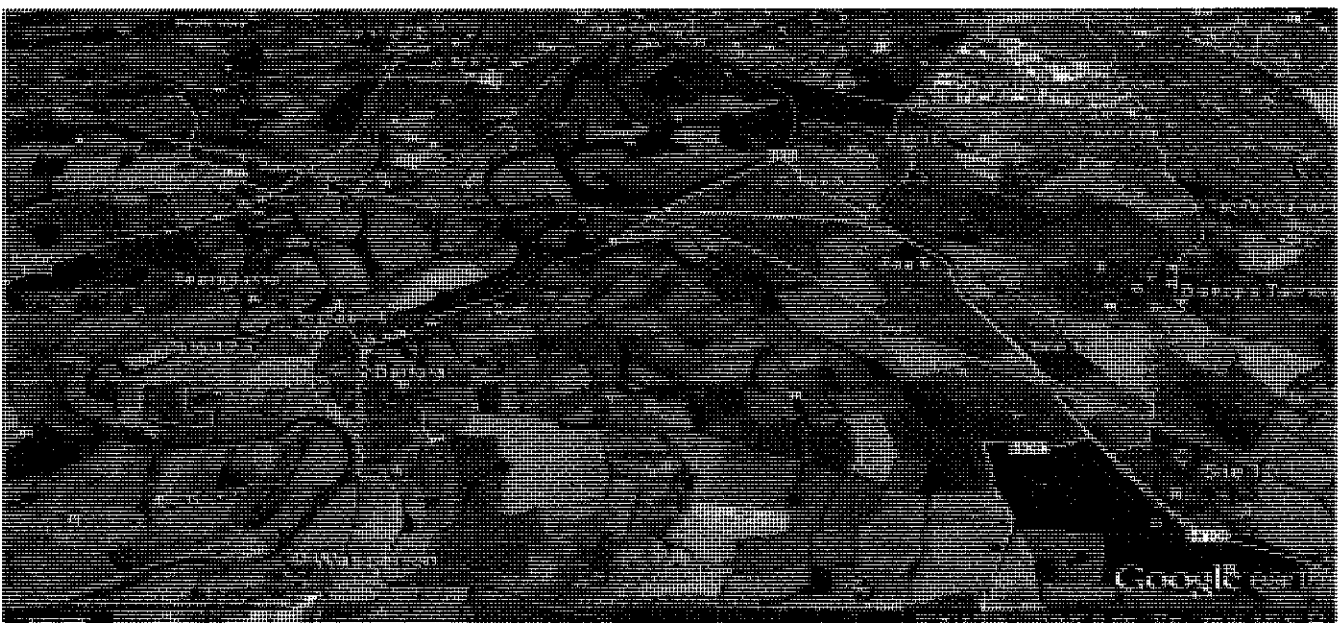
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Don't understand the reasoning for sites so close to Barfords, all other sites are in the countryside a fair distance from villages/built up areas.

There will be a huge increase in traffic, crime
House prices in Barford will decrease

Barford is quite a sought after location, but with building more houses in Barford and the travellers it will become a black spot.

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② ① ⑤ ⑦

Looking at this map and the numbered sites proposed, I think seems to me that the only sites closely located very close to a residential area,

Sites 16 & site 16 are right on top of Barford with only the by pass in between. Traffic through Barford is already overloaded, the drainage system is a problem, the school is full - So I suggest you consider all the other sites which are more isolated from a residential village

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 Female
Prefer not to say

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18 - 45
45 - 65
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Concerned as a parent that my children's place to get into Barford school may be effected if places are having to be given to the travelling children. It is known crime rate is higher around traveler sites. I think this small, quiet villiage will change if the site is approved. Local pubs close when they come to warwick for the race day every bank holiday- that says something.

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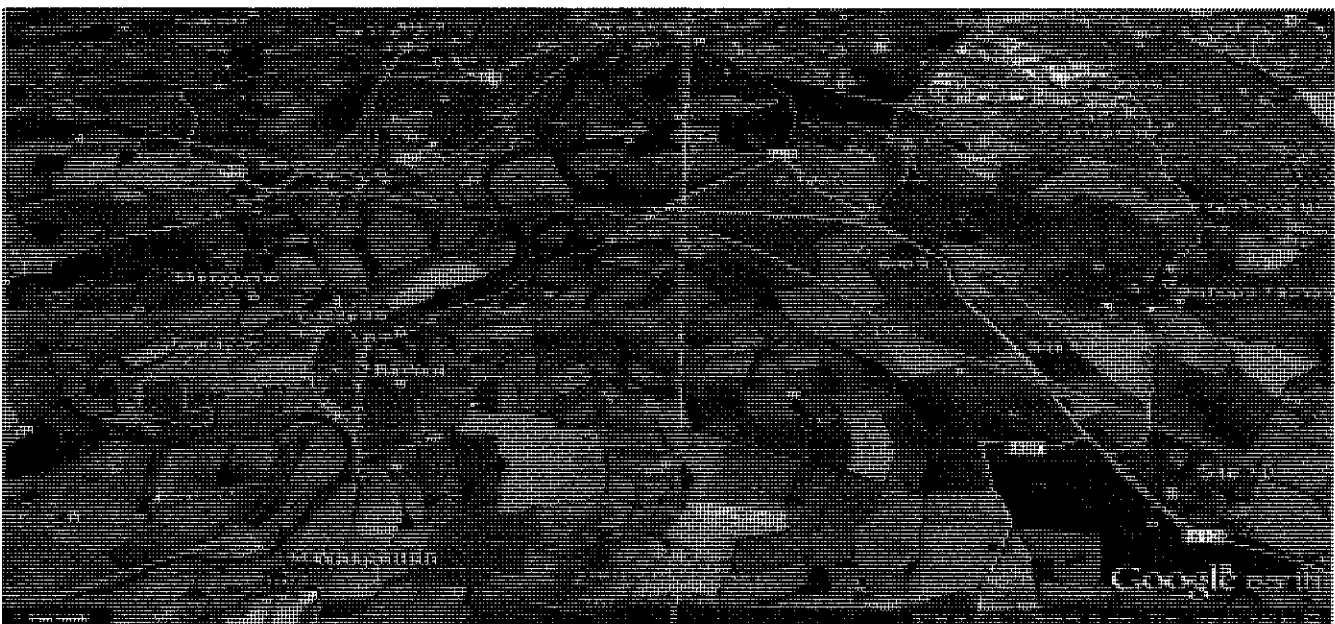
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I PERSONALLY HAVE NO TIME WHATSOEVER FOR GYPSIES OR TRAVELLERS (TRAVELLING SHOW PEOPLE ARE A DIFFERENT CASE IN MY OPINION) I HAVE HAD TO DEAL PERSONALLY WITH THE FORMER WHEN THEY SET UP CAMP ILLEGALLY ON PRIVATE LAND. I SPENT MOST OF MY TIME RETRIEVING STOLEN PROPERTY BACK FROM THEM WITH THE POLICE AND WAS SUBJECTED TO NOTHING BUT VERBAL ABUSE! I DON'T SEE WHY LAW ABIDING, TAX PAYERS SHOULD BE MADE TO PAY FOR THEIR LIFESTYLE LET ALONE LANDOWNERS GIVE UP THEIR LAND FOR SUCH PURPOSES - THERE IS ONLY ONE PLACE I CAN THINK OF AS BEING SUITABLE AND ITS CALLED

IRELAND!

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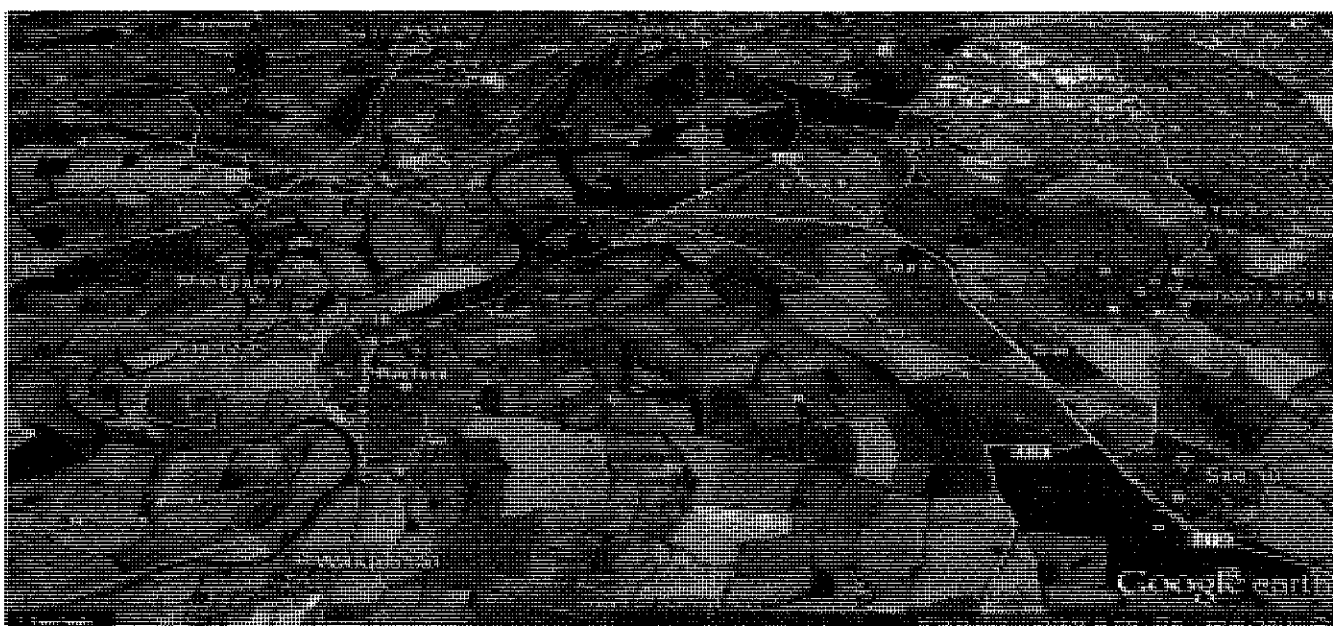
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All the Barford consultation meeting on July 3rd, someone suggested locating Traveller/Gypsy sites adjacent to new housing developments — to save the cost of installing common services (water, gas etc). The Planning Officer responded that past practice showed this to be very unsatisfactory because of ethnic conflicts. So why then is it satisfactory to locate Traveller/Gypsy sites in the vicinity of long established villages?

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IF THESE PROPOSALS ARE APPROVED, THEY WILL BRIGHT THE LIVES OF THE LOCAL COMMUNITIES FOR YEARS TO COME. SERVICES WILL BE STRETCHED BEYOND THEIR LIMITS, I.E. SCHOOLS, HOSPITALS, ROADS. CRIME WILL GO UP. THERE IS ONE HUNDRED PERCENT OPPOSITION TO THESE PROPOSALS.

DICTIONARY DEFINITION. "TRAVELLER" - SOMEONE WHO MOVES FROM PLACE TO PLACE. SO WHY ARE THE WORDS "RESIDENTIAL" AND "PERMANENT NEEDS" USED AT ALL. IF YOU WANT TO BE A TRAVELLER, THEN TRAVEL. IF YOU WANT TO RESIDE THEN DO SO LIKE THE REST OF US AND PAY YOUR OWN WAY.

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My family + I live near site G-T12. We don't think this is a good location for a traveller site because:

1. It would be dangerous as new residents would have to cross new bypass + river is a drowning hazard.
2. A traveller site would dominate + overwhelm the existing residents of Westham Lane
3. Government planning policy is against building in open countryside
4. The best location for traveller site would be ^{best located} within one of the new proposed large housing schemes to south of Heamington.

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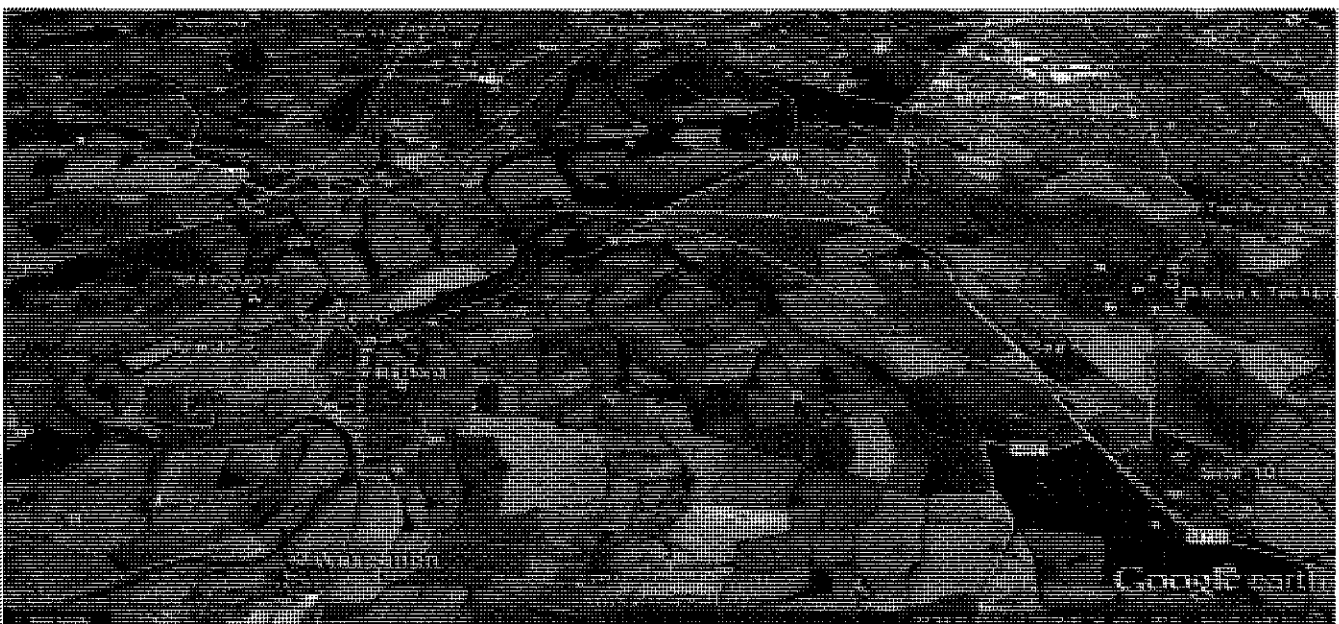
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FIRST I AM SURPRISED THAT YOU HAVE PROPOSED GREENFIELD SITES. DOES THIS MEAN ALL BROWNFIELD SITES BIRMINGHAM - COVENTRY - LEAMINGTON HAVE BEEN USED! IF NOT THEY WOULD BE BETTER FOR THEM BEING CENTRAL AND NEAR TO WORK. WOULD IT NOT BE BETTER TO PUT THEM INTO HOUSES AND DO AWAY WITH CARAVANS? STATIC OR MOBILE. WE ALL KNOW THE SOCIAL IMPACT THIS CAN HAVE SO I AM AGAINST THIS PROPOSAL ESPECIALLY ON SITE 12/16 IN LOUERY AREA NEAR THE AVON.

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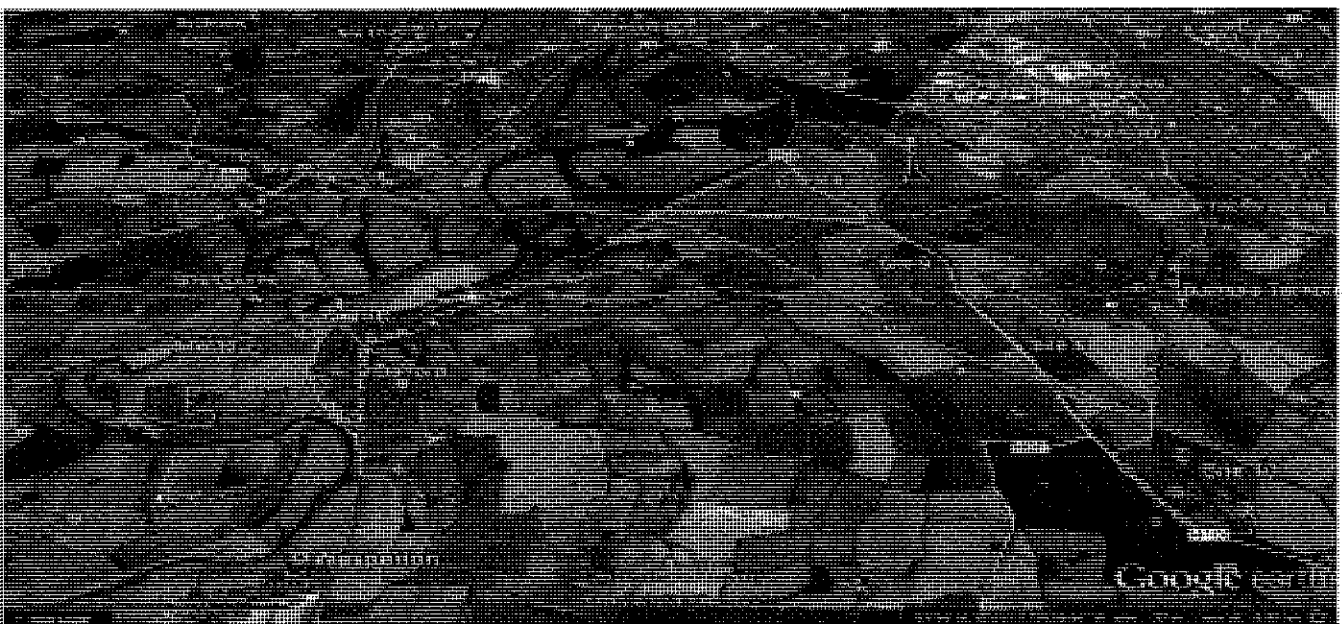
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I totally disapprove of any developments which would allow Gypsy and Traveller Community to settle within 3 miles of our village.

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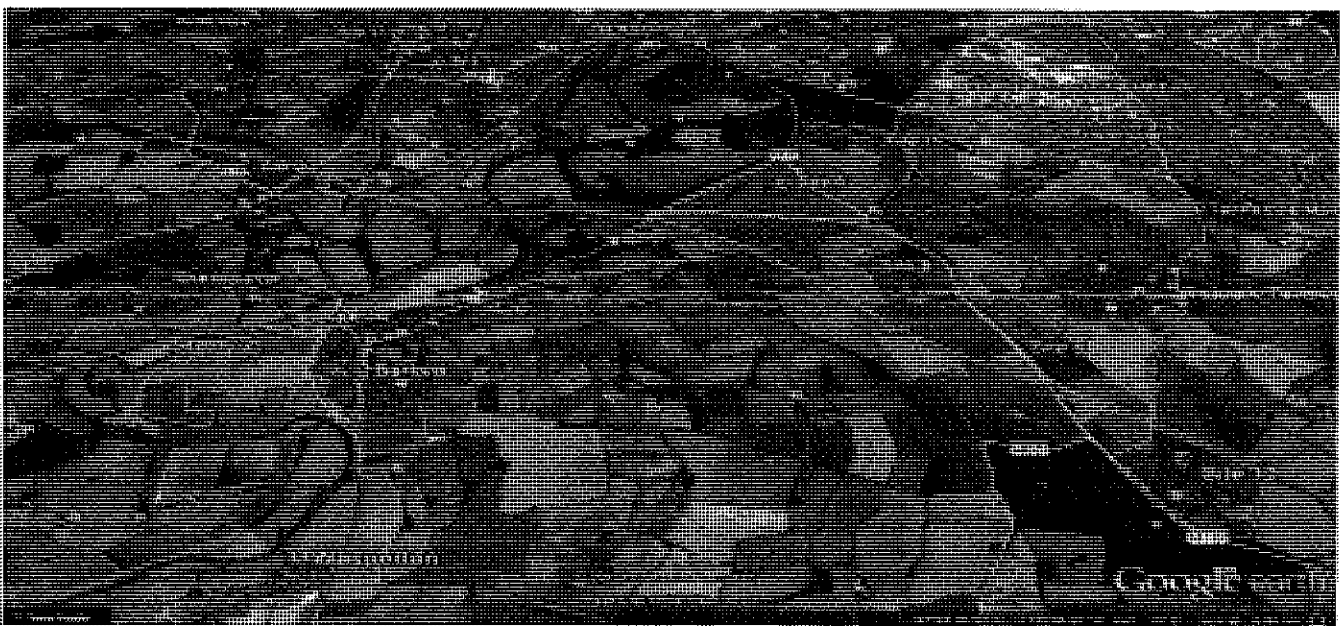
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I totally disapprove of any developments around our Village of Barford which would allow Gypsy and Traveller Community and Travelling Show people to settle.

It is my strong belief that such so called Travellers should go on the housing ladder and not be allowed to ruin our countryside at will.

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① ⑤ ② ⑨ ⑩

The site options in Barford fail to meet several of the criteria listed in the draft Local Plan, i.e. no access to a GP surgery, no access to a secondary school and the local primary school is full, poor public transport - no service in the evenings and only hourly during the day, no safe access to the road network - a new junction would be required onto the busy & fast A429, noise from the A429, no existing provision of utilities, adverse impact on the natural environment.

Many other of the proposed sites in the rural areas will also fail to meet these criteria. Yet sites in the urban areas, which will more easily meet the criteria are not being proposed. A new list of site options should be drawn up to include the urban areas and then judged against the criteria.

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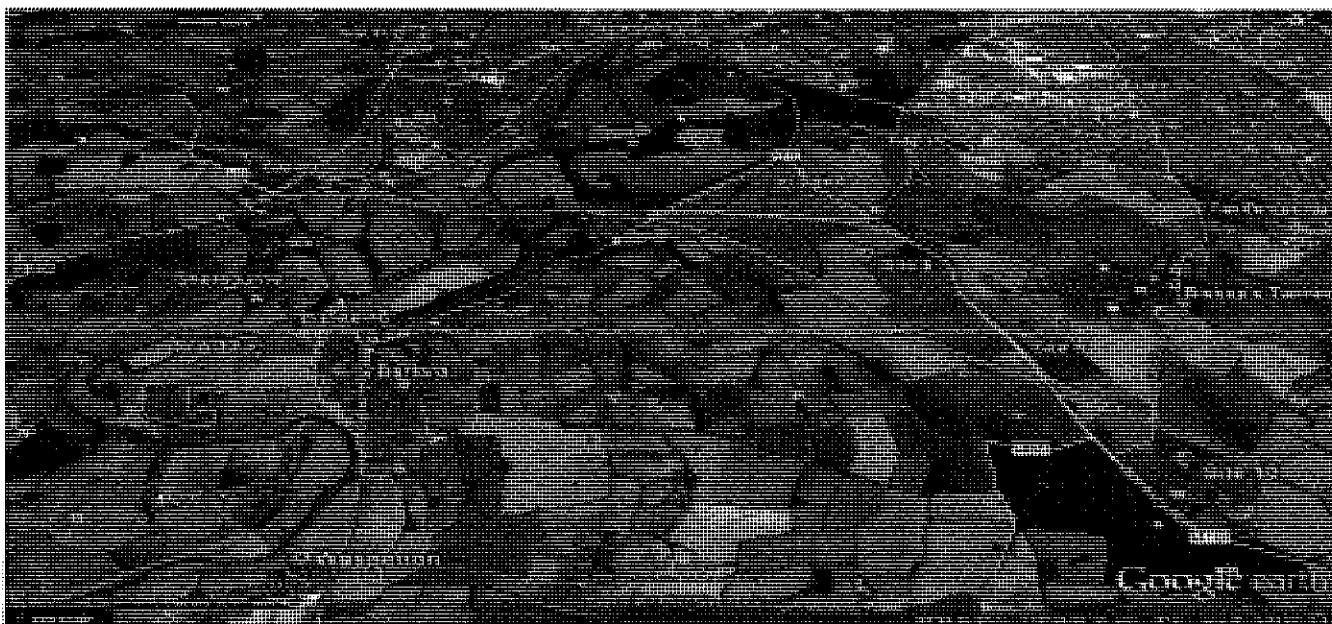
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TOTALLY OPPOSED.

GT12 & GT16.

- Grade 2 land.
- Access onto A429.
- Impact on local community.
- More suitable sites in Kenilworth, Warwick & Leamington.

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Gender

- Male
- Female
- Prefer not to say

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- Live within 5 mins drive of Barford
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- 45 – 65
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New Local Plan (SITES 5 6 9 10)

The "Strategic Vision" states that sub-regional growth will be in the vicinity of Coventry Airport and that developments distribution shall be across the District avoiding coalescence. Ref. Map 1/3. Why in these little "Employment Land Options" within the development area and why in the intense residential area South of Walswood and Leamington which will incur heavy commuting through these towns to Coventry. This plan does not avoid coalescence stated as an environmental requirement.

12

TRAVELLER SITES 5,6,9,10,15,12

all these proposed sites are alienated from the community with no schooling etc. Proposed sites should be incorporated in the main development areas and managed by the N.D.C. NOT SELF MANAGED BY TRAVELLERS.

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I UNDERSTAND THAT THE REQUIREMENTS FOR GATE AND TSP ARE THAT SCHOOLS, DOCTOR'S SURGERY AND REGULAR BUS SERVICES ARE ESSENTIAL. THE DOCTOR'S SURGERY IN WOLSTHORNS IS FULL, THE AFTERLASH SCHOOL IS FULL AND THE BUS SERVICE THROUGH THE VILLAGE IS INSTADY A REGULAR SERVICE.

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THE PROPOSALS FOR THE REVISED DEVELOPMENT STRATEGY FOR BOTH THE LOCAL PLAN AND THE SITES FOR THE GYPSIES + TRAVELLERS DOES NOT APPEAR TO BE A LOGICALLY THOUGHT THROUGH PROCESS

THE RESULTS OF WHICH WILL BE SIGNIFICANT OVER BURDEN OF HOUSING IN THE SOUTH WARWICKSHIRE REGION LEADING TO ISSUES WITH INFRASTRUCTURE AND INCREASED BURDEN ON TRAFFIC IN BARFORD.

NO THOUGHT HAS BEEN GIVEN TO THE GYPSIE + TRAVELLER SITES AND UPON CLOSER INSPECTION THE SITES APPEAR UNDOUBTABLE DUE TO A RANGE OF REASONS SUCH AS BEING ON FLOOD PLAIN, VEHICULAR ACCESS, IMPACT ON SCHOOLS ETC.

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The impact on local schools and infrastructure will be to the detriment of the local area including Barford. The significant housing increase does not seem to support the fact there aren't the jobs available first. The houses will be taken by overspill from Coventry and Birmingham and not locally derived needs. The G+T sites have not been thought through as there are issues with each site. There appears to be a lot of burden on the south of the district and not the north especially when considered together with the allocation from Stratford DC.

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I am extremely concerned that the two sites proposed near to Barford will create nuisance and ^{make} criminal activity more likely for the residents of Barford as some travellers have a reputation for leaving rubbish and stealing from local communities, as is the case when they visit the Warwick area, historically. These sites should be situated away from communities. Also the village school does not, I believe, have spare capacity to accommodate extra children who will take up places which local children need. We pay high council tax to live here and do not deserve to have our

5

happy peaceful community disrupted by people who have no interest in Barford whatsoever.

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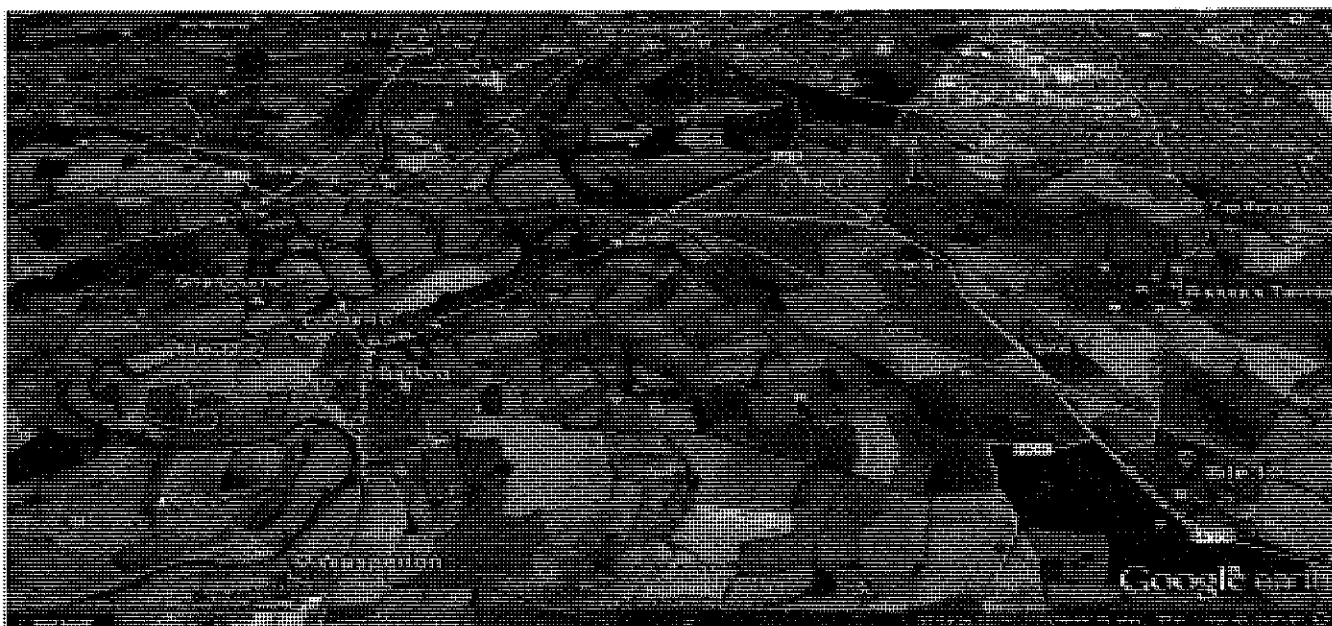
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16 people who call themselves 'Travellers' want a permanent site in order to use schools, NHS etc. then they cannot be called Travellers.
 They need to go on the Council housing list & wait for a permanent home & be incorporated in the larger new housing developments of Kenilworth, Warwick & Leamington.
 To consider smell, isolated site with no amenities & poor access doesn't make sense.

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I regard the whole idea of permanent sites for Travellers as absurd. If the sites are permanent they should come within ordinary planning constraints.

Of these sites, 16 is a lake unsuitable for anyone. 20 is too close to motorway work.

Perhaps 5, 6, 9 would be good for temporary use by genuinely travelling people, but I do not approve of "permanent" sites for temporary use.

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I AM VERY MUCH AGAINST BOTH THE PROPOSED GYPSY - TRAVELLER SITES AND THE NEW HOUSING - THE NEW HOUSING FOR THE REASONS DURING THE TWO PREVIOUS APPLICATIONS IN THE VILLAGE I DON'T THINK BARFORD IS A SUITABLE PLACE TO SITE A LARGE GYPSY SITE. IT WOULD RUIN THE WHOLE CHARACTER OF IT AND WILL HAVE AN IMPACT ON HOUSE VALUATIONS.

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- ① SITES ARE INAPPROPRIATE FOR THE TRAILERS DUE TO FLOOD PLAIN REQUIREMENTS WHICH WILL BE MADE WORSE (IF FLOOD MORE OFTEN) DUE TO WATERWAY EXPANSION TENDS
- ② VIABLE SITE ① 46 WILL RESULT INCREASED DANGER TO TRAFFIC WITH INCREASE RISK OF SLOW MOVING VEHICLES, LITERS OF OILS & GREASE NEXT TO A JUNCTION MAY WITH CAUSE ACCIDENTS.
- ③ DELIBERATE AND AVOIDANCE OF GYPSIES + TRAVELLERS WILL INTRUDE AND BEING FEAR OF THEFT TO EVERY LOCAL RESIDENT + BUSINESS OWNERS.

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• The School at Barford (Barford St Peter's) is already at maximum capacity, with class sizes already growing. The new reception year will take 24 children as opposed to the previous 20 in recent years as these classes are mixed later through the school this will lead to larger class sizes. I am concerned that we would not be able as a village to provide adequate schooling for the new, larger influx of families.

⑦

• Barford is, at peak times, a very busy village traffic wise, with drivers cutting through as a matter of course, can we cope with a larger number of vehicles within the village or using it as a cut through?

• Vehicular access to sites 12 and 16 would be dangerous. As the A429 is dangerous enough when pulling out of Barford or Sherbourne surely this would add to the large number of accidents already experienced.

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Gender

- Male
- Female
- Prefer not to say

Location

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- Live within 5 mins drive of Barford
- Live within 5 – 15 mins of Barford
- Live more than 15 mins drive from Barford
- Prefer not to say

Age

- Under 18
- 18 – 45
- 45 – 65
- Over 65

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SITES SHOULD BE SPREAD ACROSS DISTRICT + NOT CLUSTERED IN ONE AREA + NOT IN ANY GREENBELT AREA

GT SITES SHOULD BE INTEGRATED WITH THE LOCAL PLAN DEVELOPMENTS SO NEW SCHOOLS + EMPLOYMENT FACILITIES CAN BE UTILISED

SITE 20 HAS NO FACILITIES FOR GT, IT'S GREENBELT, HAS MOTORWAY NOISE + PREVIOUSLY USED FOR LANDFILL

ADJACENT PROTECTED BAT SITE TOOK PRECEDENCE OVER M10/A10 JUNCTION CHANGES - THE A10 WAS INTERIMARILY MOVED TO PROTECT BATS! IN FAVOUR OF SHEERBOURNE RESIDENTS

RURAL ROADS WILL HAVE INCREASED TRAFFIC - SHEERBOURNE IS ALREADY FIGHTING LACK OF SPEED LIMIT + INCREASED TRAFFIC

SITE 15-16 HAVE FLOOD ISSUES

10

RE: NEGOTIATING - THIS NOT JUST ABOUT BARFORD - YOU NEED TO NEGOTIATE ALL LOCAL VILLAGES TO SW REASON INC

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SHEERBOURNE + WASPINGTON - STRENGTHEN YOUR ARGUMENT

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WDC REASON NEED TO UNDERSTAND WHAT WIFEVILLE GIVE WANT, IF, SCHOOLS, COUNCIL TAX ETC

DO GT REASON WANT AUTHORIZED SITES?

MANY THANKS BARFORD!

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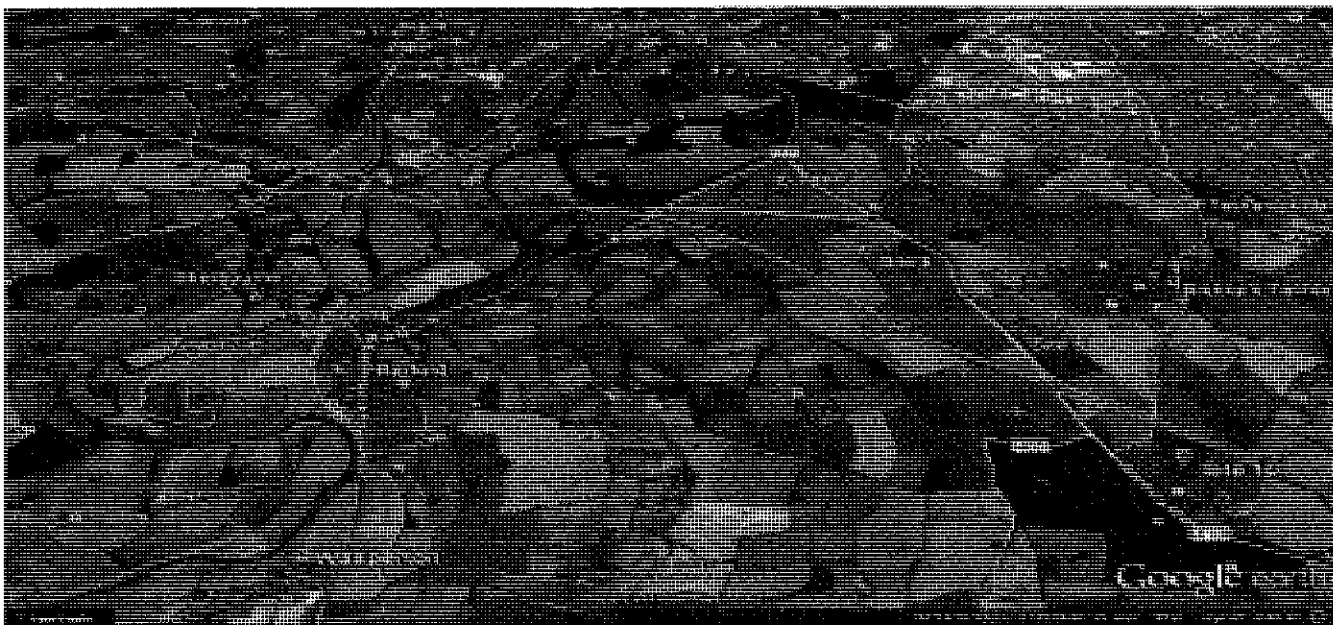
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①

The sites suggested in the country areas do not comply with the councils policy criteria. 1-2 1. Access to G-P surgery, schools, shops, regular public transport. 2. Safe Access to highways. 3. Areas susceptible to flooding. 4. Provision of Utilities (running water, waste disposal etc)

All these aspects do put undue pressure on the local community and the infrastructure and services. It's a nuisance. These sites should be developed nearer to towns i.e. Brownfield sites close to Warwick/Leamington development.

⑤

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⑩

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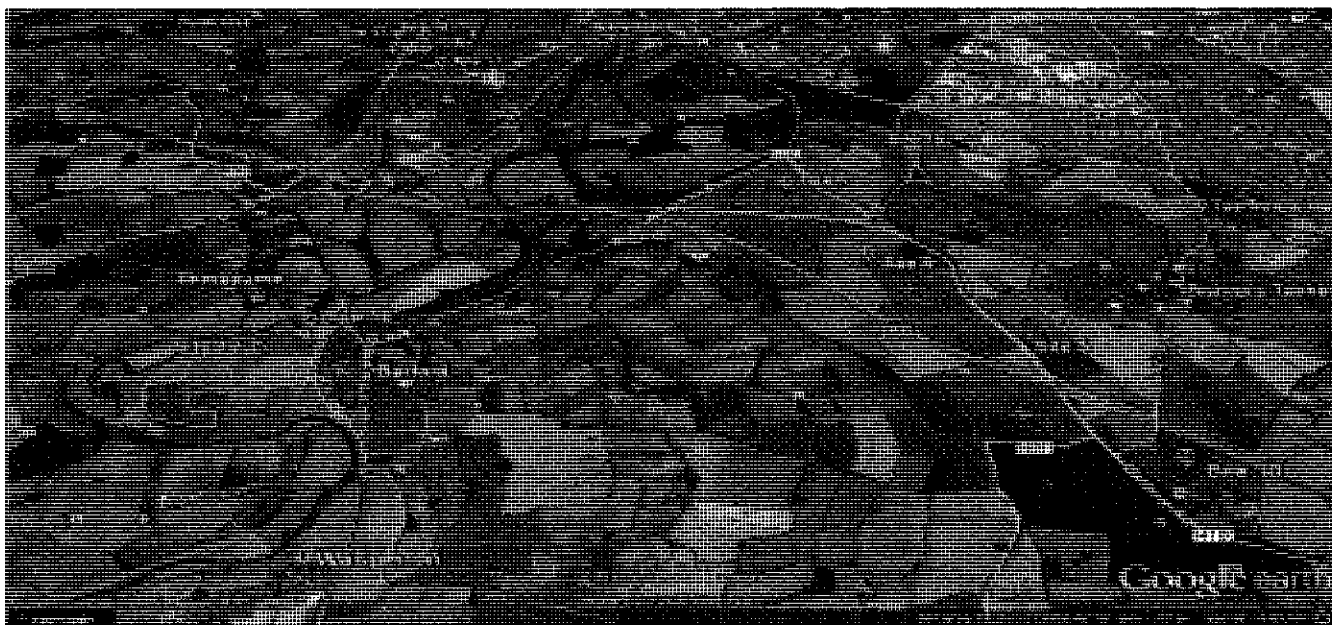
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We strongly object to Gypsies/travellers etc setting up their sites anywhere near the Village. If they choose a life of travelling we can't understand why they need static sites.

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LIVE NEXT DOOR TO A FAMILY WHO COULD NOT GET THEIR CHILDREN INTO BARFORD SCHOOL, WE CAN NOT COPE WITH MORE BUILDINGS.

SITE 1600 A FLOOD PLANE

SITE 12 ALSO IN DANGER OF FLOODING

SITE 10 & 16 THERE IS NO SAFE ACCESS TO VILLAGES

BARFORD DOES NOT HAVE A DOCTOR OR A SENIOR SCHOOL.

SITE 12 & 16 VEHICULAR ACCESS IS FROM THE FANT ROAD VIA

BARFORD BYPASS

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MAIN CONCERNS:-

- TOO MANY G&T SITES SOUTH OF WALSLEY & LEAMINGTON
- ISSUE OF 'GREEN BELT' TO THE NORTH SEEMS TO BE AN EXCUSE IF GOVERNMENT WANTS TO PUSH HS2 THROUGH GREENBELT THEY WILL - IRRESPECTIVE OF PUBLIC OPINION.
- IF LOW NOISE IS ONE OF THE MAIN CRITERIA FOR A SITE THEN WHY CHOOSE 17, 18 & 20. WHERE THE NOISE IS CONSTANT.
- SITES 12 & 16. THESE SITES ARE LIABLE TO FLOOD.
- INSUFFICIENT THOUGHT APPEARS TO HAVE BEEN GIVEN TO THE IMPACT ON THE LOCAL AMENITIES.
- G&T SITES ARE RENOWNED FOR BEING "NO GO" AREAS HOW DOES WDC ENVISAGE THAT THESE SITES WILL BE POLICED, BOTH IN TERMS OF REVENUE COLLECTION AND THE LAW?

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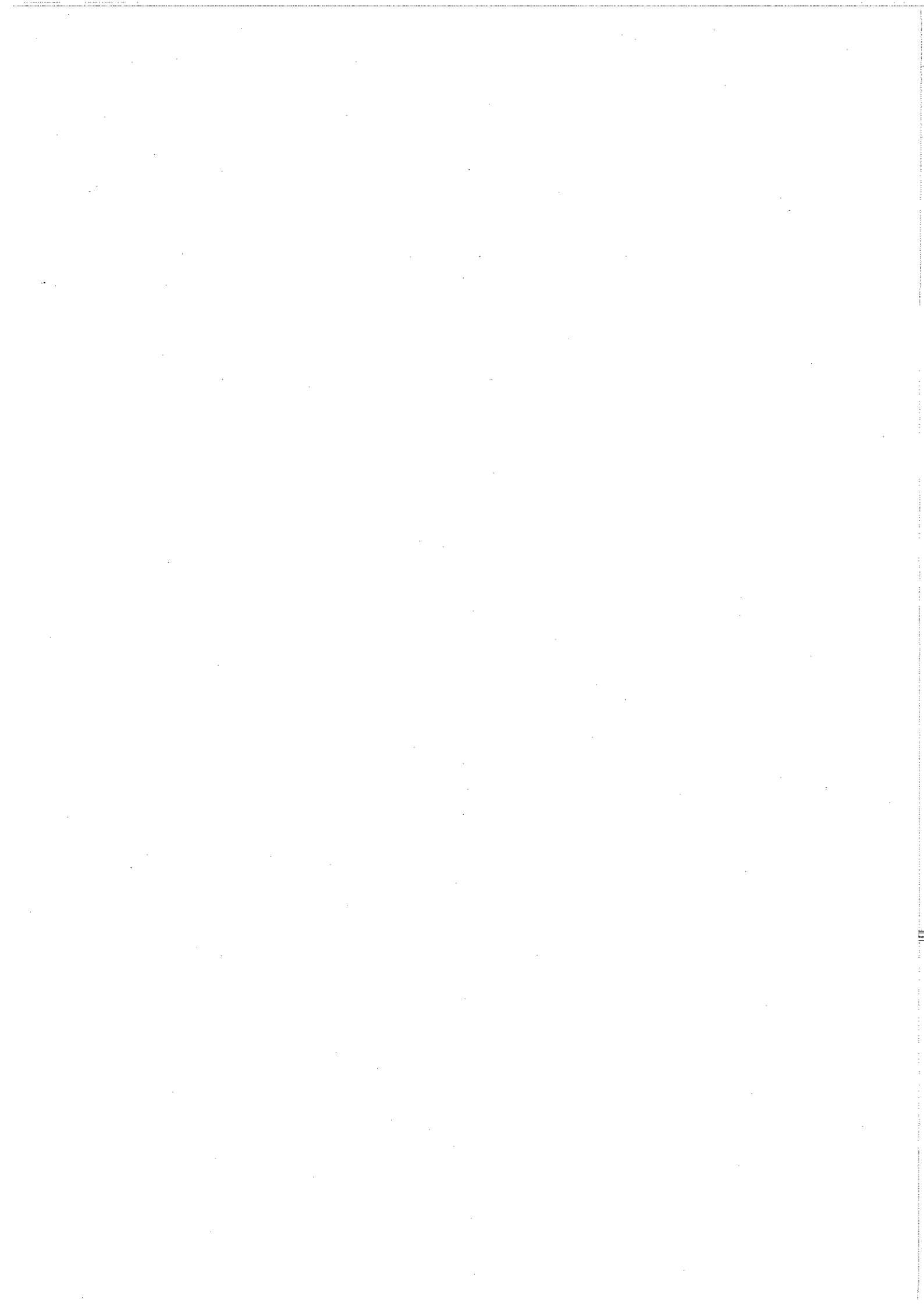
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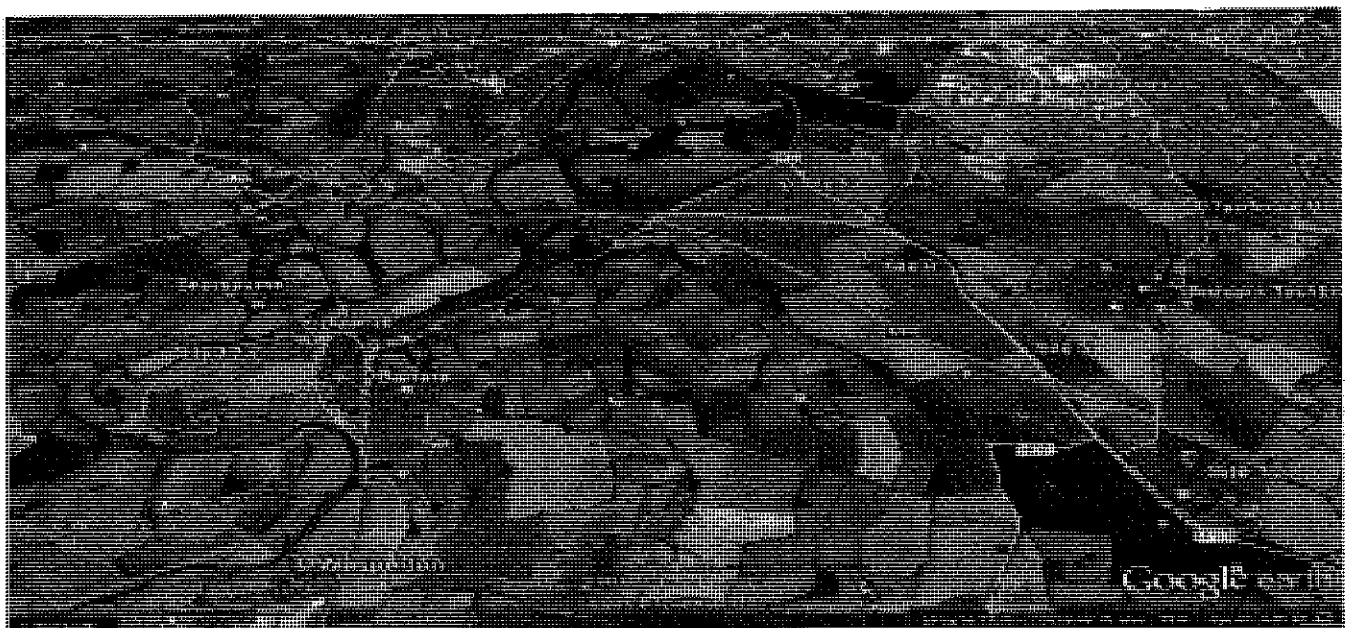
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I am deeply concerned/troubled by this proposed plan. Barford is a thriving, hard-working community that has endeavoured tirelessly to achieve what it has - i.e. Community-owned and run shop and Post office, Excellent school. These achievements have been hard-won ~~and~~ self-driven and sustained by the community, with little support from government/outside sources. The proposed plan puts all these hard-won achievements at risk. I am staunchly and firmly against this plan, and can only hope that the views of this community will be respected.

Side note: I am unclear as to the ^{actual} need for a "permanent" site for

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For individuals whose aim is to be permanently transient.

transient
transient

Gender

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I am very concerned about the impact the proposed plan will have ^{on} Barford School. An influx of pupils numbers would be disruptive, and the variances in educational standards ~~and~~ would have ^a impact on the Schools consistently high OFSTED rating.
direct and significant

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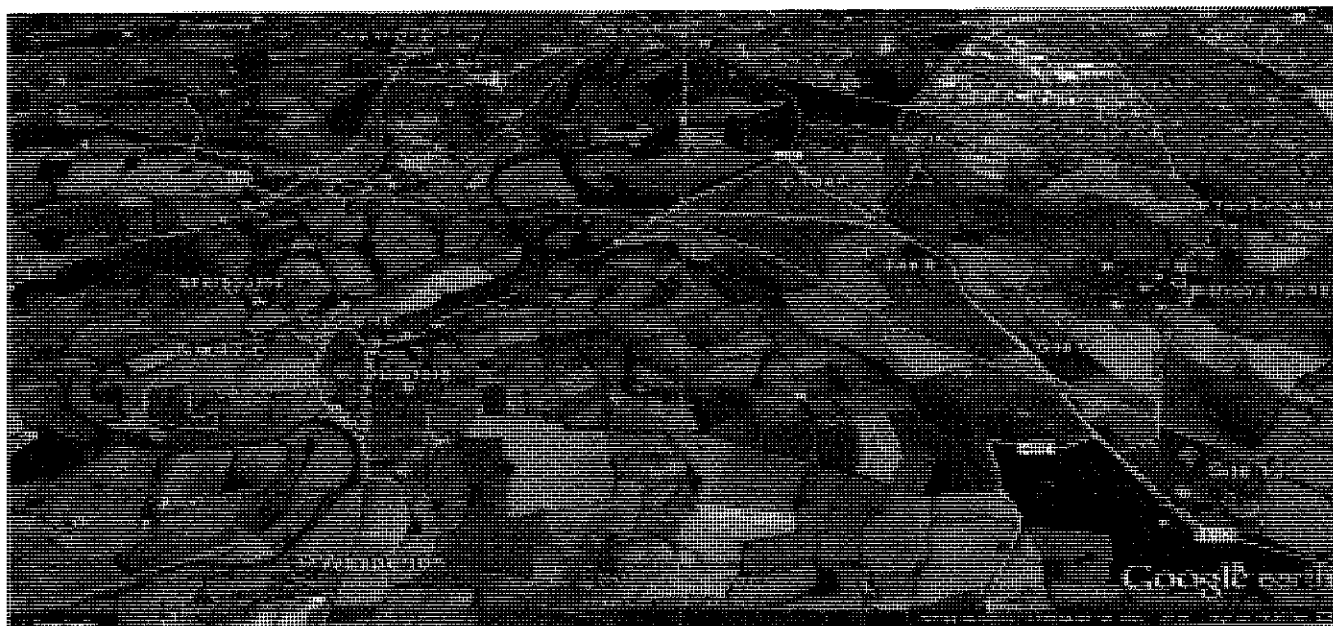
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1

I OPPOSE THE VOLUME OF GYPSY & TRAVELLER SITES IN THE LOCATIONS SUGGESTED AS THERE WOULD BE AN IMBALANCE OF SITES IN THIS AREA OF THE COUNTY. A FURTHER REVIEW IS REQUIRED TO LOOK AT OTHER OPTIONS TO REDRESS THIS

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① ⑤ ⑦

I AM TOTALLY OPPOSED TO THE LOCATION OF TRAVELLER SITES WITHIN 3 MILES OF BARFORD.
I WOULD LIKE TO SAY THAT THERE IS NO ELEMENT OF NIMBY BEHIND MY OPPOSITION, BUT I AM AFRAID THAT IS NOT THE CASE, AND, BECAUSE OF THIS, I HAVE TAKEN THE TROUBLE TO INVESTIGATE THE CRITERIA WAD DOWN FOR THE IDENTIFICATION OF POSSIBLE SITES, AND TO LISTEN TO THE RESPONSES MADE BY THE RESIDENTS ASSOCIATION.

IT WOULD APPEAR TO ME THAT THERE IS NO EVIDENCE TO SUGGEST THAT THE POSITIONING OF TRAVELLER SITES ON GREEN BELT & FARM LAND CLOSE TO VILLAGES AND AWAY FROM EASY REACH OF SHOPS, DOCTORS & SCHOOLS, EXCEPT BY CAR, CAN IN ANY WAY BE SHOWN TO FULFIL THESE CRITERIA, AND THE POSSIBILITY OF THE INTEGRATION OF THE TRAVELLING COMMUNITY INTO THE LOCALITY SEEMS, FRANKLY, TO BE NAIVE.

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Sites 12 + 16 are so close to Barford they would effectively increase the population, on top of the proposed extra housing, I believe this would put too much pressure on the infrastructure. Barford is a relatively small community + the impact would be larger than say Warwick + Kenilworth.

Site 12 is a flood plain so seems impractical. BM sites are on the far side of a very busy + dangerous road. Increased activity (pedestrian + traffic) would increase the danger for all road users including the site residents.

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- Live within 5 – 15 mins of Barford
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Age

- Under 18
- 18 – 45
- 45 – 65
- Over 65

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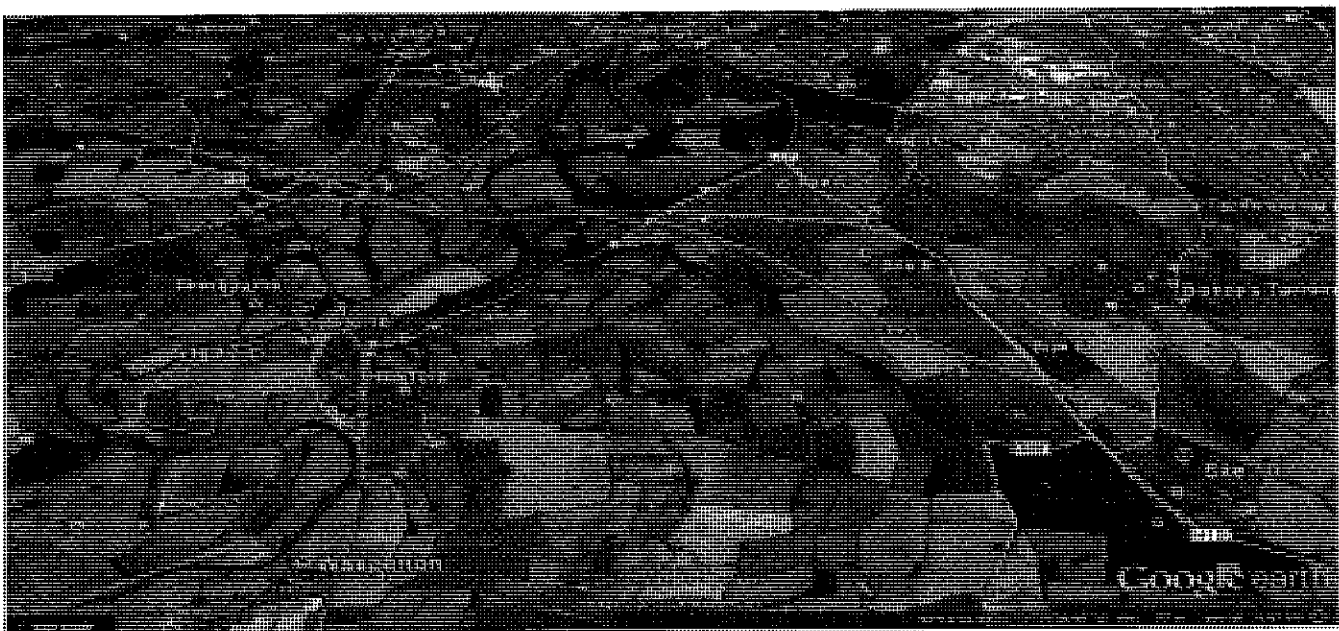
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sites 17 - 18 and ? 11
seem to me to be the only
ones suitable

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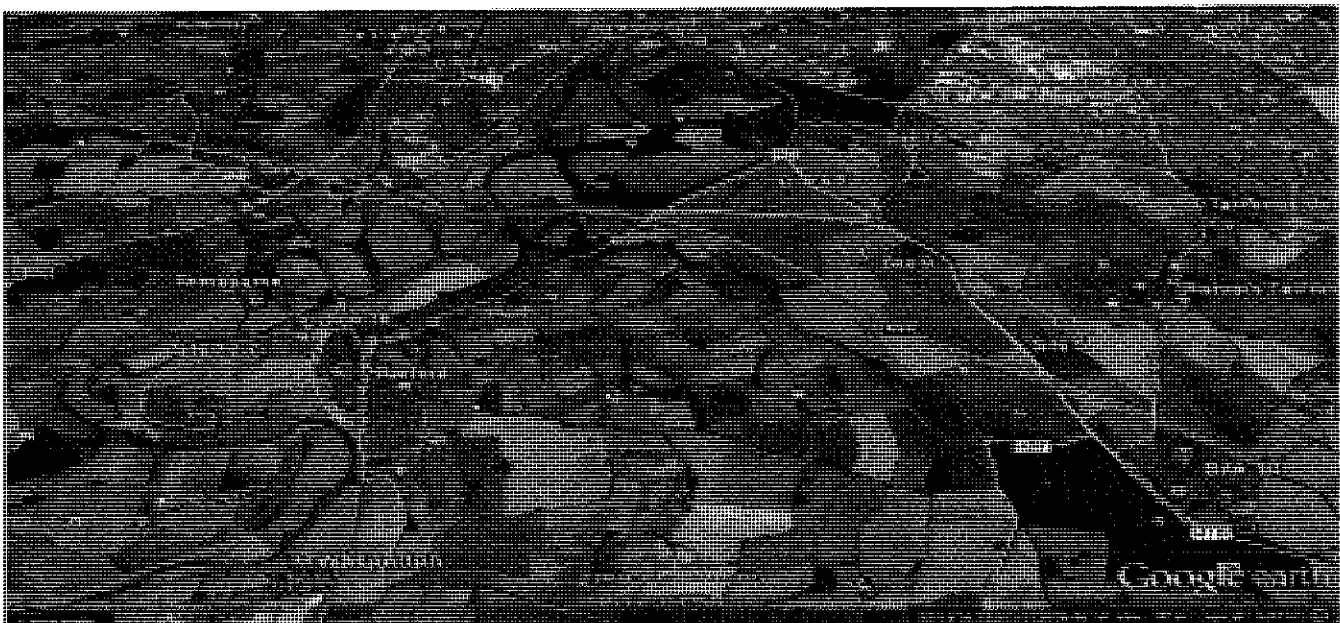
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1) With regards to the "Strategic Vision" it states that the growth of ~~sub~~ regional growth will be in the vicinity of Coventry Airport and of MAP3 there is only a small area of land being put aside for employment, ^{locally} ~~being~~ in the major residential site based South of Leamington and Warwick. Local Plan also states "Distributed development across the District", by planning intense development in pps. MAP1, not only is the development not being distributed but it is also not avoiding coalescence, ~~as~~ stated as an environmental requirement.

2) Reading the Buffers report on travellers/gypsies, it would appear that major decisions are being taken on a very small consultation basis but if sites are finally agreed then management and policy ~~should~~ ^{must} be the responsibility of the WDC. otherwise self management by the travellers will only lead to overcrowding and expansion. Another requirement is for the travellers to become part of the community so the sites should be incorporated in the ~~current~~ ^{current planned development}

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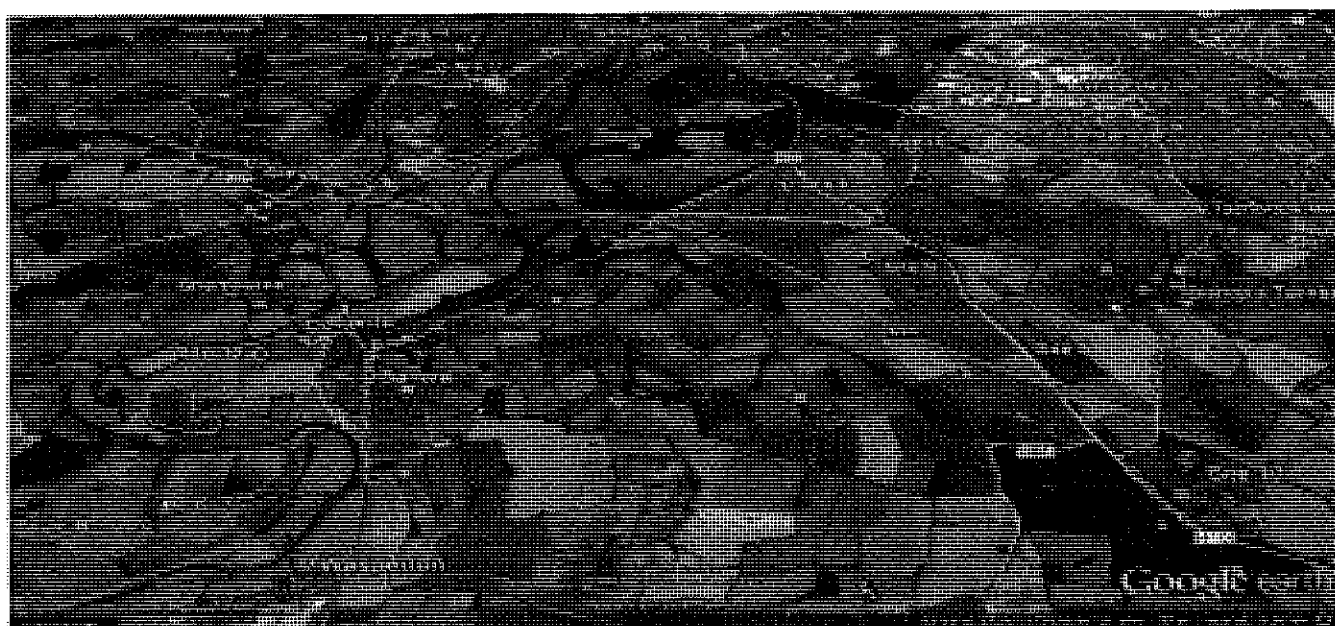
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In my opinion this type of development is a perverse type of social engineering in its extreme. Integration into local, established communities is difficult at most, however with the envisaged new larger development South of Barford a new community could be established together, travellers and the establishing new community.

The proposed Barford travellers site also concerns me, as, when I use the A429 on a daily basis for work the ever increasing traffic volume ~~causes~~ has major safety issues. This has been explained by the ever increasing casualty list of motorists trying to enter the vehicle flow.

I am therefore against any proposals to expand the community. In order that we can show that our response is representative of the local area, please circle the relevant categories below:

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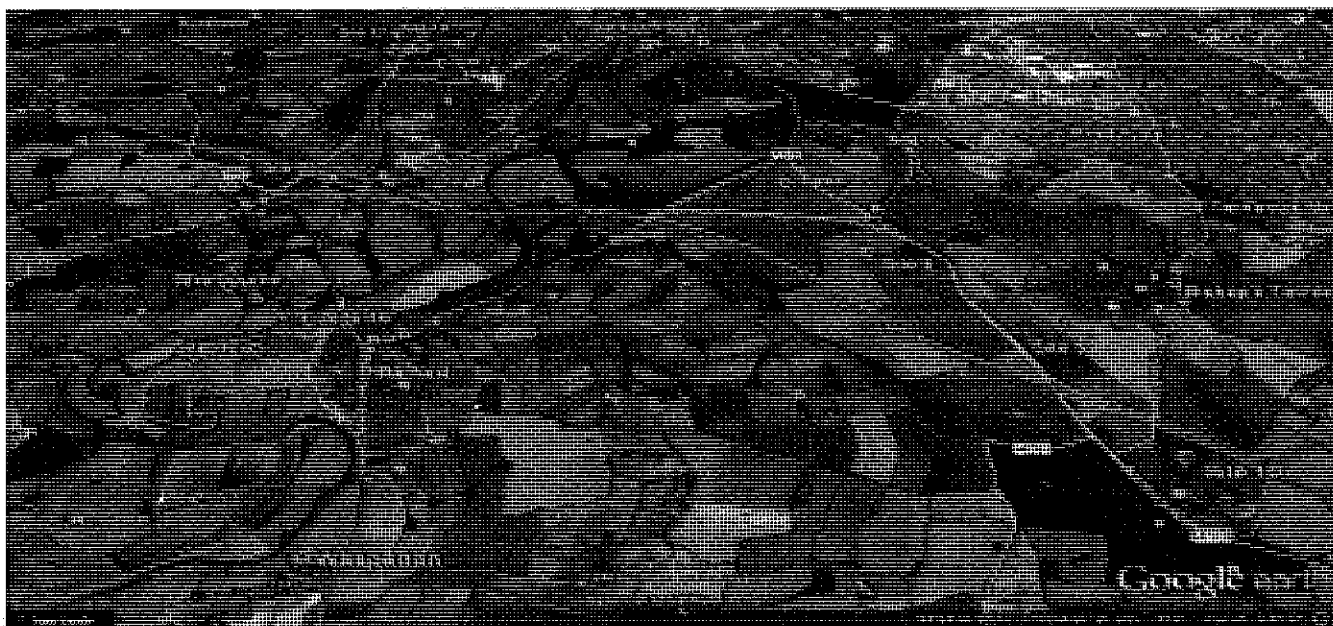
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Barford has seen local amenities deplete over the year, and has had to fend for itself in providing a village shop - just to have the basics. The presentation at the village hall with the brochures showing pictures of the new caravans and happy smiling occupants was quite condescending - we all know that the reality of traveller sites is very different! The village cannot withstand this type of encampment on its doorstep - it neither has the amenities or the will to accommodate such an addition close to the village life it currently enjoys. The village has already had to endure the ups and downs including the river deaths and accidents on the new bypass. The effect this would have on the residents and children of the village is unthinkable.

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13

12
11
10
5
6

- SITES SHOULD BE SPREAD ACROSS DISTRICT AND NOT CLUSTERED IN ONE AREA DUE TO OUTDATED GREENBELT RULES.
- INTEGRATE SITES WITHIN PROPOSED NEW DEVELOPMENTS WHERE SCHOOLS AND FACILITIES ARE ACCESSIBLE
- SITE 2a HAS NO FACILITIES FOR OCCUPIERS, WHO WOULD LIVE IN A DANGEROUS & NOISY PLACE PREVIOUSLY USED FOR LANDFILL.
- WHEN M40/A46 JUNCTION CHANGED TOOK PLACE ECOLOGICAL GREEN BELT (BATS) TOOK PRECEDENCE OVER RESIDENTS CONCERNS. HOW IS IT NOW ACCEPTABLE FOR SITE 2a (GREENBELT) TO BE DEEMED SUITABLE?
- RURAL ROADS IN AREA WILL SEE INCREASED TRAFFIC - SHERBURNES STILL STRUGGLING TO IMPLEMENT SPEED LIMIT TO SAFEGUARD EXISTING POPULATION.
- SITES 15/16 HAVE FLOOD ISSUES.

THANK YOU FOR INCLUDING SHERBURNES IN YOUR CONSULTATION - MUCH APPRECIATED.

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FOR INFO: TRAVELLERS HAVE PURCHASED LAND ON OLD WARRICK RD BY WYKVALE & THERE WILL BE A SITE ON THE EDGE OF DISTRICT ALTHOUGH THIS COMES UNDER STRATFORD.

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Totally opposed to the sites proposed in the Barford parish area.

- Prime agricultural land should not be used - under current government legislation this type of land should be used for biodiversity and protected species to consider
- agricultural land should be protected - what about dispersed industrial areas?

Also opposed due to the ^{social} impact that such sites would have on the primary school, the village community etc.

- more research should be done on how such sites would impact the village for the long term

⑤

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COMPLETELY OPPOSE 12 & 16

- FLOOD COMPENSATION AREA
- ACCESS VIA A429 60 MPH ROAD WHICH IS DANGEROUS AS IT IS AND HAS ALREADY TAKEN LIVES
- SCHOOL REPUTATION WILL DECREASE
- HOUSING VALUE WILL DROP
- WOULD FEEL INSECURE ~~AT~~ IN OWN PROPERTY AND UNSAFE

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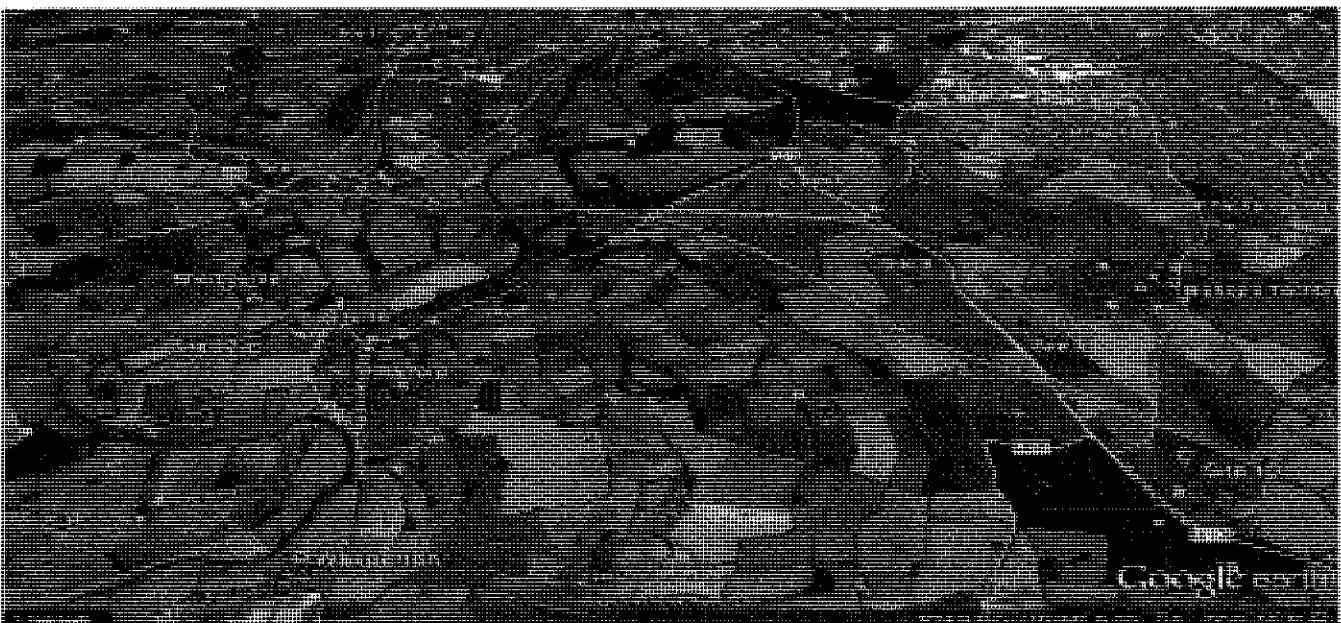
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Completely Disagree: 12 & 16

- School reputation will decrease
- Housing value will drop
- feeling insecure in your own home and unsafe.

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Barford is a thriving village with a great village community surrounded by green belt countryside.

I feel that none of the sites in and in close proximity to Barford would be ideally suited to the proposed gypsy/traveller needs.

They would take land which has an abundance of wildlife of which some are protected species, and also the areas stated are flood plains, which currently stop the village flooding.

This would have devastating consequences on many households which would be avoidable without these sites being built.

The countryside should remain just that for future generations to enjoy not to be made into a concrete jungle.

Also, there is the added pressure on the infrastructure, and there are currently issues with the water workings underground.

A lot of people also feel that there may be an increase in crime rates.

These sites would be more suited closer to the city where there are more available amenities (doctors/schools/shops etc).

There is already a site at Pathlow in Stratford which could be increased. The gypsy way of life is different and I don't believe they would integrate well.

I moved to this village from the City to enjoy the countryside and rural lifestyle of a village.

A family member of mine lives close to a gypsy/traveller site so I am well aware of all that this would bring to our beautiful village !!!!!!!

WE WANT IT TO REMAIN THAT WAY

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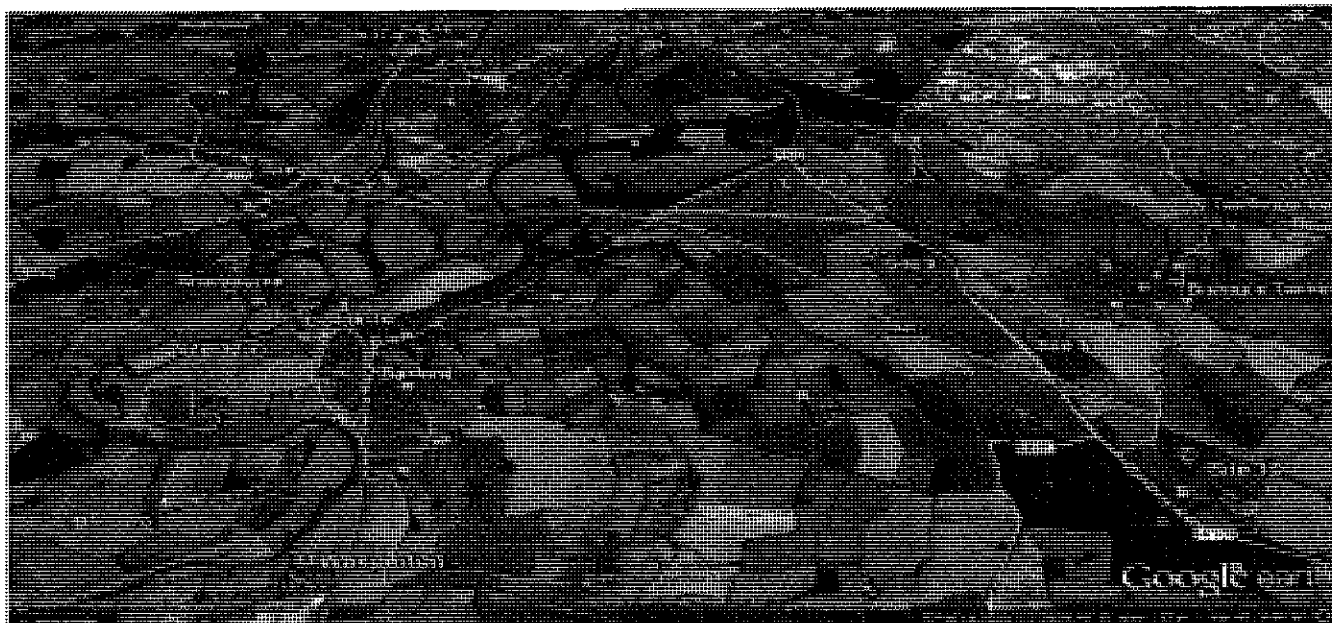
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①

Sites 12 and 16 are very close together and there is a possibility that they could be amalgamated. Not a good idea as that is a flood plain.

⑥

⑦

Access and egress from the bus
A 429 could be a serious problem.

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- Male
- Female
- Prefer not to say

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- Under 18
- 18 – 45
- 45 – 65
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Sites 12 + 16 Both on Flood Plane.
Site 20 HAS CONVENIENT ACCESS TO
SCHOOLS SHOPS ETC.

1

6

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1

6

7

SITE (12) (16) ARE NOT SUITABLE FOR DEVELOPMENT
FLOODS SEVERAL TIMES A YEAR ALSO POOR ACCESS
INTO THE VILLAGE.

A BETTER OPTION WOULD BE SITES (17) & (18)

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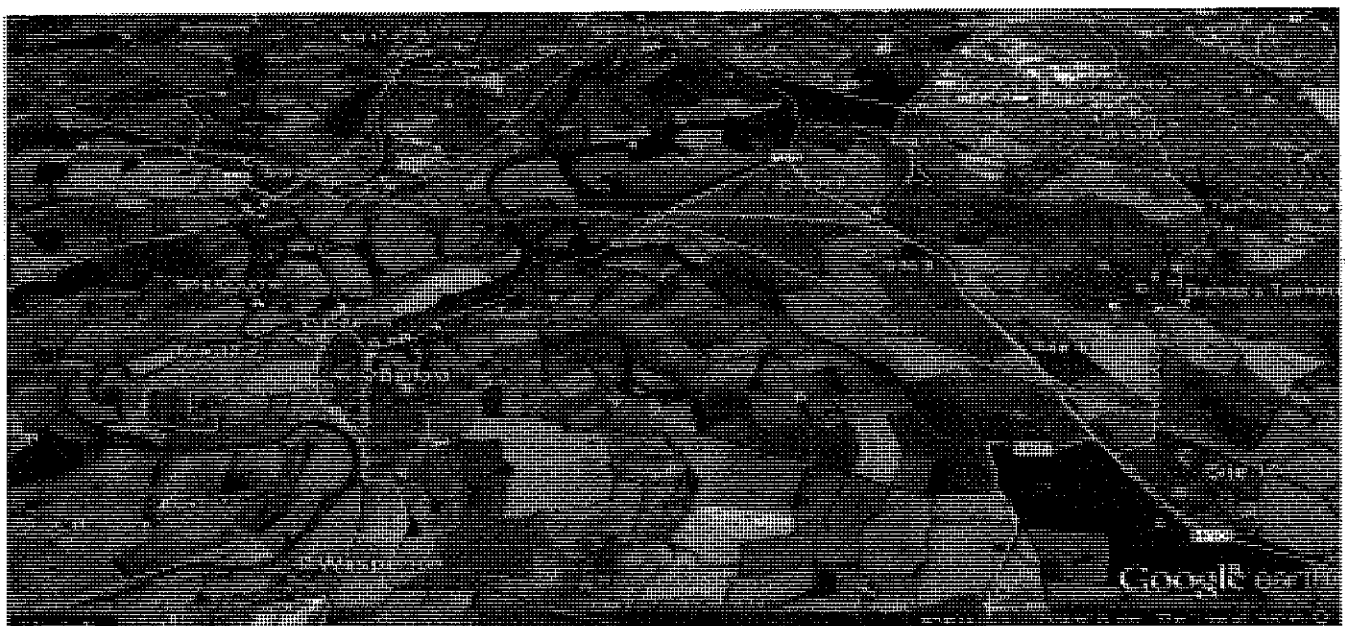
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①

I think it is totally inappropriate to accommodate them in such close proximity to such a beautiful village, which at the moment provides a very safe, environment in which to raise a family. It would create an undercurrent of insecurity amongst present residents of all ages.

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①

②

BARFORD IS NOT A SUITABLE LOCATION.
 THE SCHOOL IS OVER-SUBSCRIBED
 THERE IS NO DOCTORS SURGERY
 BARFORD IS A SAFE AND RELATIVELY CRIME
 FREE COMMUNITY - WE DO NOT WANT THAT
 TO CHANGE.

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①

Barford is a thriving village with a great village community surrounded by green belt countryside.

⑩

I feel that none of the sites in and in close proximity to Barford would be ideally suited to the proposed gypsy/traveller needs.

⑥

They would take land which has an abundance of wildlife of which some are protected species, and also the areas stated are flood plains, which currently stop the village flooding.

This would have devastating consequences on many households which would be avoidable without these sites being built.

The countryside should remain just that for future generations to enjoy not to be made into a concrete jungle.

Also, there is the added pressure on the infrastructure, and there are currently issues with the water workings underground.

A lot of people also feel that there may be an increase in crime rates.

These sites would be more suited closer to the city where there are more available amenities (doctors/schools/shops etc).

There is already a site at Pathlow in Stratford which could be increased. The gypsy way of life is different and I don't believe they would integrate well.

I moved to this village from the City to enjoy the countryside and rural lifestyle of a village.

A family member of mine lives close to a gypsy/traveller site so I am well aware of all that this would bring to our beautiful village !!!!!!!

WE WANT IT TO REMAIN THAT WAY

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- 1) Gipsy sites should be integrated within new building developments to provide adequate supporting services and ease of access.
- 2) Barford area sites are not currently available and no road or foot access is provided
- 3) Need to identify the impact on capacity at the village school and how Gipsys will integrate with the current active village life
- 4) Who will supervise their site activities and standards.
- 5) Will they be paying all due taxes and costs
- 6) What benefits will the Gipsy sites and activities bring to the area

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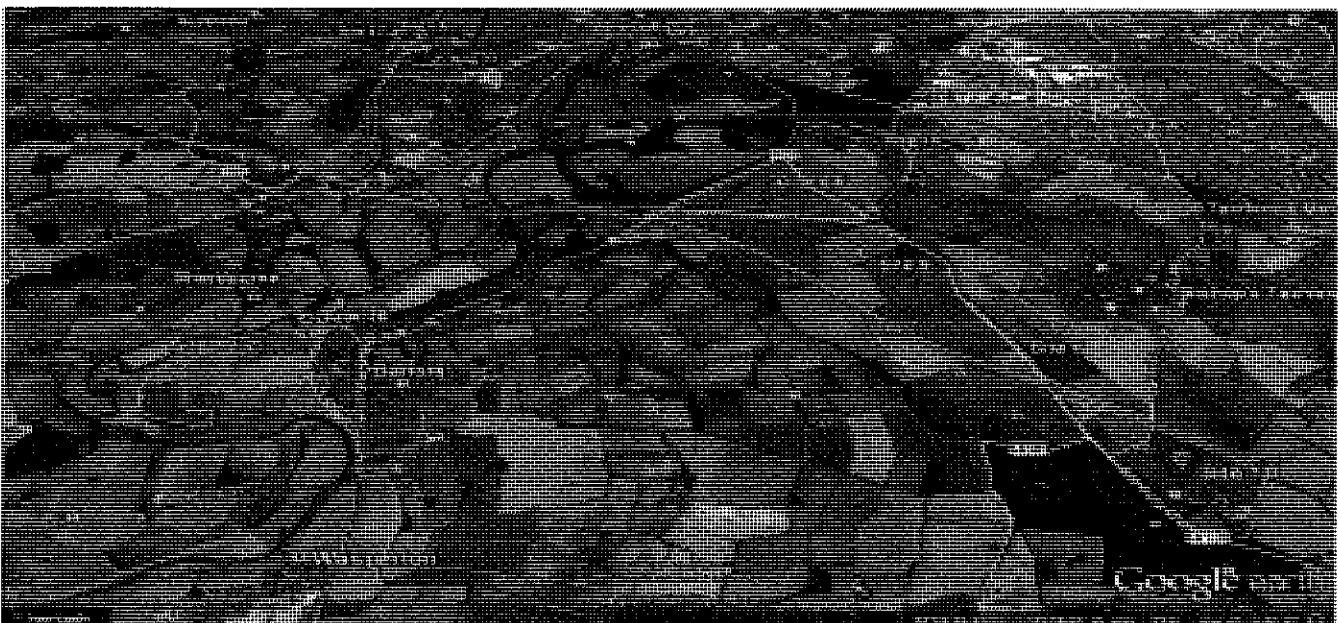
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- 1) GIPSY SITES SHOULD BE INTEGRATED WITHIN NEW BUILDING DEVELOPMENTS TO PROVIDE ADEQUATE SUPPORTING SERVICES AND EASE OF ACCESS
- 2) BARFORD AREA SITES NOT CURRENTLY AVAILABLE AND NO ROAD OR FOOT ACCESS PROVIDED.
- 3) NEED TO IDENTIFY IMPACT ON CAPACITY AT VILLAGE SCHOOL AND HOW GIPSY SITES WILL INTEGRATE WITH EXISTING VILLAGE LIFE?
- 4) WHO WILL SUPERVISE THEIR SITE ACTIVITIES AND STANDARDS?
- 5) WILL THEY BE PAYING ALL DUE TAXES AND COSTS?
- 6) WHAT BENEFITS WOULD THE GIPSY SITES AND ACTIVITIES BRING TO THE AREA?

⑦
⑤

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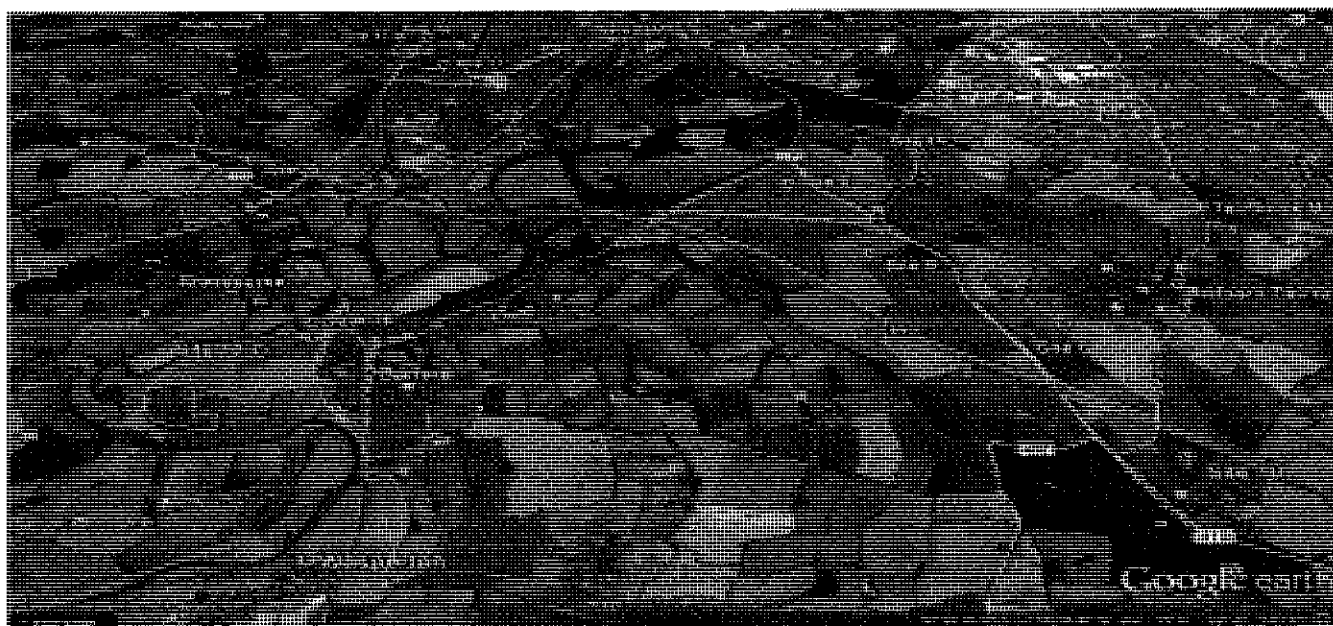
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①

I am concerned that the proposed gypsy and traveller sites in Barford would have a detrimental impact on the village - There are insufficient services in Barford to support such sites.

⑤

My particular concern is for our small village school which would not have the capacity or resources to cope with sporadic changes in pupil numbers. This would have a negative impact on the education of the children already in school.

⑤

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①

⑤

⑦

BARFORD SCHOOL. I believe the introduction of Gypsy & Traveller children into the village school will lower the school rating and all village children will loose out due to the poorer education of the gypsy children.

SITES 12 AND 16. The thought of Caravan Gypsy traffic turning in & out of Weetwood Lane from the H429 Road by Pass is an accident waiting to happen. - already there have been several accidents & one death Children & parents crossing this very busy road to go to school, is unthinkable.

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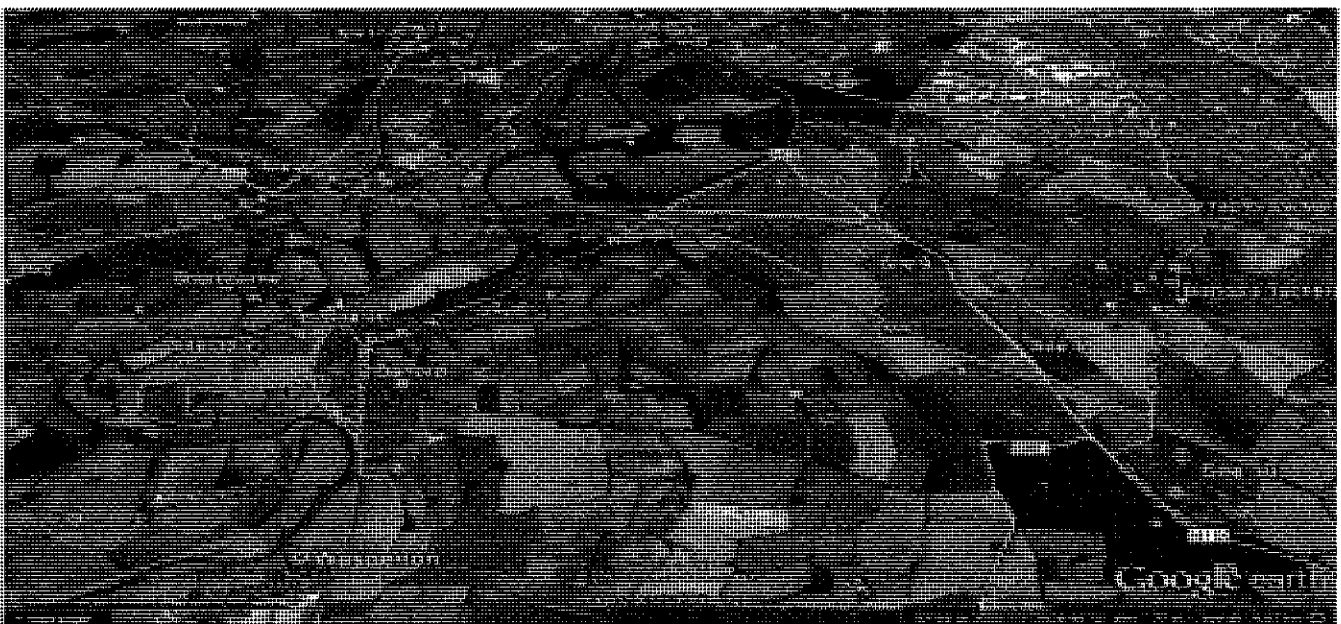
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I do not think any of the proposed village sites are appropriate for travelers.

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- Female
- Prefer not to say

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- Under 18
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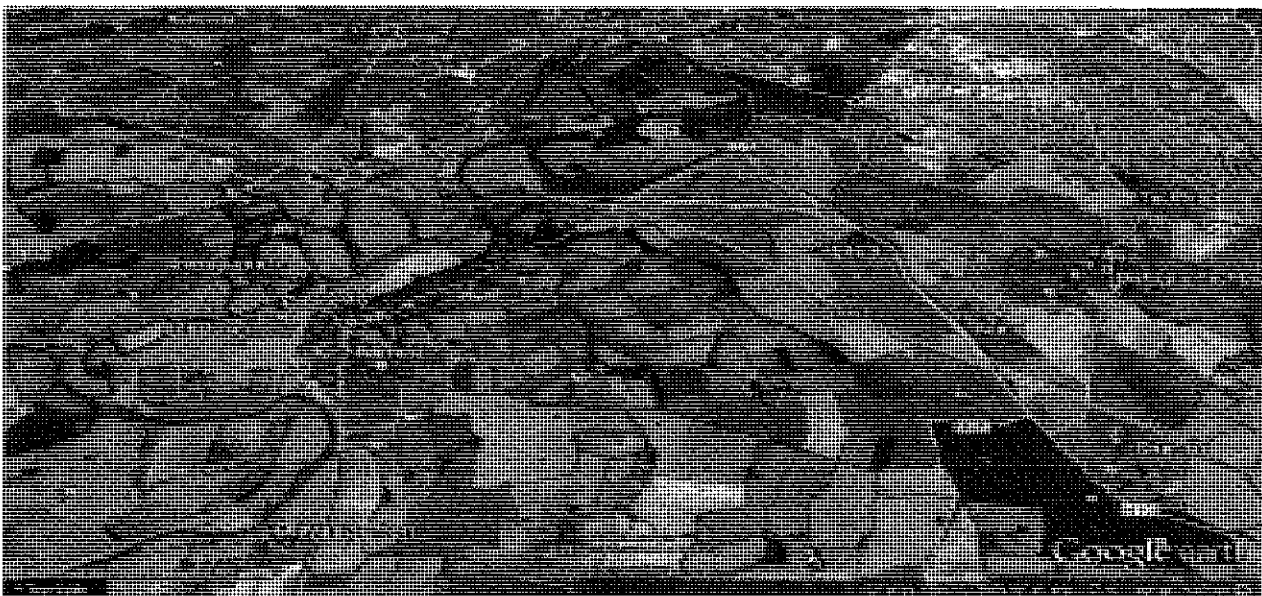
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Two general points:

1. I have little confidence in the analysis that underpins the proposals. There appears to be the potential for a significant level of double counting and inflating the requirement.
2. It seems disproportionate that the majority of the proposed sites are in the South of the District.

My specific objections are:

- Sites 5,6,9,12,16 and 20: All fail to meet the policy criteria of WDC Rural Area Policies.
- Sites 5,6,9,10,12 and 16: Development of these sites would have an adverse impact on the capacity of St Peter's School Barford.
- Site 16 is the flood compensation area and contains a central pond which is permanent and unsuitable for any development.
- Sites 12 and 16: Are adjacent to areas identified by the Environment Agency as having significant flood risk.
- Sites 12 and 16: Access to these sites is from the Barford Bypass. There have been a significant number of accidents on it, one of which was fatal. The existing access into the sites is completely inadequate.
- Sites 5,6,9,12,16 and 20 would lead to an unacceptable loss of farmland and consequently a loss of farming related employment opportunities.
- Based on information provided at the village meeting, it appears that 21 relevant families are already housed by WDC, begging the question why are these sites necessary.

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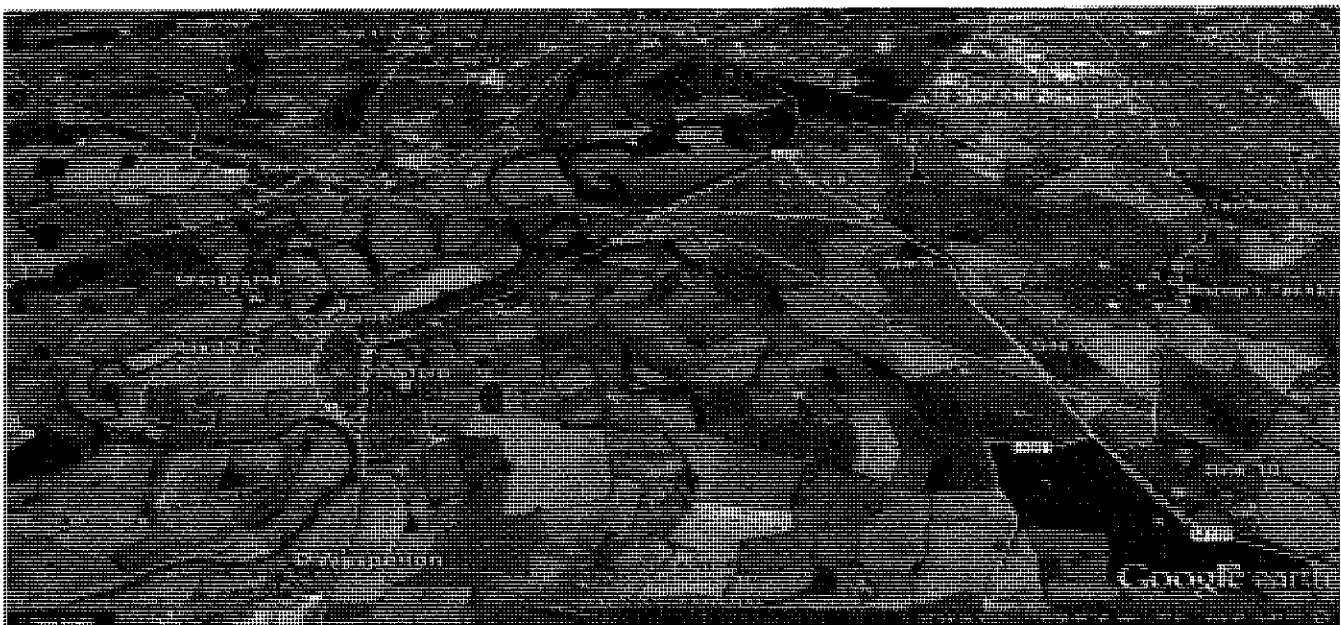
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It is worrying that the sites identified appear to have no rationale/logic in their selection - they offer no benefit to travellers and are significantly detrimental to the people living in Barford.

In general many of the sites have poor access from already congested roads, many of which are high-speed accident black-spots. The sites are inaccessible except by car so adding to congestion and also making local community facilities inaccessible to travellers unless using a car. The local school cannot support additional demand. Some of the sites would destroy the local landscape in terms of historical/visual and natural considerations. The sites do not allow for any integration within the local community.

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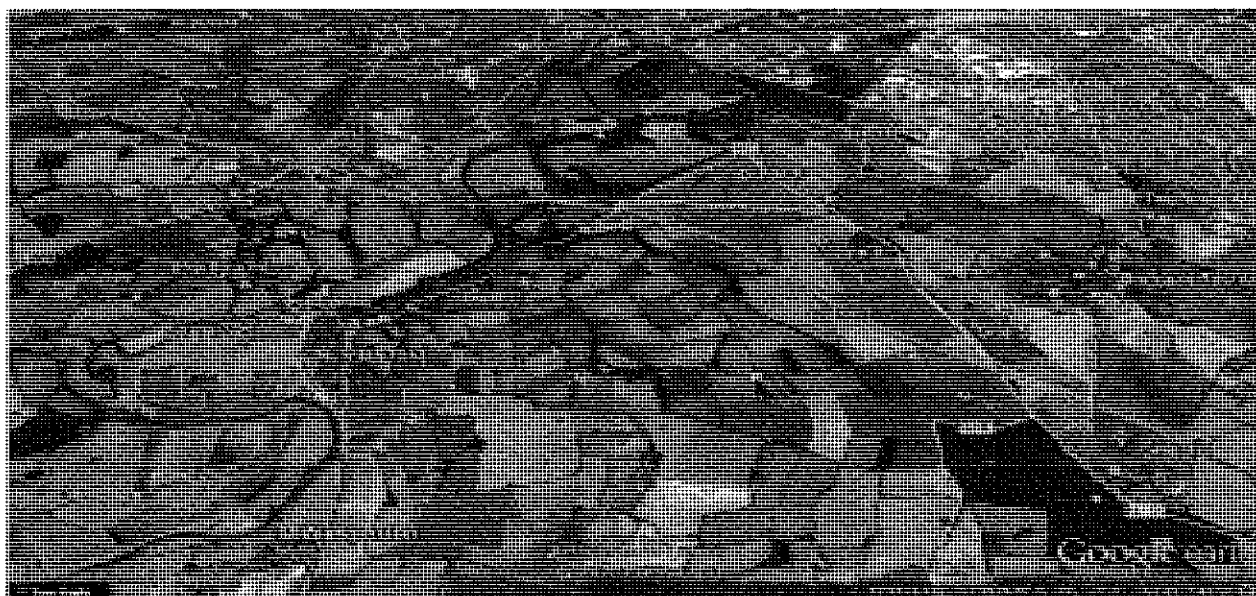
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I am opposed to these proposals for the following reasons:

- All of the sites have some ecological value and environmental issues which does not appear to have been assessed.
- WDC should revisit its Green Belt Policy and release sites to the north of Warwick and Leamington which would reduce the pressure to allocate land for all forms of development during the new Local plan period to the south of the District.
- Sites 5, 6, 9, 10, 12 and 16: Development would have a significantly negative impact on the capacity of Barford St. Peter's School, especially given the village's status as a 'Secondary Service Village' and its likely requirement to provide 70-90 new dwellings during the Plan period.
- Sites 12 and 16: Access to these sites is from the Barford Bypass (speed limit 60 mph). There have been a significant number of accidents on it, one of which was fatal. The existing access into the sites is completely inadequate.
- Site 16 is a flood compensation area and therefore clearly an inappropriate site.
- Site 12 is immediately adjacent to areas identified by the Environment Agency as having significant flood risk.
- Sites 6,9, 10 and 20 are situated on historic landfill sites which, though not in use, may still release greenhouse gases and are therefore totally unsuitable for any form of permanent occupation.

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No more development to our housing & extra people to the proposed gypsy sites will ever crowd our busy village already - Extra traffic overcrowding of our lovely school & an excellent shop would not cope with 70+ houses & large gypsy sites. The nearest Surgery is 3 miles away. I am not in favour of additional houses to our village and not in favour of gypsy sites.

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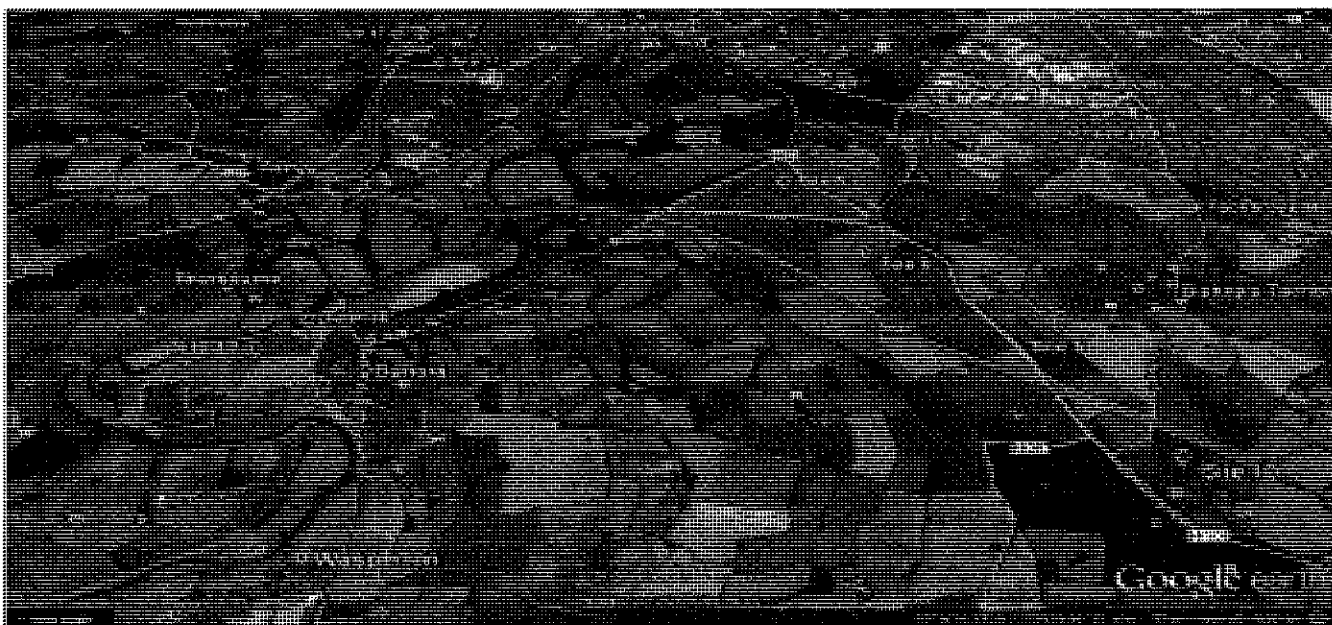
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9

Against travellers in or around
Barford as we have no Doctors
Surgery.

Drains can take no more sewage etc
School is full its capacity,
Would have to have a more
frequent bus service.

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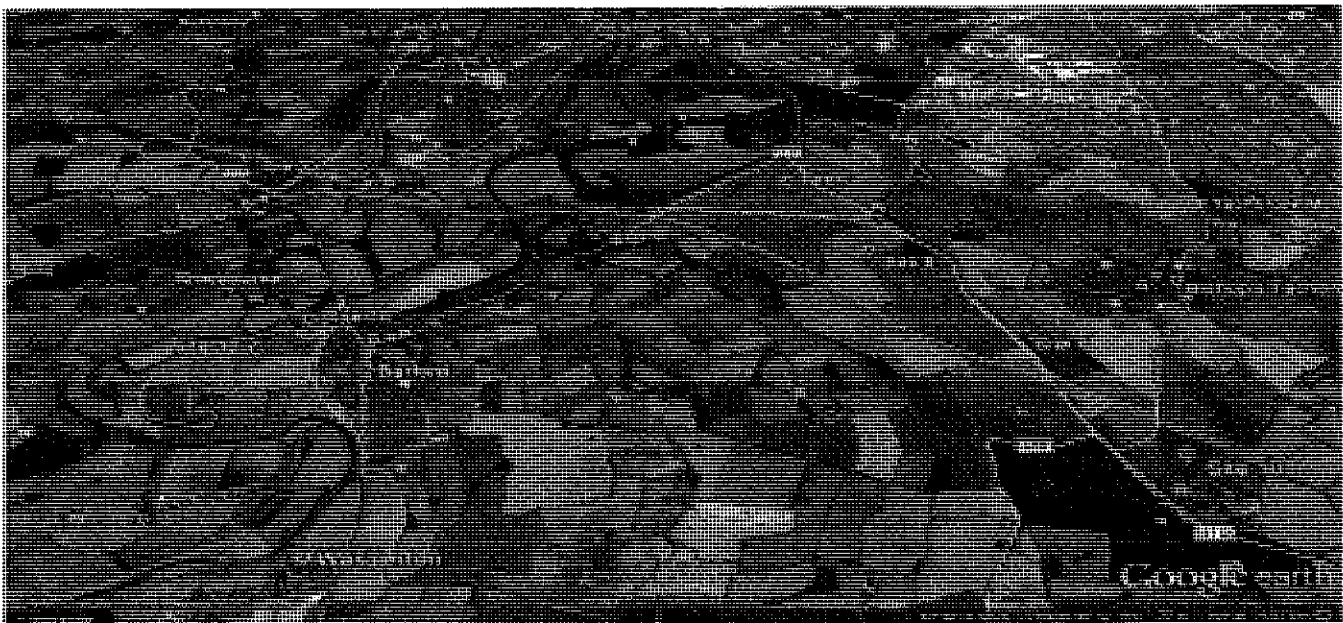
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Although the By-pass has made a difference to the traffic passing through the village - living in Church Street the amount of cars & coaches going to the Warwick Business Park has doubled and with an addition of 70+ new houses and a gypsy site, this traffic will increase ^{again} the school cannot take on many more children & the village shop will not be able to cope - Please keep our village to the size it is at present - Also no doctors surgery within 3 miles.

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My concerns are about the validity and robustness of the procedures used to arrive at the requirements and proposals.

(1) Reliability of conclusions in the Safford report.

- the report accepts there is 'no means of knowing how gypsies and travellers will decide to live in the next decade' but it claims that 'the predicted requirements over the 2012-2016 period should be seen as accurate'. With such uncertainty a range of estimated needs would be expected, and an assessment of confidence in the projections.
- there is no attempt to moderate the data derived from local gypsy and traveller residents according to interest they might have in the outcome.
- there is no evidence that the validity of methods used or the conclusions derived have been checked through peer review.

(2) Selection of candidate sites

- the criteria for site selection have been set out, but there is no evidence to show how rigorously the criteria have been applied.

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Barford is already used as a rat run
for the morning commuters to backbrook park
most of these sites would only make the situation
worse.

Local resources and infrastructure are already
over stretched and under resourced.

Please, please, do not allow this, several of
these sites would see us leaving the area!

①

⑦

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①
- Totally oppose sites in vicinity of Barford

- Sites 12 + 16 located in areas prone to flooding ⑥

- Access to sites dangerous for vehicles & pedestrians across bypass ⑦

- Village doesn't have GP surgery or chemist ⑤

- Unacceptable loss of farmland ⑫

- Salford report provides no real evidence of need for these sites, all based on estimates & guess work

- No. of proposed pitches could mean between 1.6 - 3 caravans per pitch

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Local resident

Local Business

Local Councillor

Representative of a local organisation

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site 12 - flood risk zone

6

site 12/6 - existence of water voles

12

s, 6, 9, 12, 16, 20 - unacceptable loss of farmland + rural employment

10

All sites - ecological + environmental value

Sites 5, 6, 9, 10, 12, 15, 16, 17, 18, 20 - are not locations which allow peaceful + integrated co-existence with the local community

8

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Gender

Location

Male

Live in Barford

Female

Live within 5 mins drive of Barford

Prefer not to say

Live within 5 - 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Are you responding as a:

Under 18

Local resident

18 - 45

Local Business

45 - 65

Local Councillor

Over 65

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- DETRIMENTAL EFFECT TO THE STRUCTURE, FUTURE AND LIFE OF BARFORD - BECAUSE - NEGATIVE ASSOCIATION OF A GYPSY SITE WILL DEVALUE THE VILLAGE AND ITS HOMES.

- THE SCHOOL WILL LOSE ITS ^{OUTSTANDING} REPUTATION AS HAS HAPPENED TO OTHER SCHOOLS BECAUSE OF THE ^{POOR} ATTENDANCE, ETC, OF GYPSY CHILDREN - PLUS OVERCROWDING AND UNRULY BEHAVIOUR ISSUES.

- THE BARFORD BYPASS IS A FAST AND DANGEROUS ROAD - THERE HAS ALREADY BEEN ONE FATALITY AND NUMEROUS ACCIDENTS. THE GYPSY TRAVELLERS WOULD ADD TO THIS DANGER BY INCREASING THE NUMBER OF ROAD WRECKS AND CREATING ANOTHER 'T' JUNCTION ON IT. ROUNDABOUTS WERE DISMISSED AS TOO EXPENSIVE ~~TOO~~ WHEN THE BYPASS WAS FIRST BUILT. ^{CONSIDERING THE ROAD ON FOOT IS POSSIBLE AT PRESENT!}

- GENERAL SECURITY AND ^{THE} FEELING OF WELL BEING AND SAFETY ^{WILL} GO AS GYPSYS HAVE A REPUTATION (RIGHTLY OR WRONG) OF BEING UNRULY AND BE 'HELPING THEMSELVES' TO OTHERS' REPUTATIONS.

- THE FAMILY-ORIGINATED, TRADITIONAL, VILLAGE LOCAL LIFE ROOTED IN THE PUBS AND VILLAGE GREENS WILL BE CHANGED FOREVER.

- SITE ~~IS~~ HAS ALREADY BEEN DISMISSED SO I UNDERSTAND, HOWEVER SITE 12 IS IN A REGULAR FLOOD ZONE - IT IS UNDERWATER EVERY TIME THE RIVER BREAKS ITS BANKS - SO SURVEY THIS, COUPLED WITH THE TRANSPORT SAFETY ISSUES AND THE IRREPARABLE DAMAGE ^{TO THE} THE SITE WOULD HAVE TO THE HISTORY OF BARFORD AND LIVES OF BARFORD RESIDENTS, ITS SCHOOL AND THE OVER-STRETCHING OF THE VILLAGE'S PROVISIONS, MEANS THAT IT CANNOT BE A Viable PROVISION EITHER.

7

6

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The sites are unviable:-

- unsafe access
- Infrastructure unable to cope with extra demand.
- No access to local community facilities except by car
- destruction of local environment - views, loss of habitat for water voles and wild deer.
- Barford school full now.
- Not possible to integrate with local community.

7
9
5
10
12

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①

②

This consultation is a sop to David Cameron's Big Society which requires Councils to consult the local people

It is at least certain that the Council have a site in mind already, I suggest is it Ockland's farm which is owned by a former district councillor & has been for sale for a while. Curious woodpeck & kennels already on the site. Good access & facilities & school & doctor at Bubbottle.

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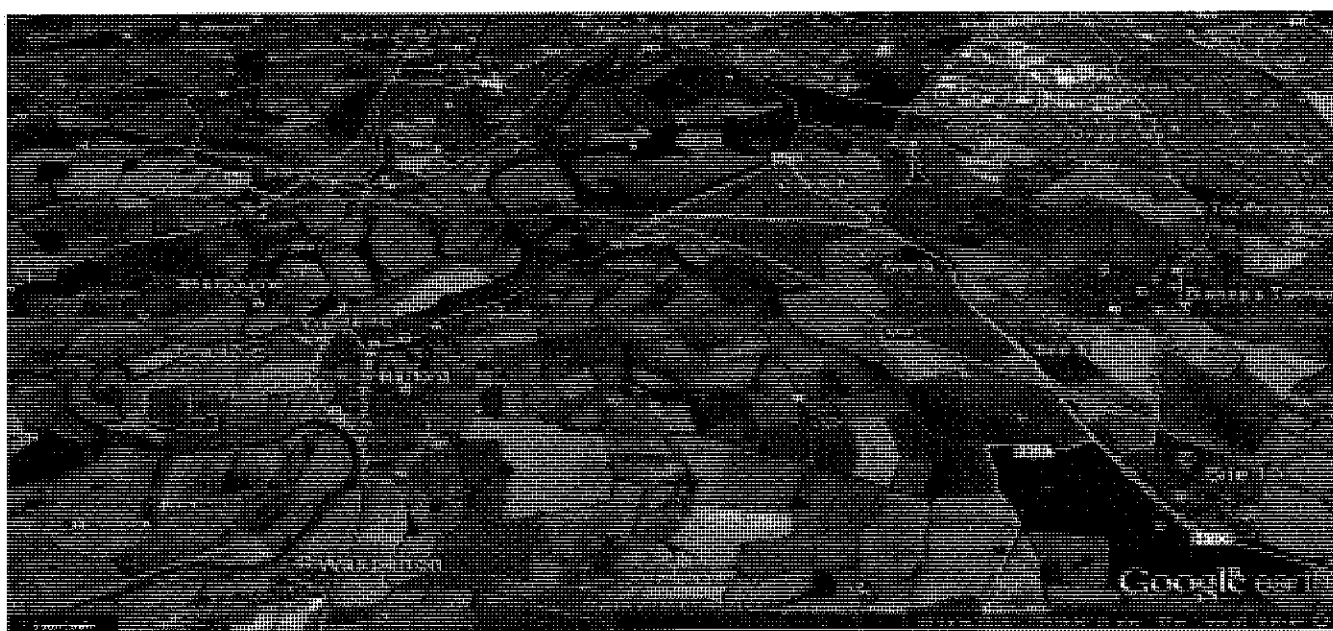
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① ⑥ ⑦ ⑤

Site 6 was a landfill site ? Methane !

Site 16 is a flood alleviation pond. Wet !

Site 12 - Access dangerous on to bypass. No places at school.

17, 18 + 11 Dangerous access onto bypass ^{No Doctors}

20. No utilities, school or doctors nearby. Access onto Watlington
could be a problem

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① ⑥ ⑦
⑩

Providing permanent sites for Gypsies and Travellers is a contradiction in terms. The sites nominated in the draft local plan were clearly chosen by a blind man with a pin (who tried best to avoid Green Belt). I wish to register my most strongest objection to the proposals. Sites 12 and 16 are unsuitable due to flooding, unsafe access into Barford village and interference with protected species. Sites 12, 16 & 20 would also result in unnecessary loss of valuable agricultural land and rural employment. I would insist on a major review of the District Council's Green Belt Policies to ensure even spread of sites.

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①, ⑥, ⑦

The District Council should commence a major review of Green Belt Policies to ensure even spread of these impositions across the District
I wish to object to the provision of the sites 12, 16 & 20 in the vicinity of Barford village clearly selected by a blind man with a pin carefully avoiding great swathes of Green Belt. Sites 12 & 16 are no good due to flooding, unsafe access, and interference with protected species. Site 12, 16 & 20 would also result in unacceptable loss of agricultural land and rural unemployment. Put them next to the 4000 new homes proposed.

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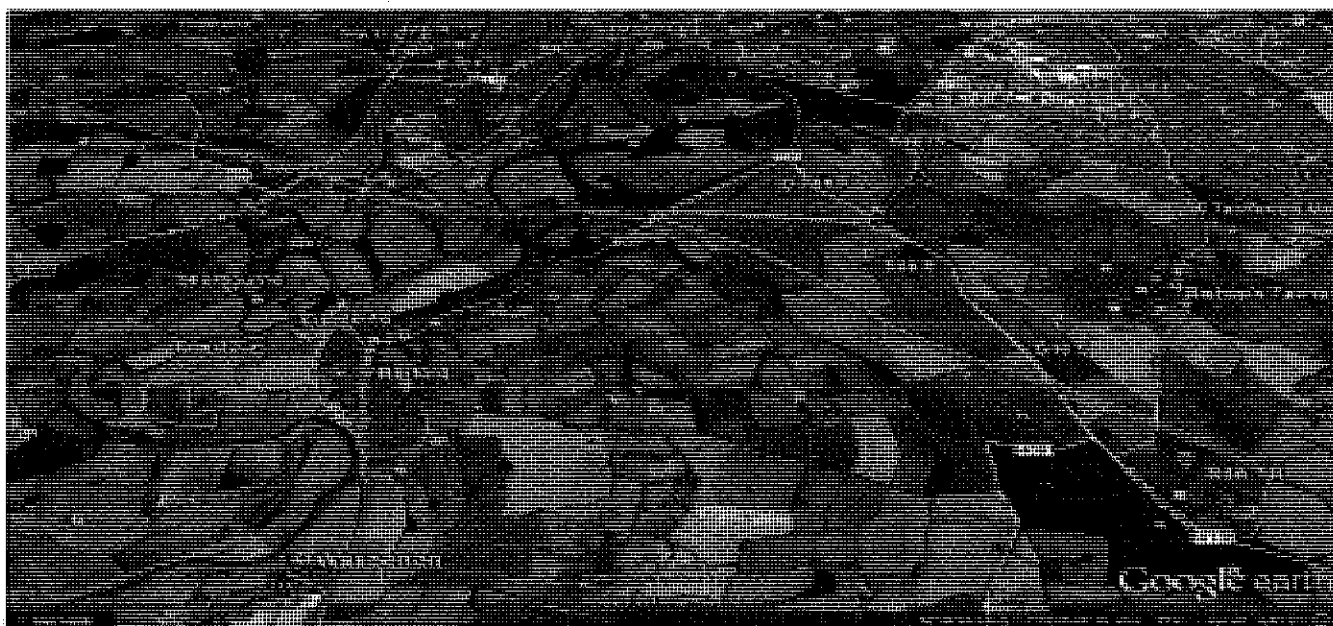
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①

WDC SHOULD RE-CONSIDER THEIR GREEN BELT POLICY!!!
GREEN BELT LAND SHOULD REMAIN AS GREEN BELT
AS INTENDED AND TO BE PRESERVED.
WDC SHOULD BE LOOKING AFTER AND SUPPORTING
THEIR OWN LOCAL RESIDENTS TOO.
WHAT ABOUT PROTECTING THE LOCAL WILDLIFE
WHO CANNOT SPEAK FOR THEMSELVES. I.E.
HEAVILY PROTECTED WATER COLES, NEWTS, TADPOLES ETC.
BARFORD CANNOT TAKE ANY MORE ADDITIONAL
TRAFFIC. IT WILL CAUSE CONGESTION AND PUT
FURTHER STRAIN ON THE INFRASTRUCTURE.
WHY NOT CONSIDER THE ALREADY EXISTING SITE
AT PATHLOW WHICH CAN MORE THAN ACCOMMODATE
FURTHER GYPSY/TRAVELLERS.

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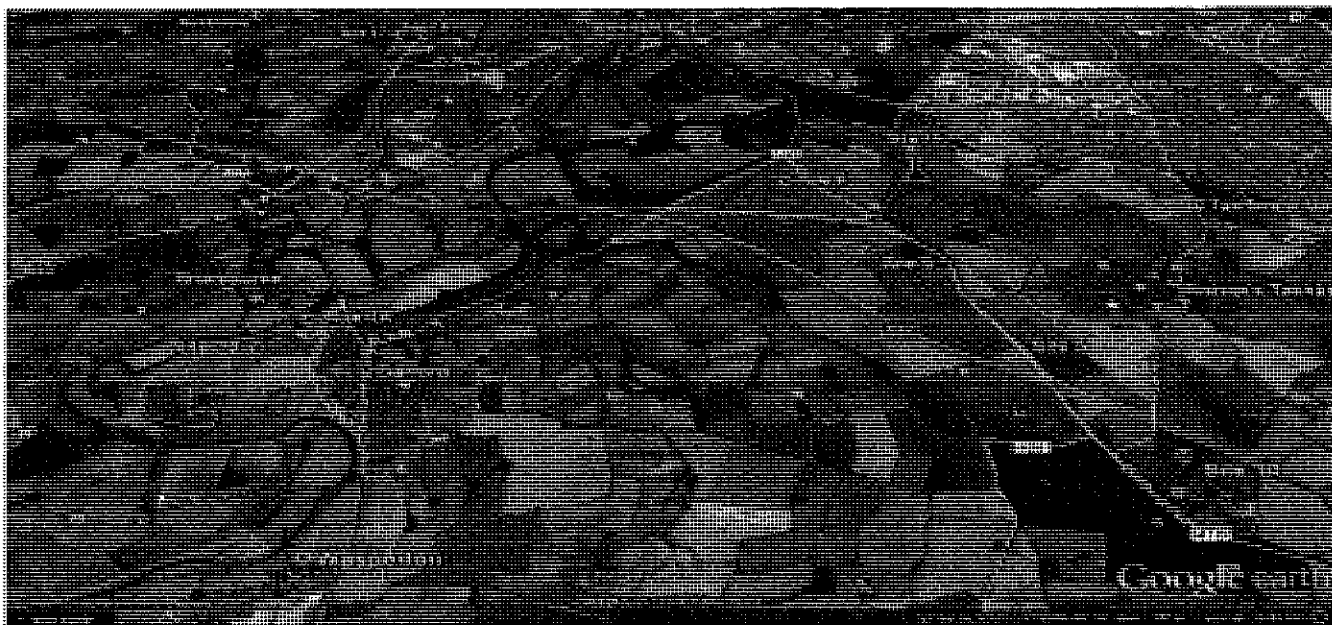
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① ③ ⑥ ⑦ ⑩

I AND MY FAMILY ARE TOTALLY OPPOSED TO BOTH THE 'NEW LOCAL PLAN'
AND ^{ALL} THE SITES FOR GYPSIES + TRAVELLERS

THE LOCAL INFRASTRUCTURE (ROADS, SCHOOL, DOCTORS??, SEWERAGE) WILL NOT
COPE WITH ANY ADDITIONAL HOUSING OF GYPSIES + TRAVELLERS.

SOME OF THE GYPSY + TRAVELLER SITES ARE ON FLOOD PLAINS OR OLD
COMMUNITY REFUSE SITES.

THE LAND IS EXPENSIVE - WHY NOT CONSIDER BROWNFIELD SITES.

THE GYPSIES + TRAVELLERS SHOULD BE INTEGRATED INTO NEW DEVELOPMENT
SITES OUTSIDE OF THE LOCAL AREA

THERE IS INADEQUATE VEHICULAR ACCESS FOR ANY G+T SITE OR
ADDITIONAL HOUSING DEVELOPMENT.

THE FARMLAND IS HIGH QUALITY GRASS AND IRREPLACEABLE
PUBLIC TRANSPORT IS ALREADY INSUFFICIENT AND WOULD STRAIN FOR
GET WORSE.

THE CONSULTATION PERIOD IS INSUFFICIENT AND THE REPORT BY SALFORD
UNIVERSITY IS FUNDAMENTALLY FLAWED AND INADEQUATE

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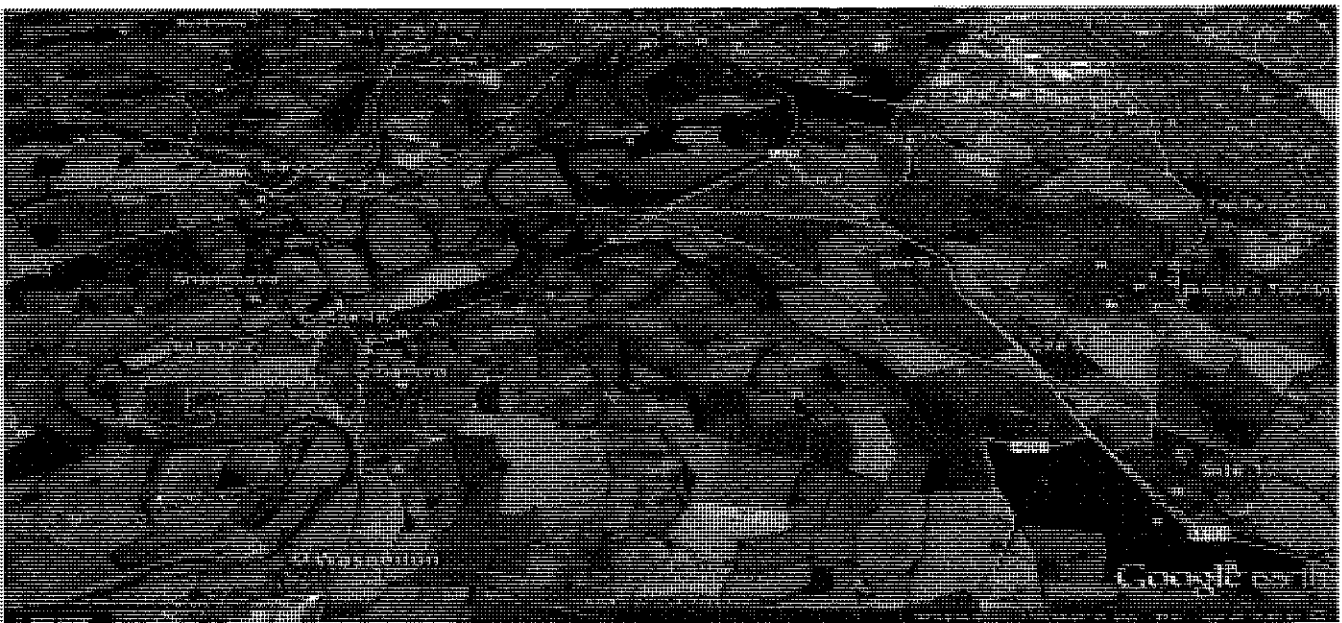
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②

I am against the proposals because:

- If you include people living in the mobile caravans there will be too many people on the site.
- Of the sites I have seen before, they are untidy and not cared for!
- It would surely involve movements of caravans within Barford. The infrastructure could not cope.

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

~~Male~~

Female

Prefer not to say

Location

Live in Barford

Live within 5 mins drive of Barford

Live within 5 – 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Under 18

18 – 45

45 – 65

Over 65

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I consider The gypsy and traveller site in Barford to be wholly inappropriate because:-

1. The school is at bursting point
2. There is no doctors surgery available for more tenants
3. The local infrastructure in Barford could not cope with this increase.

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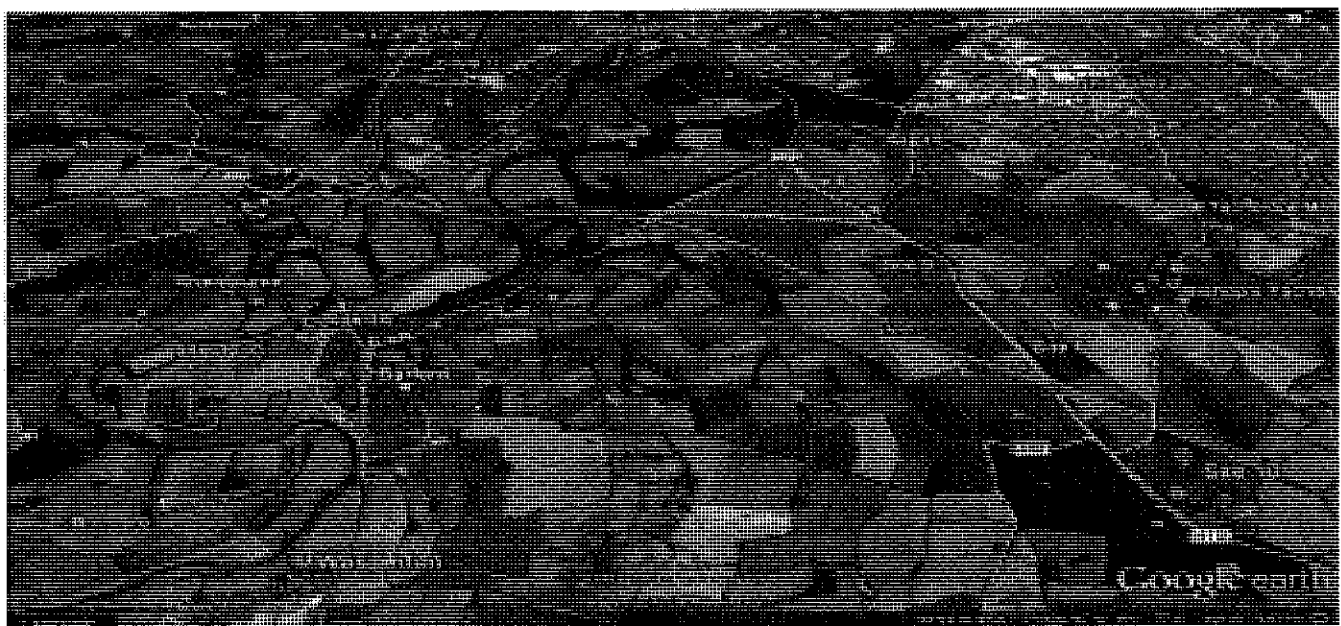
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The local infrastructure will not cope with either the local plan (additional houses) or the Gypsy & traveller sites.

There is no local doctor, the school is at capacity and the road network is already inadequate.

The Gypsy & traveller sites should be incorporated into the proposed development plans already earmarked for Kenilworth, Warwick and L. Spa, if at all!

Use brownfield sites not prime, unspoilt greenbelt.

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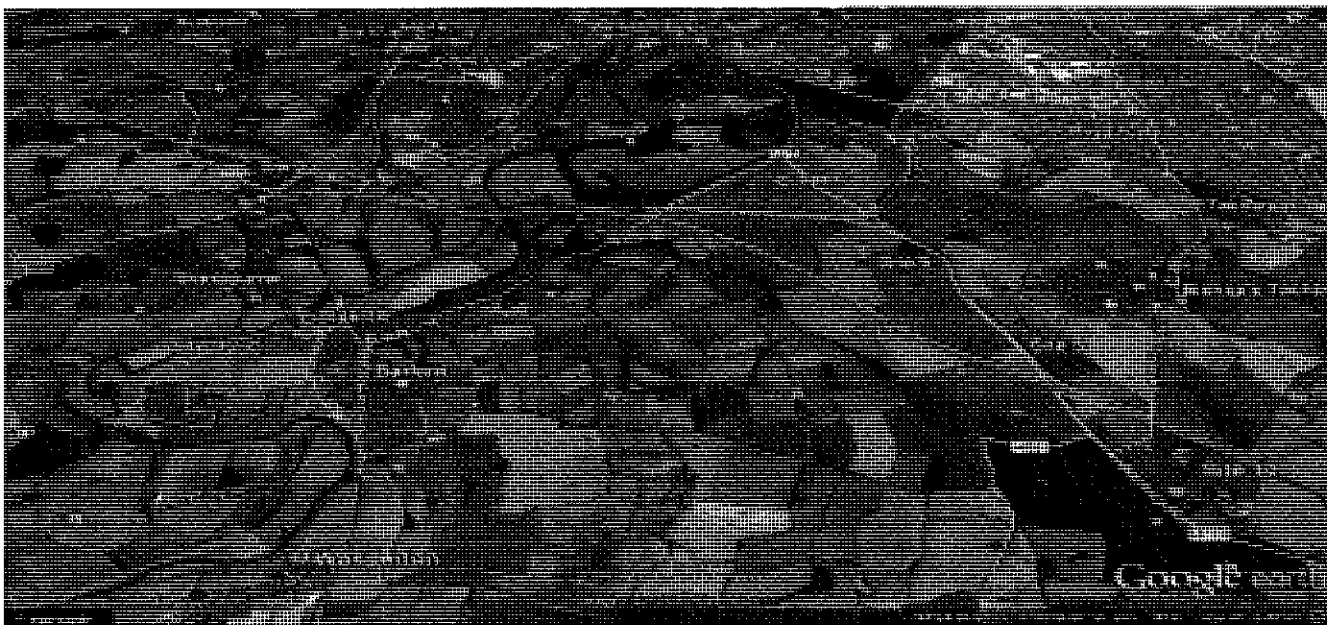
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I would object to sites 12 and 16 on the grounds of proximity to Barford and difficult access on to Barford Bypass. and do not offer access to local facilities, also have likely hood of floods. Site 20 also has problems of accessibility and lack of local facilities

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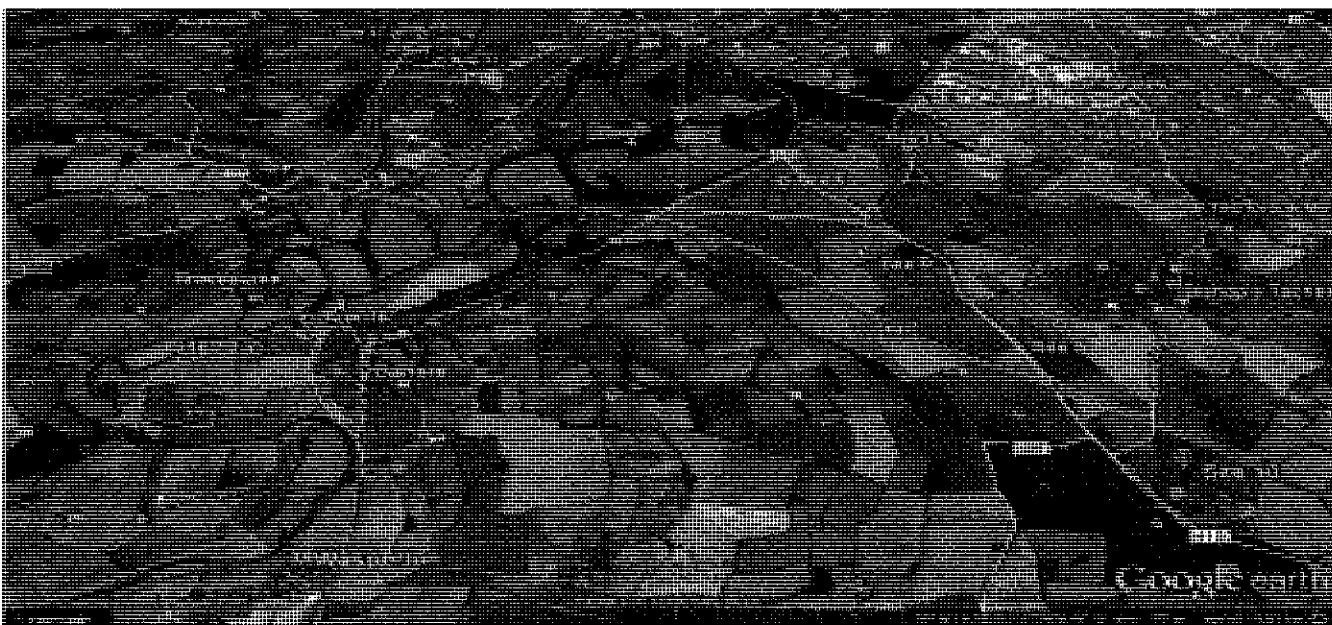
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Sites 12 and 16 are totally unsuitable being 'flood' areas and are known to flood frequently over past 40 years. Apart from water voles, kingfishers and waterfowl are resident ~~are~~ are reeds and other pond life. The Bypass is fast moving and busy & could not sustain any other junctions onto it. Barford School is already oversubscribed but would, I believe, be required to accommodate children from the sites, regardless of this.

With the possibility of future development of residential housing it is regrettable that WDC considers it appropriate to add to this overpopulation with a gypsy/traveller-site

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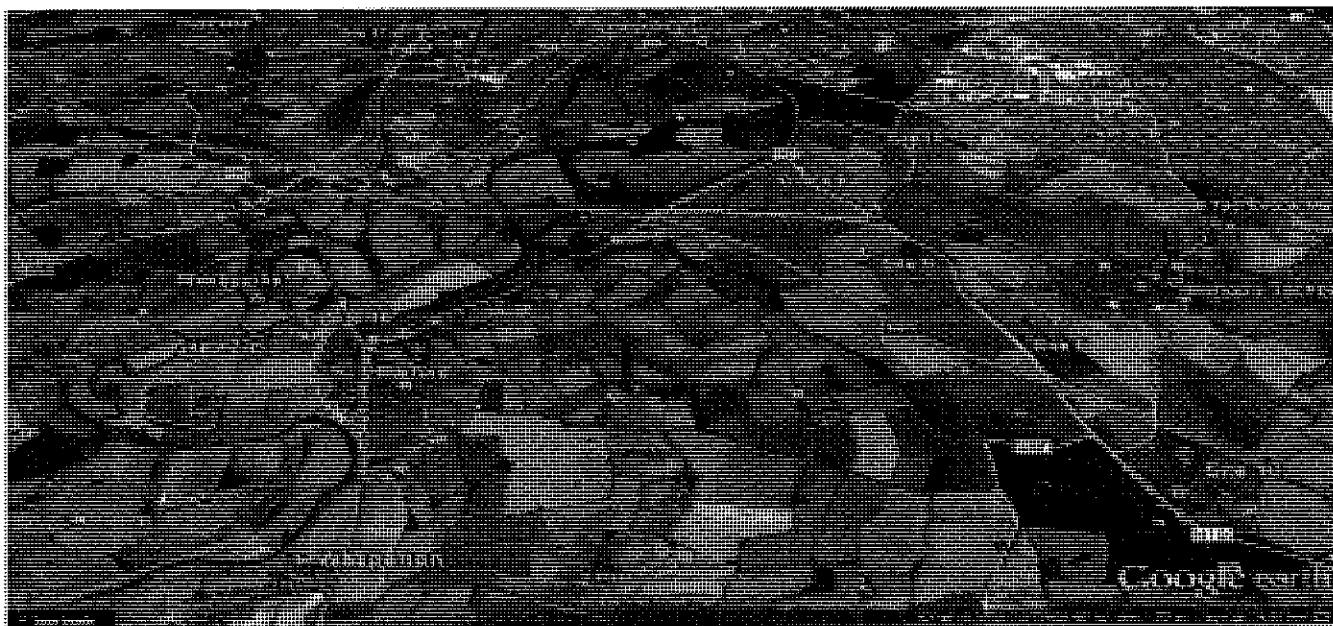
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IN JUNE 2009, "BARFORD PARISH PLAN COMMITTEE"
SENT US A COPY + LETTER OF "THE BARFORD VILLAGE
DESIGN STATEMENT." IT SAID "BARFORD IS A PLACE
THAT MANY OF US ENJOY AND ARE PROUD TO LIVE IN."
I AGREE WITH ^{THIS} STATEMENT. IF GYPSIES + TRAVELLERS
ARE ALLOWED TO MOVE ^{IN} THIS WOULD END. I AM
SURE THERE ARE BETTER LOCATIONS FOR THESE
PEOPLE, WHERE THERE IS MORE FACILITIES
EG SCHOOLS, SHOPS, ROADS DOCTORS ETC. BEING A
SMALL VILLAGE WE DO NOT ^{HAVE} THESE ^{THINGS} FOR A MUCH
LARGER COMMUNITY.

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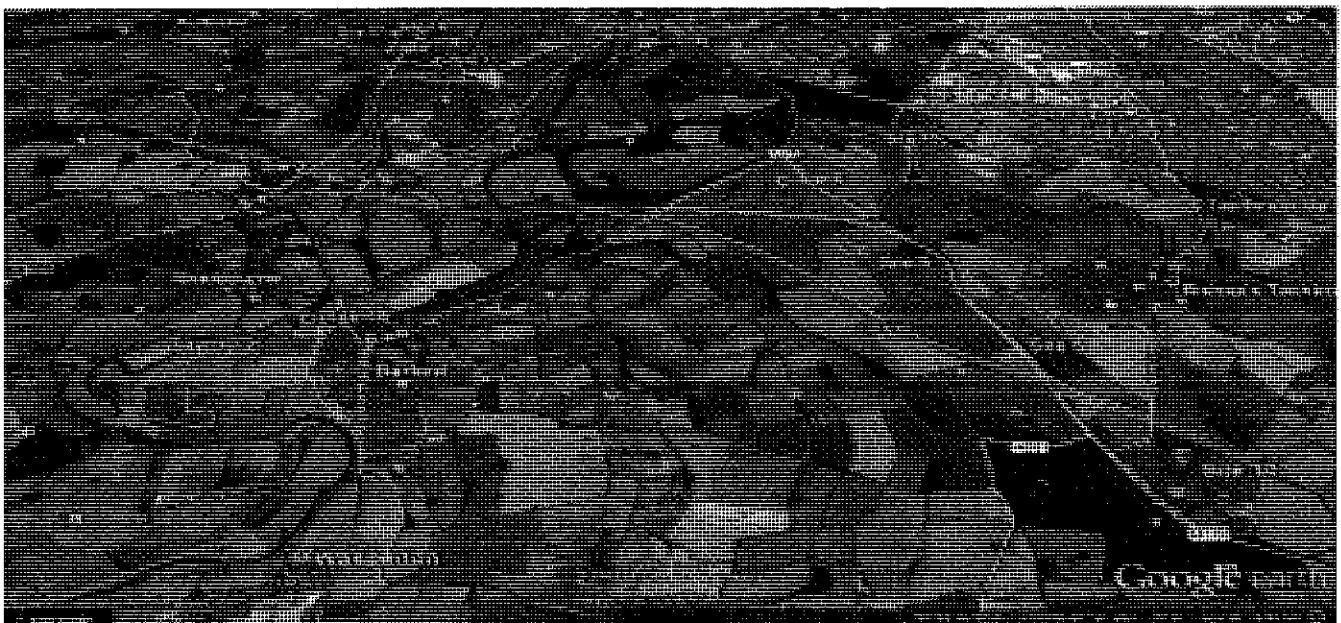
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1

10

The proposed Local Plan appears to be predicated on policy which is both dated and inappropriate when applied to Warwick District. Specifically I believe the following points to be challengeable:

- 1, The inability to utilise green belt due to national policy - local plans are exactly that and within the control of the District Council
- 2, Retisene to use land in the north of the District due to it being green belt - is it not more plausible that this is linked to the HS2 proposal and the subsequent dereliction of previous proposed development sites
- 3, The need for the numbers / scale - These appear extremely disproportionate
- 4, The degree of consultation with neighboring authorities + specifically Stratford DC, who are proposing for less development

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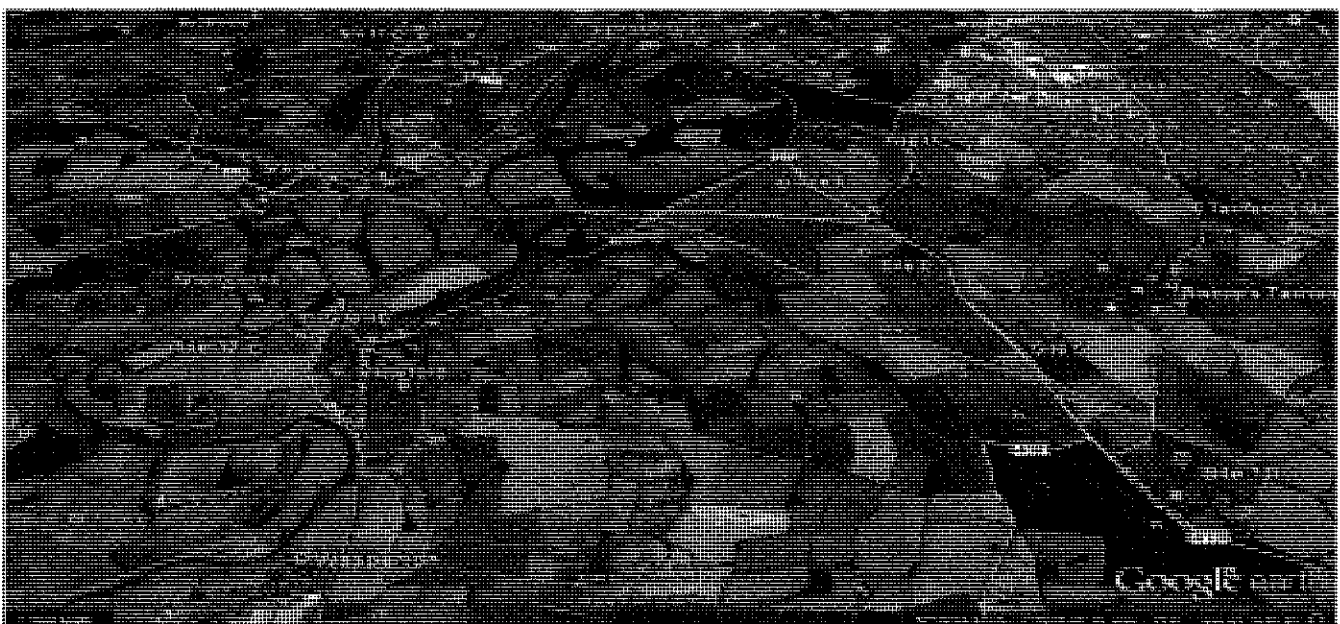
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②

Fundamentally challenge the depth of understanding of how the proposed Gypsy sites would impact the immediate and wider vicinity. There is a real gap in 'theory' and 'experience' here.

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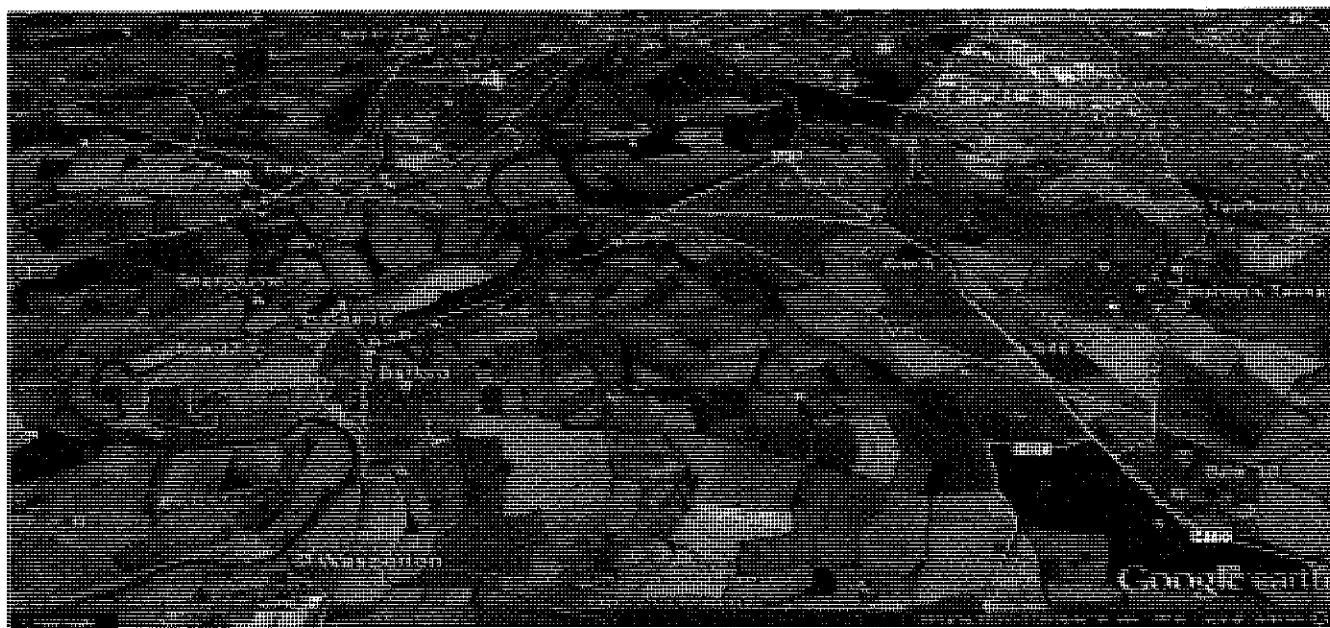
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Concerns regarding the impact on the local village school.

- increased numbers to accommodate travellers may exclude other local children

Impact on environment. Rural green areas ruined by travellers site.

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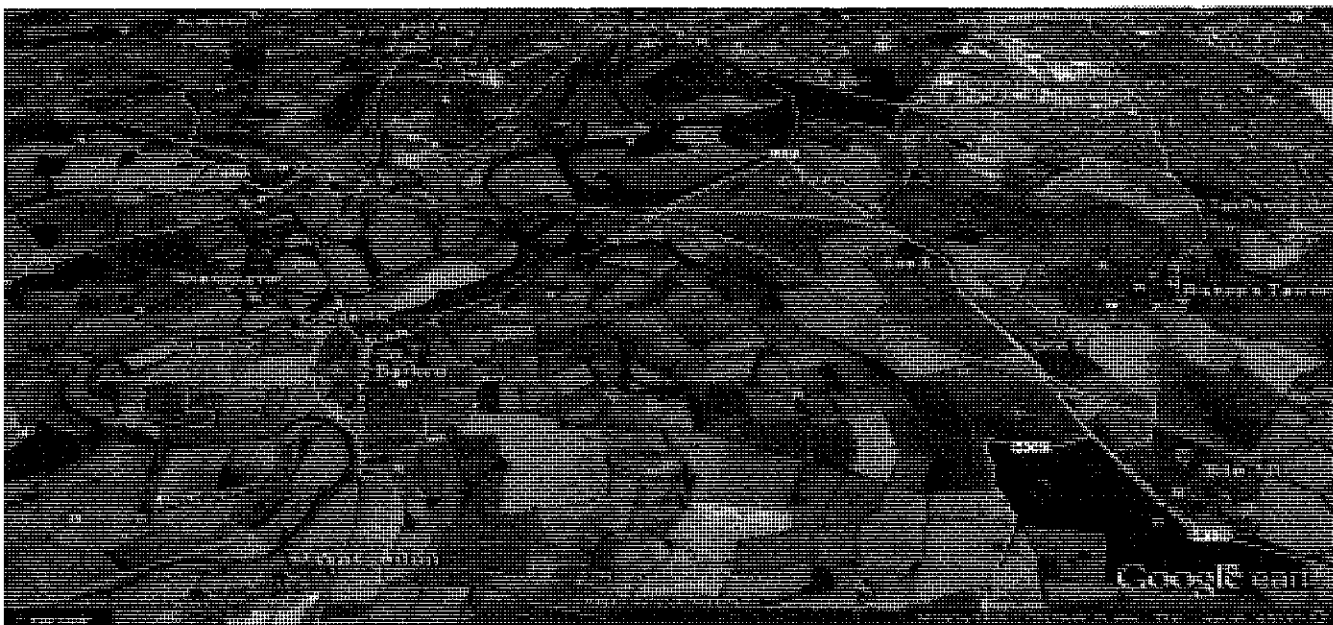
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Firstly I wish to thank you for giving me this opportunity to share my opinion & views on your proposed scheme. However, I feel challenged to learn that the study was not performed by a local university body but one in Bedford. My knowledge is mostly local. The sites proposed appear to be very poorly thought out and as a Mother I would agree that they are dangerous in the extreme. (Sandwiched between main roads) Where do the figures for such measures come from? Are the 'havelles' on some form of potential housing legislation? How many havelles are you proposing to have on each site? I am a nurse by profession and I am well aware of what a strain these proposals would have on Warwick & Coventry & District University Hospitals. My brother to patient falls is already in dire straits. Surely, with the Government's list of 11 hospitals in need of review we are taking a huge risk. We are told by the Government this local health care is down. I would love to know how many crimes are committed by people who are unemployed. Wherever there are 'havelles' present close to Christed Gates the growth rate alone increases. Apart from that but an emergency situation I have never seen a Policeman in Bedford. Let others comment on the potential problems i.e. rubbish disposal, sanitary facilities, Scholun etc. Please do not forget the impact that these people have on house prices and tourism. It is not attractive to have 'havelles' in the area and why is it that the people who have worked diligently all their lives for their money have to be the ones whom have to sacrifice their environment? I do not see hordes of people walking the land in search of someone to settle. But, if we make it too easy and provide the platform then we will be 'Take take take' mentality is killing this nation. Please listen and put a stop to it!

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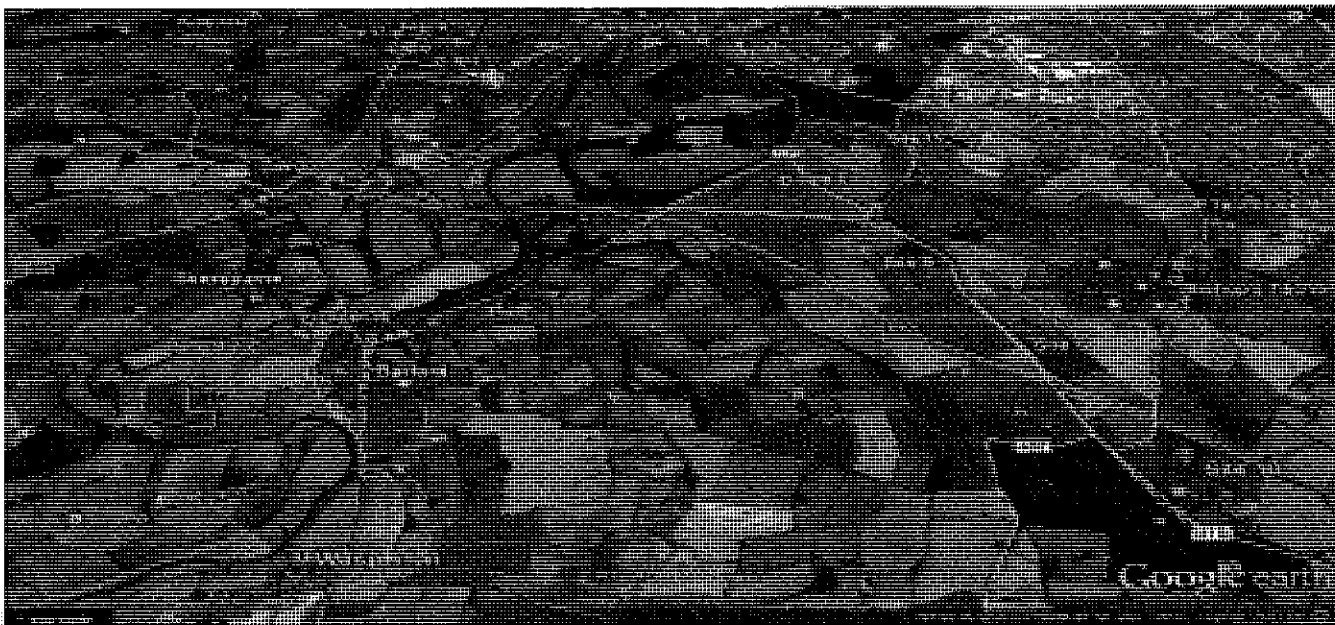
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Why do we need to accommodate the permanent residential needs of the Gypsy and Traveller Community. As the name suggests they are a group of people who do not wish to set down permanent roots. If this is not the case then they should spend their money on buying a permanent residence that is already integrated within a community and accessible to local amenities. By providing independent sites on which they can reside will only alienate them from the community! If Barford is to build 75-90 more homes, I don't think the infrastructure can cope with both.

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- Male
- Female
- Prefer not to say

Location

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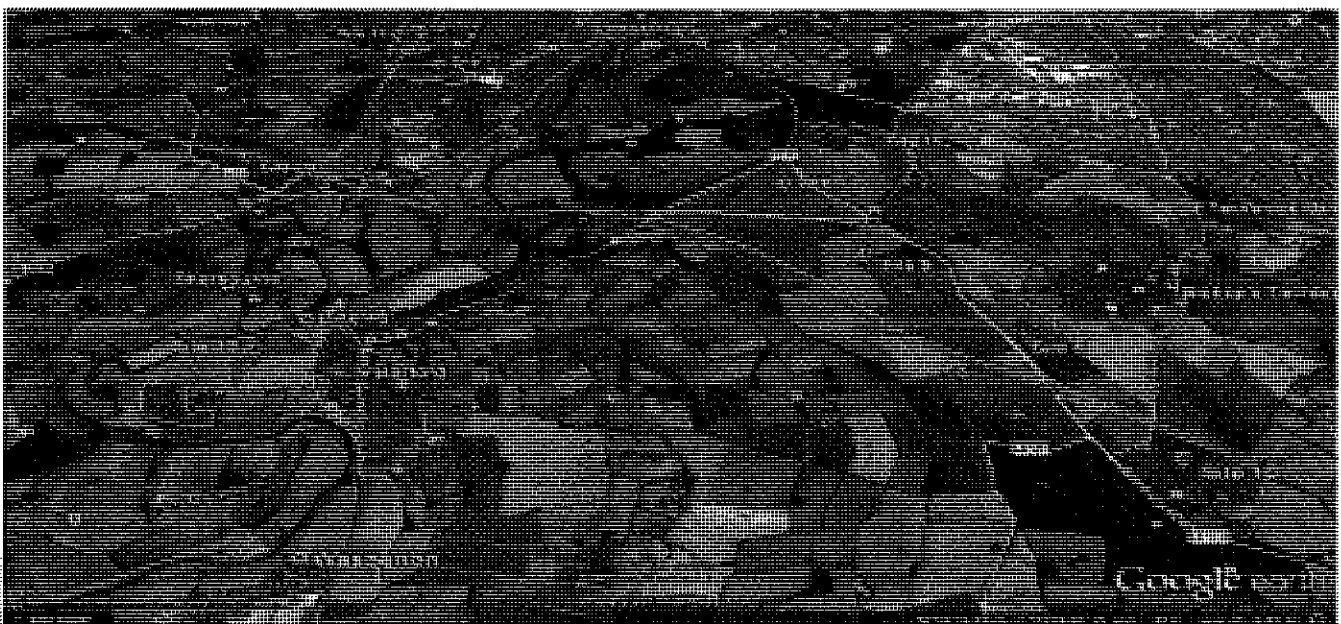
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15

I AM COMPLETELY OPPOSED TO THE PROPOSED SITES SURROUNDING BARFORD. AS I AM VERY CONCERNED ABOUT THE POTENTIAL IMPACT ON THE COMMUNITY. BARFORD SCHOOL IS ALREADY OVER-SUBSCRIBED AND CANNOT SUPPORT A SIGNIFICANT INCREASE IN CHILDREN IN THE COMMUNITY. MY FAMILY AND I SPECIFICALLY MOVED TO THIS AREA SO WE WERE IN THE CATCHMENT AREA FOR A GOOD SCHOOL. WE LIVE FURTHER FROM THE SCHOOL THAN THE PROPOSED SITE (SO WOULD EFFECTIVELY BE FURTHER DOWN THE ENTRANCE LIST) AND WOULD FEEL VERY DISAPPOINTED IF OUR CHILDRENS' PLACES WERE TAKEN BY CHILDREN THAT MAY THEN MOVE ELSEWHERE AT A LATER DATE.

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I AM OPPOSED TO THE PROPOSED SITES FOR GYPSY AND TRAVELLER SITES SURROUNDING WESTHAM LANE, BARFORD. I FEEL THAT THE SITES ARE ENTIRELY INAPPROPRIATE FOR THE FOLLOWING REASONS:

- THE SCHOOL IS ALREADY OVERSUBSCRIBED SO THIS COULD PREVENT LOCAL CHILDREN ATTENDING THEIR LOCAL SCHOOL, CAUSING UNNECESSARY TRAVEL TO SCHOOLS MUCH FURTHER AFIELD.
- THE SITE IS ALSO PRONE TO FLOODING AND HAS BEEN COMPLETELY UNDER WATER ON SEVERAL OCCASIONS IN THE LAST 18 MONTHS.
- ACCESS TO THE SITE IS NOT APPROPRIATE AS THE A429 IS A VERY FAST ROAD, AND AN ACCESS POINT IS LIKELY TO CAUSE ACCIDENTS, POTENTIALLY HIGH SPEED ACCIDENTS
- ANY TRAVELLERS WOULD BE AT RISK CROSSING THE A429 AND ~~IS NOT~~ AS THE ROAD IS NOT SUITABLE FOR PEDESTRIANS
- THERE ARE LIMITED COMMUNITY RESOURCES WITH JUST 1 SMALL SHOP, NO GP'S OR OTHER MEDICAL CARE, AND THE NEAREST SURGERY IS IN WILLESDUNN WHICH ALREADY STRUGGLES TO COPE WITH THE LOCAL RESIDENTS NEEDS.
- LOCAL WILDLIFE WOULD BE AFFECTED THAT CURRENTLY THRIVE IN THE AREA SURROUNDING THE RIVER AVON.

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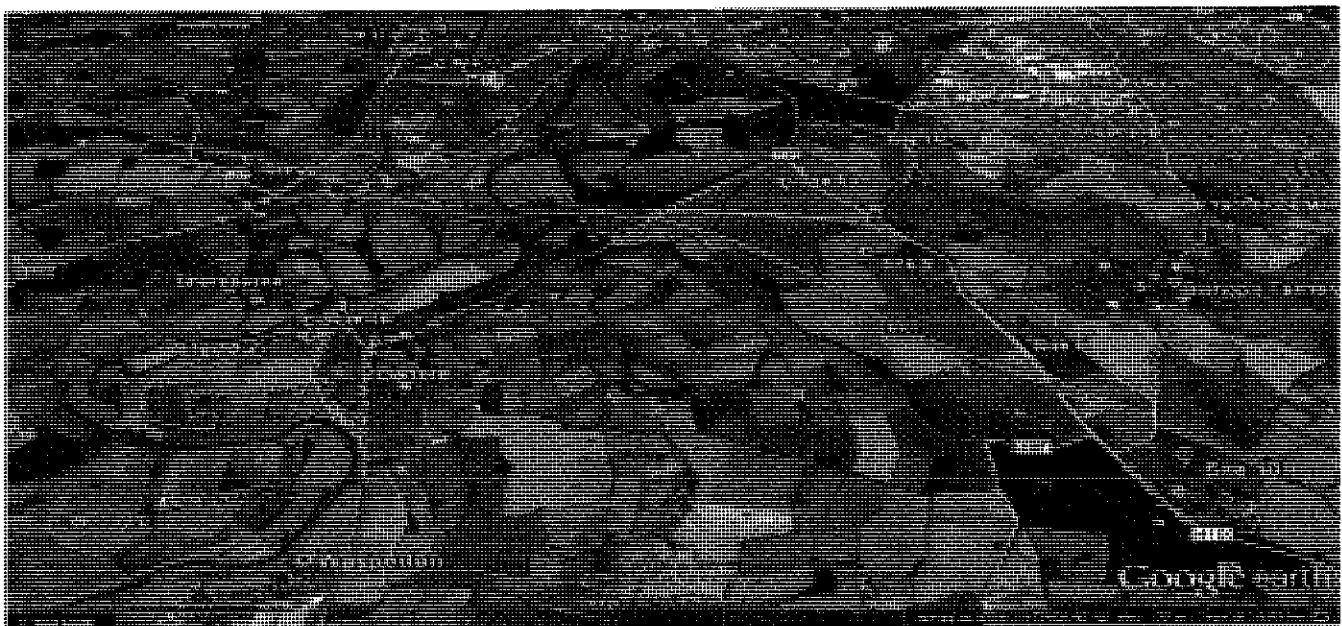
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IS THE ADDITIONAL TRAVELLER ACCOMMODATION REALISTIC?
SURELY EXPERIENCE SHOWS THAT TO PROVIDE SITES ONLY
ENCOURAGES ADDITIONAL GROUPS INTO THE AREA, CURRENTLY
MAINLY IRISH, ? FUTURE ROMA FAMILIES, THIS AREA IS
NOT ABLE TO TAKE SUCH DIVERSITY NOR ARE THE
INFRASTRUCTURE ELEMENTS [DRAINS, ROADS ETC] -
IF AN INCH IS GIVEN A MILE IS TAKEN!!

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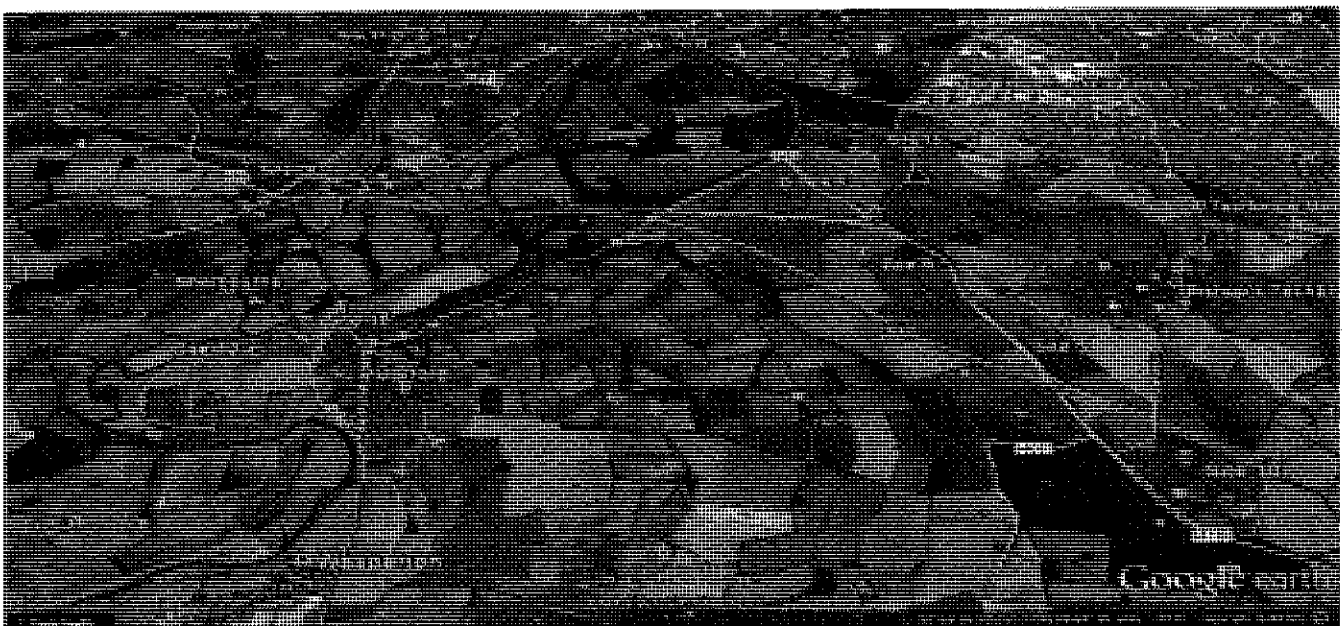
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Local Development Plan

Since construction of M40, Barford has been used as a "rat run" by pans for people working in Warwick/Leamington. Morning traffic congestion is particularly bad. Concerned for safety of infant/junior school children. Significant increase of local residential housing will increase the risk and increase traffic volumes at peak times. Suggest increase the proposed development sites (6 and 7 say) around Warwick.

Grat sites - Criteria by which site locations determined are mostly not met. They seem isolated and well away from the services they expect to have. Suggest - locate the sites within the development areas 6, 7, 8 to meet the criteria more appropriately.

Why so few sites suggested north of Warwick/Leam? Redefine ^{the} Green belt?

Sites around Barford all seem isolated - I am opposed to all of those.

As an OAP I am concerned for my security - keep them confined to urban sites!

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for better local police control

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① ⑥ ⑫

Will be objecting to all sites, but want to highlight these
Main points

Site 12 - surely cannot be used as too close to floodplain.

The 1998 floods were a clear example of how high water levels rose, bringing an influx of water voles to the area. Wildlife surveys need to be completed at varying times of the year!

The G+RT would not be safe crossing the new bypass which has been the site of fatal + serious accidents. More junctions would create more danger.

Site 12, 9+6 - Valuable farmland will be lost - impacting not only on rural employment but on local wildlife. Full surveys need to be completed to assess potential impacts.

Impact on school - An already over-subscribed school will be pressured into developing into a larger school which will take away its small, village charm. Attendance rates at school could be affected by travellers moving areas. School inspections by OFSTED could be affected. More places will be needed by new houses proposed in local plan.

Access to amenities such as doctors is not close to the sites. Why not choose sites closer to such amenities in more built up areas.

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What about local policy about people having to have links to village to be able to get affordable housing - does this not count for anything? needs pursuing!

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Consultation has been extremely poor - a paragraph in a paper you have to purchase and a 'Recycling info' type card on a wheelie bin is very poor communication. It feels that Warrickshire has been given a task to find areas and have randomly chosen areas of green space without proper surveys, detailed analysis or an ounce of common sense!

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I AM CONCERNED REGARDING ALL SITES FOR SEVERAL REASONS.

FIRSTLY TWO OF THESE SITES WOULD BE SITUATED WHERE THERE IS A HIGH RISK OF FLOODING.

SAFETY ISSUES RELATING TO MINIMAL PEDESTRIAN CROSSINGS.

ENVIRONMENTAL IMPACT OF SUCH SITES COULD ENDANGERO ~~OR~~ WILDLIFE, BOTH MAMMALS, BIRDS.

NOT TO MENTION THE INCREASE IN RTA'S SINCE BYPASS HAS BEEN BUILT.

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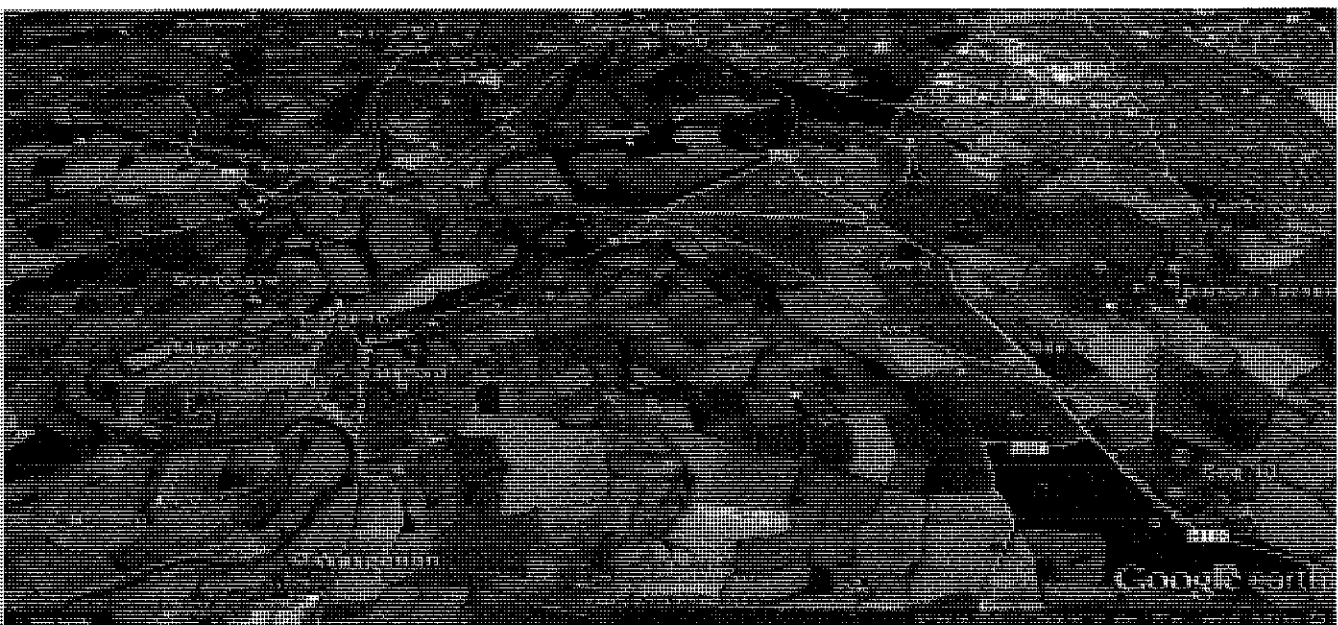
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① ⑤ ⑦

AU SITES

IMPACT ON ROAD NETWORK WOULD BE DETRIMENTAL

NOT CLOSE TO AMENITIES LIKE DOCTORS SO HOW CAN THEY BE SUITABLE FOR GRT FAMILIES?

LOSS OF FARM LAND = LOSS OF LOCAL EMPLOYMENT AND WILDLIFE

IMPACT ON SCHOOL - SCHOOLS' BUDGETS ARE ALREADY PRESSURED - NEIGHBOURING SCHOOLS ALSO BECOMING OVER SUBSCRIBED AND WILL NEED MORE PLACES WITH LOCAL PLAN PROPOSALS.

DONT APPEAR TO ENCOURAGE INTEGRATED COEXISTENCE WITH LOCAL COMMUNITY

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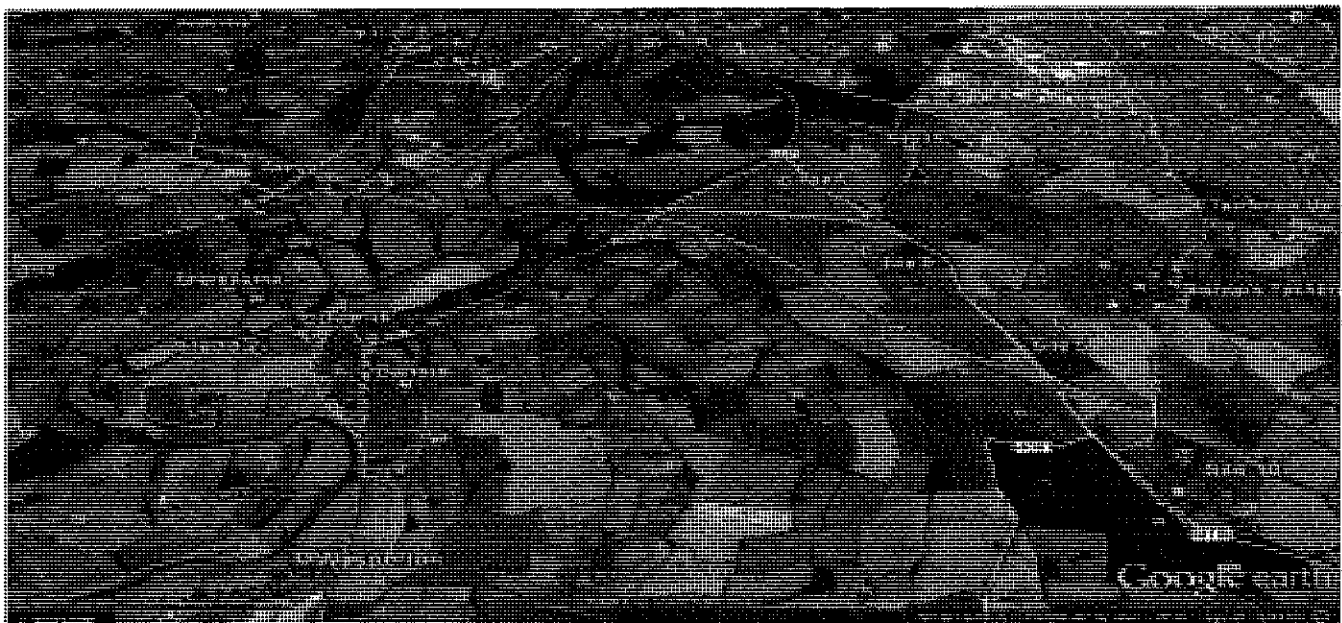
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Site 12+6+9

- Loosing we of valuable farmland.
- Wouldn't be safe as had to cross busy roads.
- Loss of wildlife.
- Attendance figures at school maybe affected.
- Could school cope with more children?

Site 12

- May flood as close to river.

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Why do travellers get a building plot and their parking requirements specifically taken into account - what is the planning diversity for housing development.

Are small sites more wasteful in space by the need for more roads/accesses.

Why is noise a particular issue for Gypsies & Travellers - is it not the same for all of us.

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

- Male
- Female
- Prefer not to say

Location

- Live in Barford
- Live within 5 mins drive of Barford
- Live within 5 - 15 mins of Barford
- Live more than 15 mins drive from Barford
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Age

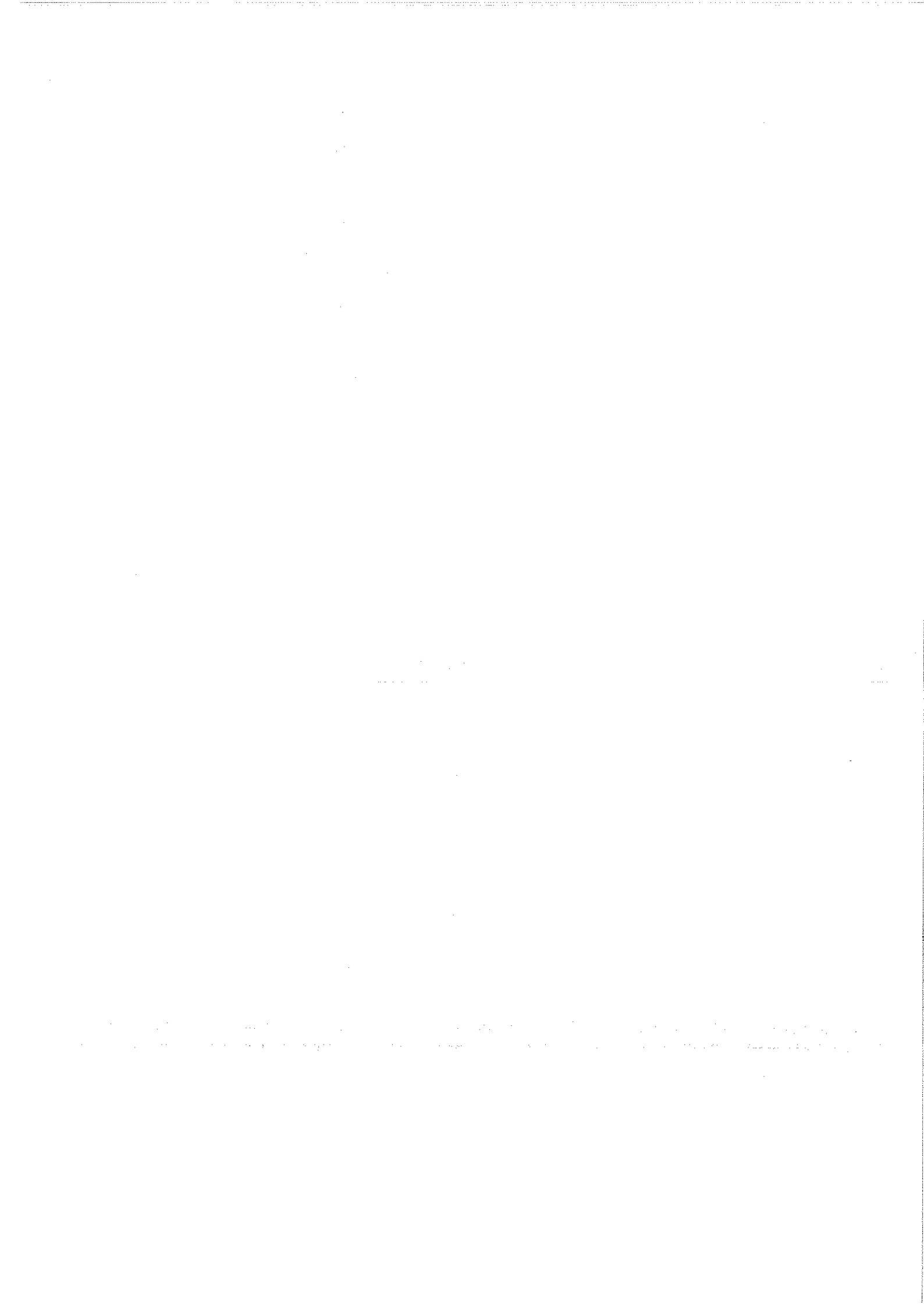
- Under 18
- 18 - 45
- 45 - 65
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- Local Business
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I moved to Barford for the "quiet enjoyment" of a village environment. I feel threatened by the arrival of any travellers and unless proved otherwise from statistics elsewhere I believe this will affect my quiet enjoyment. Giving preference of sites to non-taxpayers who may want cheap land in prime locations is likely to encourage more people to join the travelling community. These mean even less taxpayers where does this lead!'

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①

SITES 12/16 ARE THE ONLY SITES THAT COULD PROVIDE ACCESS TO LOCAL SCHOOL, SHOPS ETC. HOWEVER 12/16 IS TOTALLY UNSUITABLE BEING ENCIRCLED BY THE RIVER AVON - AN EVER PRESENT DANGER PARTICULARLY WHEN IT FLOODS (2 DEATHS IN RECENT YEARS). SITES ARE CUT OFF FROM LOCAL AMENITIES BY BARFORD BY PASS - HEAVY, FAST TRAFFIC (1 TRAFFIC FATALITY THIS YEAR)

⑥

⑦

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1. I question the safety and validity of the Salford study. What verification is there of their conclusions?

2. I find it very disturbing that one ethnic group is given rights and help not afforded to other groups.

3. The identification of sites has not been conducted in a rigorous way otherwise the Council would have been able to discount sites in flood compensation areas (site 16) areas designated as having significant flood risk (sites 12 and 16), landfill sites (6 and 9) and sites adjacent to them

4) Sites proposed away from the very amenities said to be needed, safe vehicular access, schools, doctors

There is much new development planned could not these sites be included in these areas.

Have there been any other studies of Gypsy and Traveller established sites and their success and use and

impact on the surrounding area? I have intimate knowledge of a long standing site and know of the difficulties in the local area with increasing crime levels.

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Does the 2011 Census give numbers of travellers/gypsies at that time and how does this compare with Salford's estimates?

Gender

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Female

Prefer not to say

Location

Live in Barford

Live within 5 mins drive of Barford

Live within 5 - 15 mins of Barford

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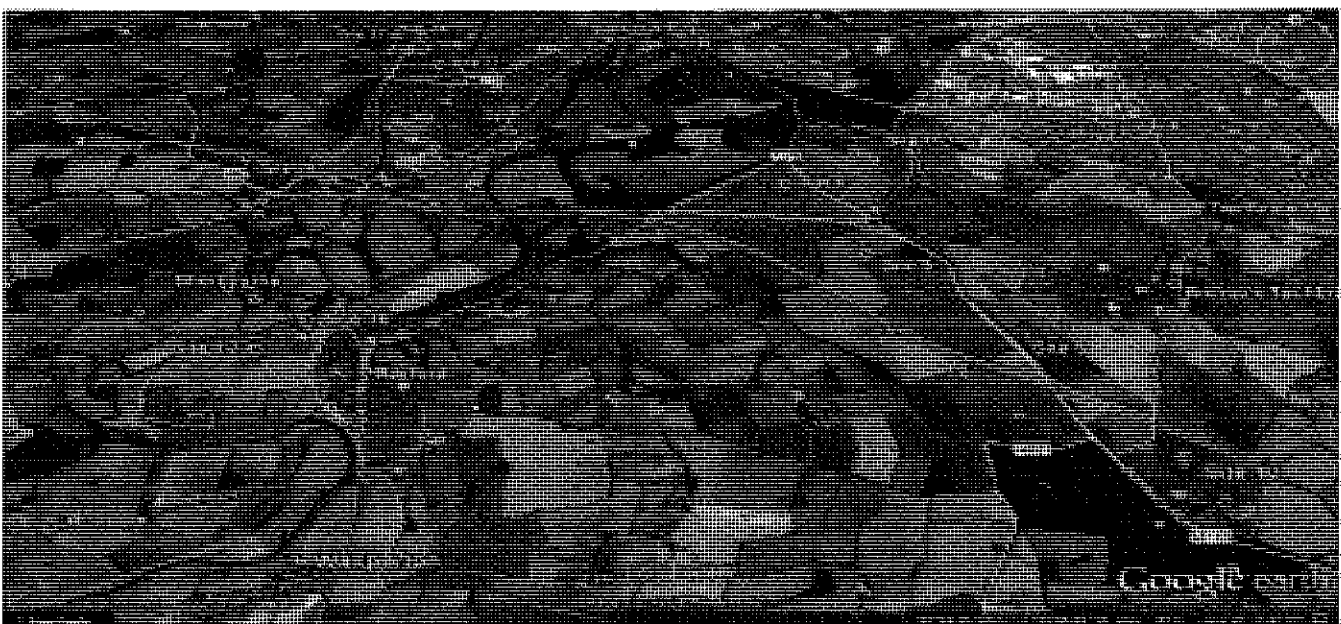
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It is the view of this household that such a development will add nothing to the local community. Local infrastructure and facilities are already over stretched and the addition of further development will only compound matters. Such a development will make no ^{positive} contribution to the local community whatsoever.

9

12

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Female

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Location

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Live within 5 mins drive of Barford

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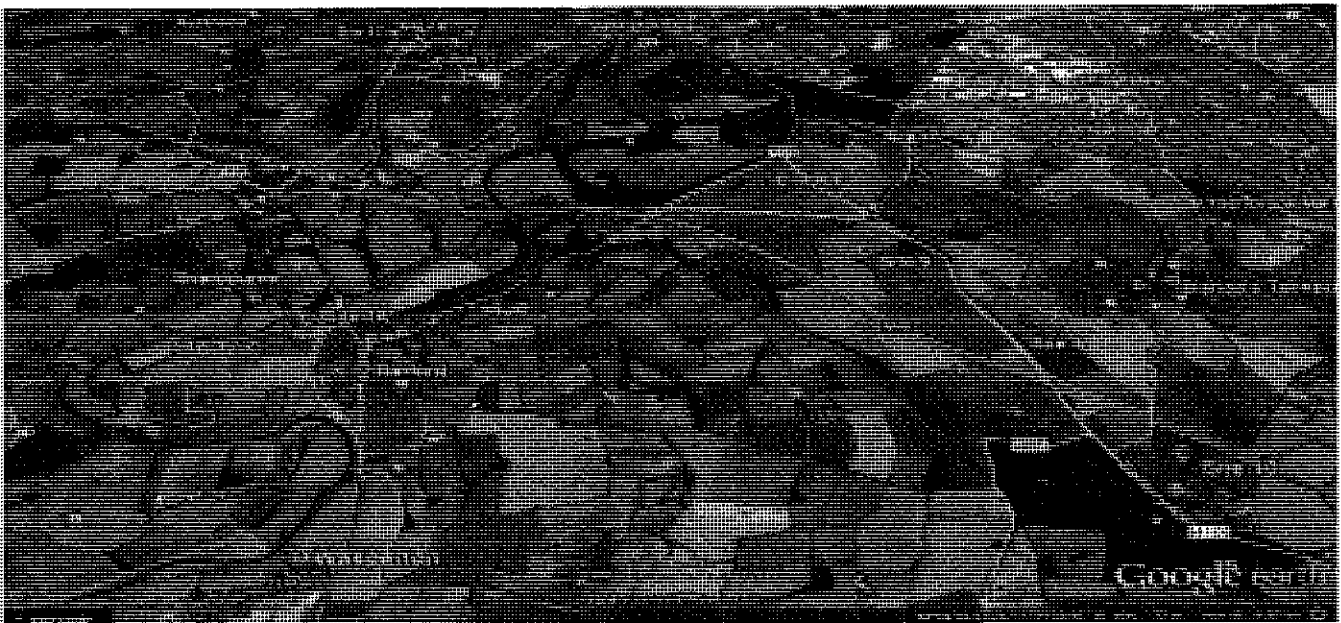
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1

SITE 12 TOTALY UNSUITABLE
 SITE 16 FLOOD COMPENSATION POND.
 GYPSY & TRAVELLER SITES SHOULD BE SITED
 WITHIN NEW DEVELOPMENTS, PREFERABLY ON
 BROWN FIELD SITES IN URBAN AREAS

6

12

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Gender

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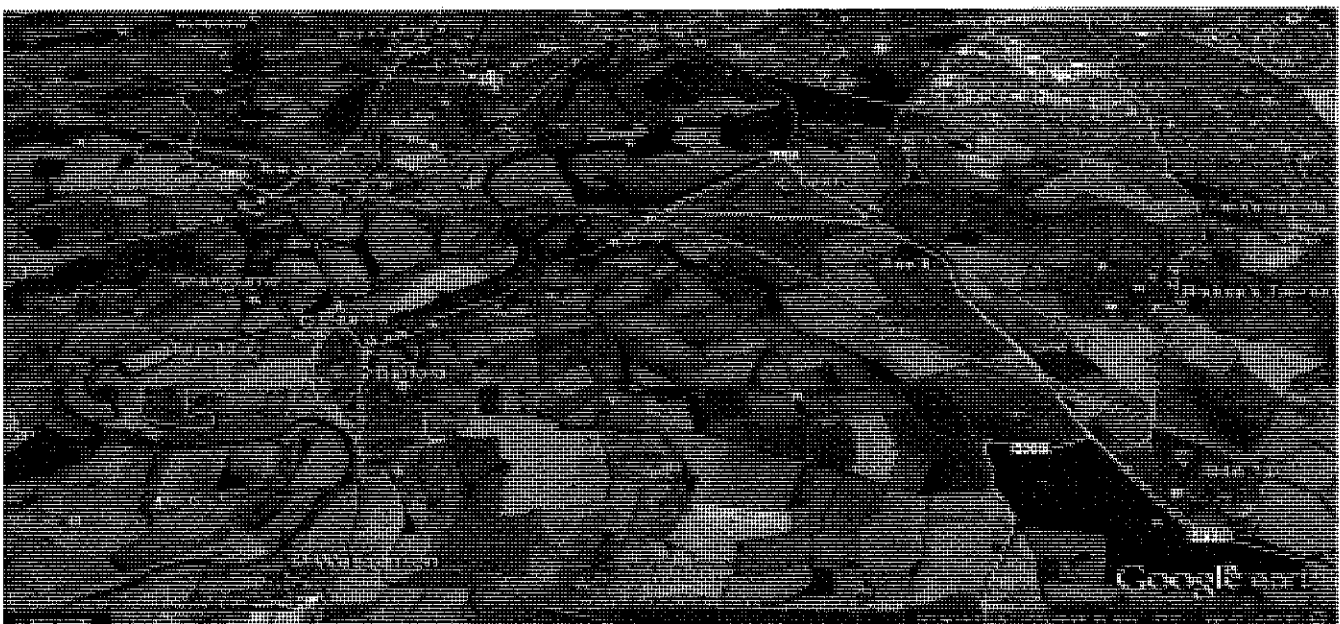
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1

CONCERNING THE PROPOSED GYPSY SITES 12 & 16 IN BARFORD I HAVE SEEN OVER MANY YEARS HOW THE AREA IN QUESTION SUFFERS SERIOUS FLOODING. THERE ARE ALSO WILDLIFE CONSIDERATIONS e.g. WATER VOLES NEAR SITE 16. ACCESS FROM SUCH SITES ONTO AND ACROSS THE BY-PASS WOULD HAVE SAFETY IMPLICATIONS.

6

12

7

THE GYPSY SITES COUPLED WITH PROPOSED NEW HOUSING WOULD, I UNDERSTAND, STRAIN THE RESOURCES OF THE CURRENTLY SUCCESSFUL VILLAGE SCHOOL AND INCREASE TRAFFIC / SAFETY CONCERNS IN THE VILLAGE.

5

THE 70-90 POSSIBLE NEW HOMES COUPLED WITH LARGER DEVELOPMENTS TOWARDS WARWICK/LEAMINGTON MAY WELL CAUSE THE VILLAGE TO LOSE ITS CURRENT IDENTITY.

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Gender

Male

Female

Prefer not to say

Location

Live in Barford

Live within 5 mins drive of Barford

Live within 5 - 15 mins of Barford

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Age

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18 - 45

45 - 65

Over 65

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①

I do not feel that the proposed sites will benefit the village in any way.

I feel that the proposed sites would be detrimental to my business and other local businesses.

I am concerned about the effects the proposed sites will have on the village school.

I am concerned about the possible increase in crime, litter and noise the sites could cause. All in all, not a good idea!

⑤

⑧

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Gender

- Male
- Female X
- Prefer not to say

Location

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N/A

WILL THE VALUE OF MY PROPERTY FALL.
WILL MY COUNCIL TAX BE REDUCED
WOULD SANITATION BE PROVIDED ON THESE SITES OR WOULD THEY USE THE RIVER
WOULD WE GET EXTRA POLICING
HOW LONG WOULD EACH TRAVELLER STAY BEFORE MOVING ON
COULD ANYBODY TRAVELLING ON A CARAVAN HOLIDAY USE THESE SITES.
WOULD MY PROPERTY BE SAFE

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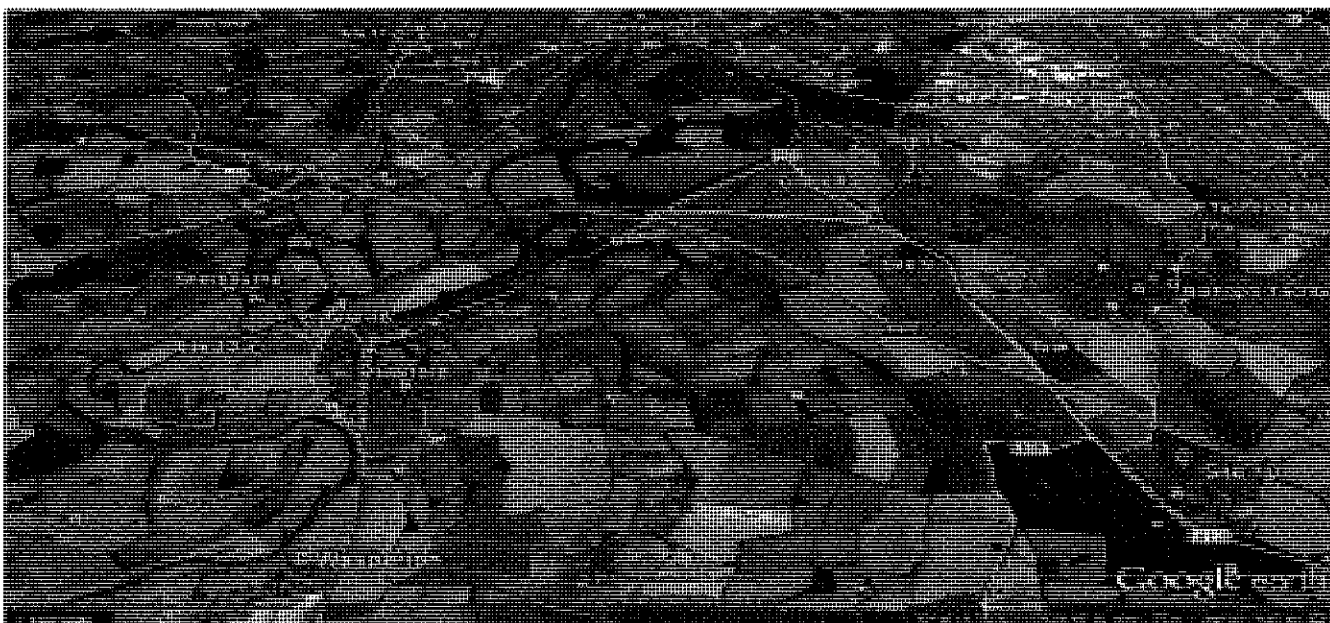
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I don't think there is any room or need in Barford for either more houses or Gypsy Sites. We waited years to get a by-pass to ease the congestion in the village & do not need any more vehicles passing through. The land north of this by-pass is liable to flooding & there are no bus stops or pedestrian crossings, & would be very dangerous if there ~~was~~ ^{were}. The little school is already overcrowded, even with extensions, & we need the best education for our future generation. We also have to consider the detriment to our surroundings & the lovely wildlife, which we all enjoy. We want to keep our farmland & rural employment too. From what I can see, a lot of these 'so called' affordable houses, are bought by rich people & rented out at extortionate prices to those people who can't afford to buy. There are always houses 'for sale' in Barford.

- 6
- 7
- 5
- 12
- 10

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GT12 + GT16:

①

- GT12 + GT16 are too close to the River Ave and are a flooding risk / adjacent to area of flooding risk
- The facilities in Barford are limited and this will place an undue pressure on them (-eg school)
- water voles have been seen here and are a legally protected species
- There is an inadequate pedestrian crossing facility for safe access into Barford - the road is too fast to enable people to cross safely
- Vehicular access into GT12 + GT16 would be dangerous given the nature of the A429
- These sites are not available!

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Gender

Male

Female

Prefer not to say

Location

Live in Barford

Live within 5 mins drive of Barford

Live within 5 - 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Under 18

18 - 45

45 - 65

Over 65

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Local resident

Local Business

Local Councillor

Representative of a local organisation

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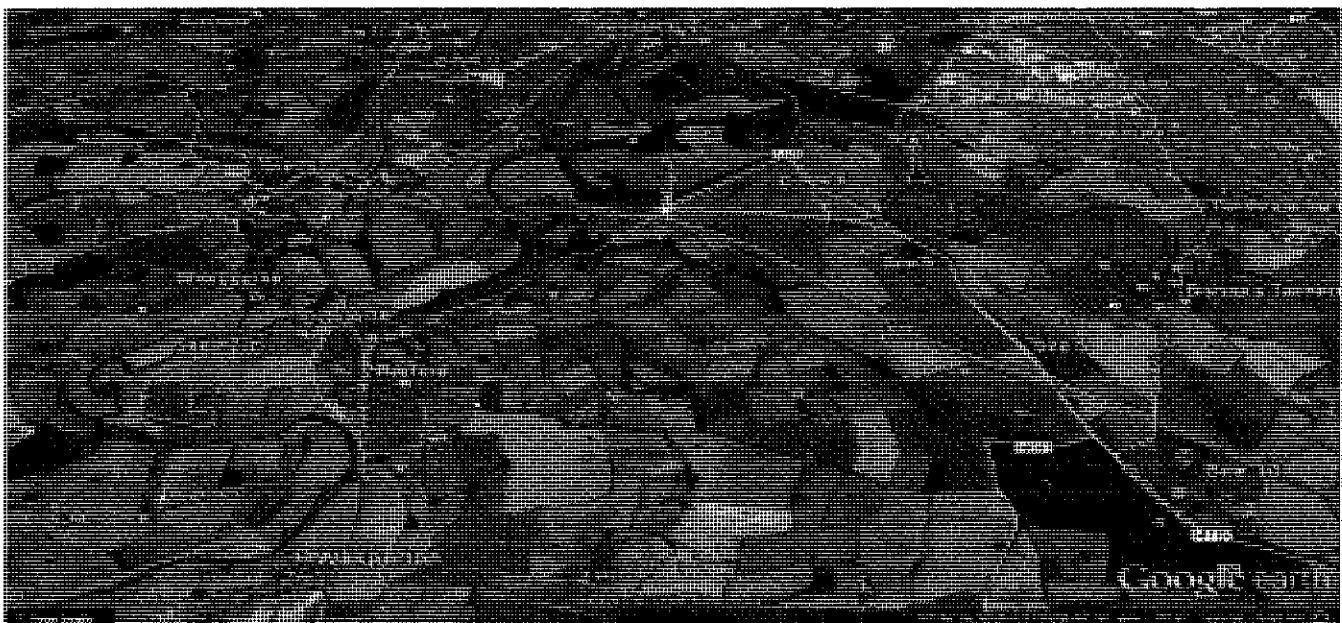
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I have read the representations to WDC's Consultation programme on the Revised Development Strategy for the Local Plan and Sites for Gipsies + Travellers. I whole heartedly agree with the analysis and the conclusion that the G+T's sites must be properly designed sustainably and must be fully integrated into a local community to provide schools, health care, shops accessible by all means of transport. The children from these communities must be fully integrated and give their opportunities for health + education (often they are not!) To build such sites in dangerous locations or on flood plains or in isolation is wholly unacceptable and will lead to failure. Do this well or the consequences for all will be grim!

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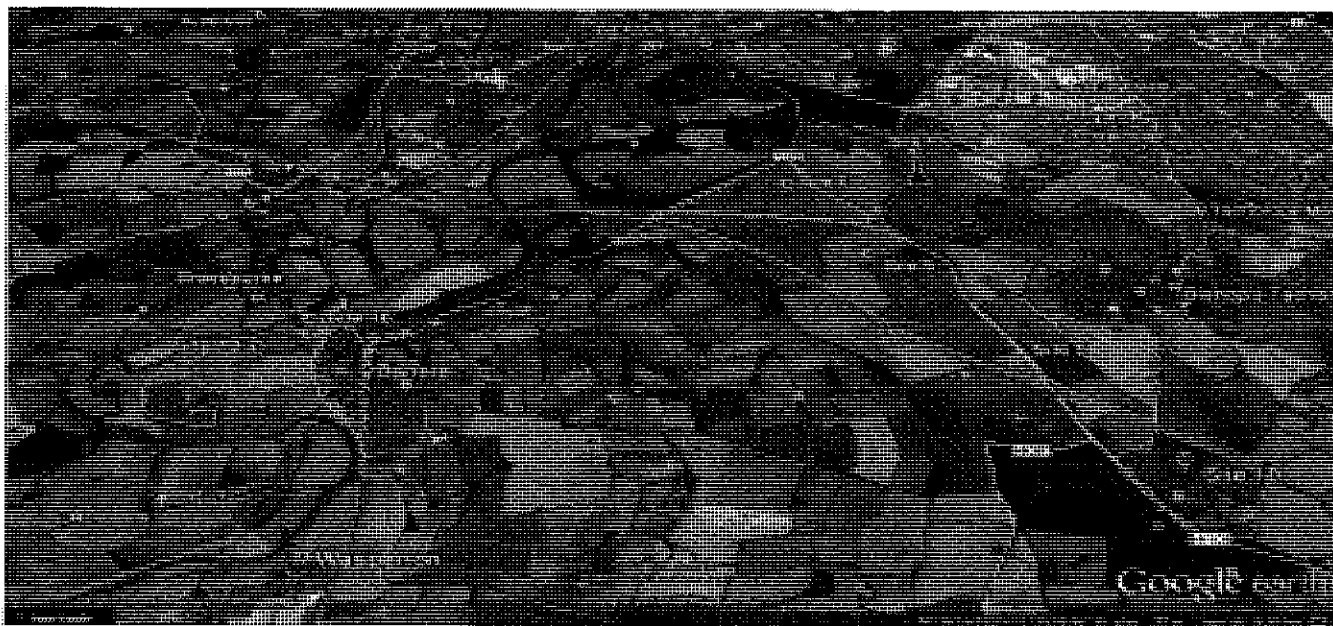
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① ② ③ ⑦

The sites are too close to existing areas, the main roads are dangerous many accidents & even horses kill. Traffic noise & more pollution will be increased, apart from being close to the flood plain, dotted with ~~uniquely~~ caravans & trucks

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There are 2 main issues here.

- 1) The character and appearance of the countryside
- 2) Living conditions of residents.

Development of any sort adjacent to the A429 Barford by-pass will result in more fatal accidents, increased traffic noise and being a designated flood area potential River pollution. This must not be allowed to happen

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① ④ ⑤ ⑦ ⑫
⑩

The proposed traveller sites near Barford are totally inappropriate on several grounds.

- the land is flood plain
- crossing the A429 by foot (to get to school, shop etc) is dangerous
- ordinary local residents would be denied planning permission if they wanted to build a dwelling ~~site~~ there.
- Council could build into the plan for urban area of Warwick/Leamington a suitable site surrounded by a strip of trees or similar in easy access by foot/bicycle of proposed new schools/amenities.

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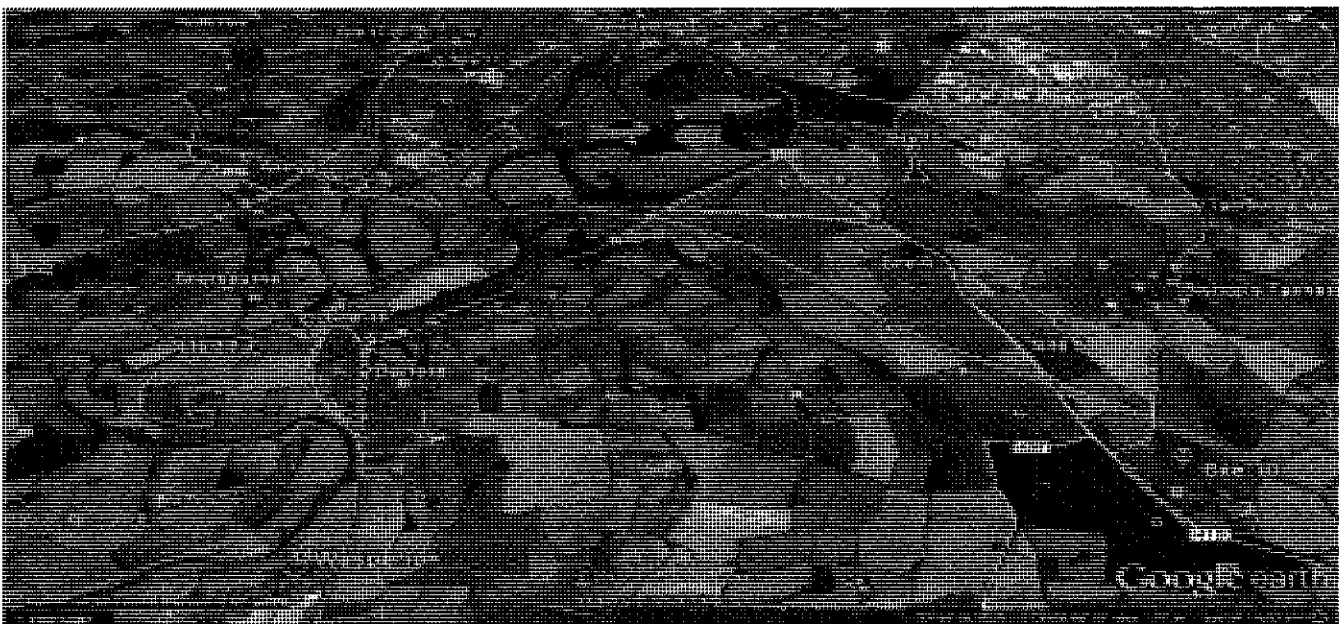
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① ⑥ ⑦ ⑤

I Strongly object to the proposed sites on merit of the following :-

Flood Areas,

Access via local roads - increase in traffic, not suitable vehicle access from A629. Roads already heavy with traffic & increase will increase potential for accidents & danger to all road users.

Additional Pressure on already stretched local services ie. school. No access from proposed site to doctors, bus, shops or amenities. - loss of green areas and view.

Strongly object to all proposed sites.

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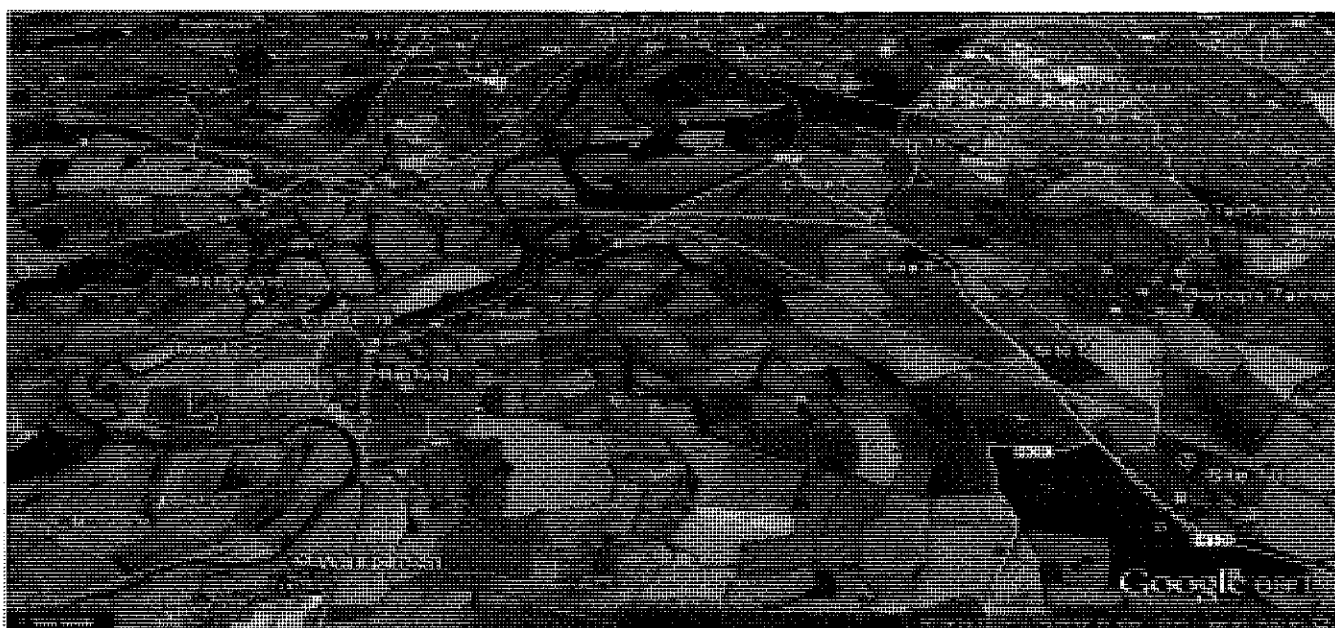
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① ⑥

I object most strongly in line with all the points mentioned in particular the impact on environments, increased traffic, lack of services available & heavy impact on current services.
Flood area at risk - could put village under increased pressure.
Surely there are more suitable sites available?

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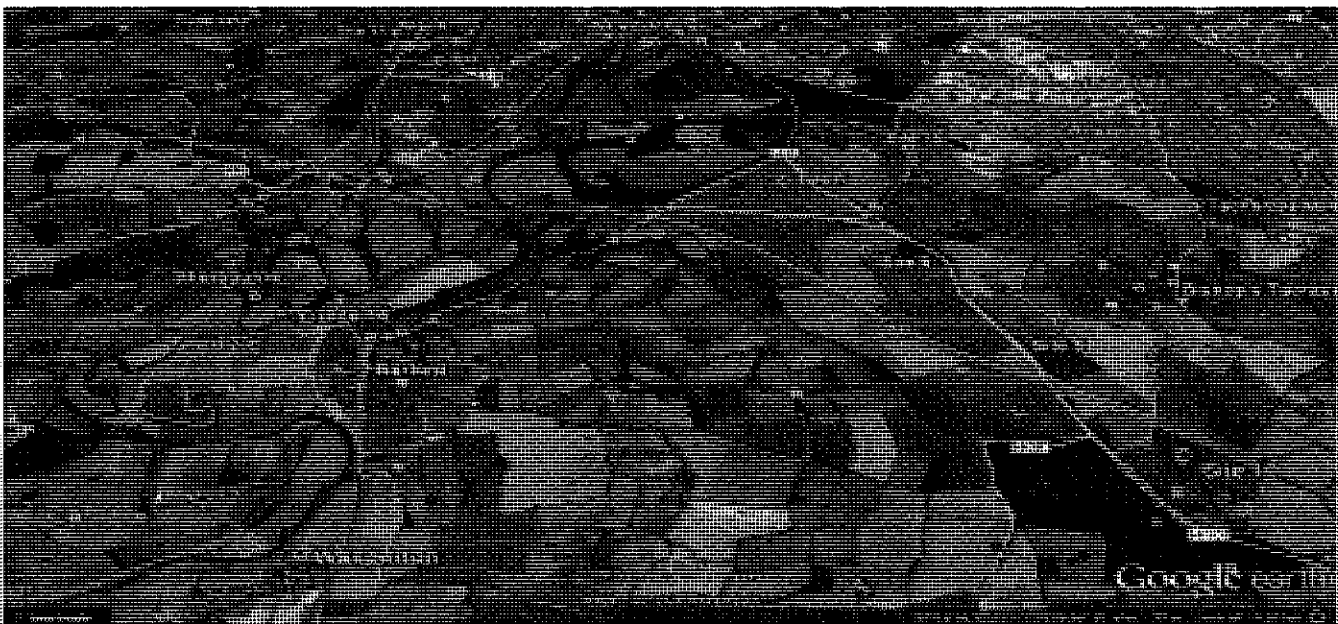
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① ③ ⑦ ⑤

- The site in Barford adjacent to the river suffers with flooding frequently.
- Westham lane is only one car wide and is not designed for caravans plus they will be pulling in and out on to a very busy by-pass road.
- I have concerns about adults and children crossing the by-pass road to get to the village to use the shop or school.

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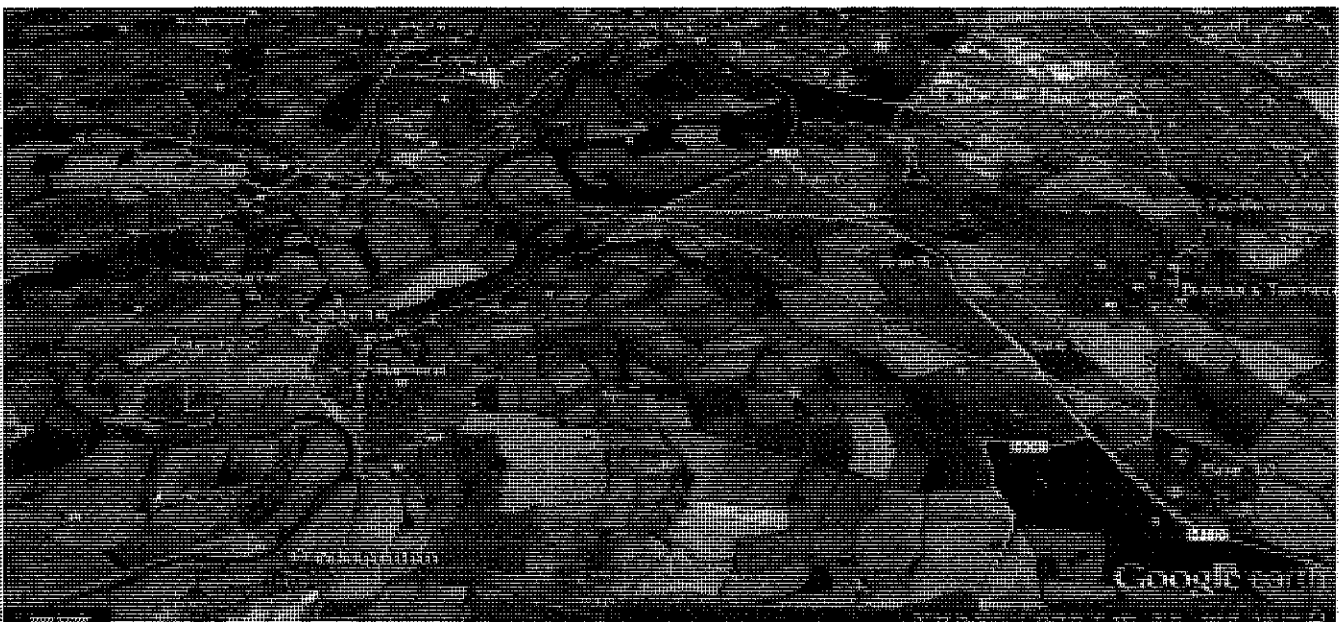
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①

What was the criteria that Salford University used to identify this area's need for 31 permanent pitches?

Which other areas in the country have been chosen to provide so many sites?

This is absolute overkill in such a small area.

The effect on schools, hospitals & the police service will be huge. - ~~made~~ the council made plans for extra school & money needed to meet these costs.

The effect on this community will be devastating!

⑤

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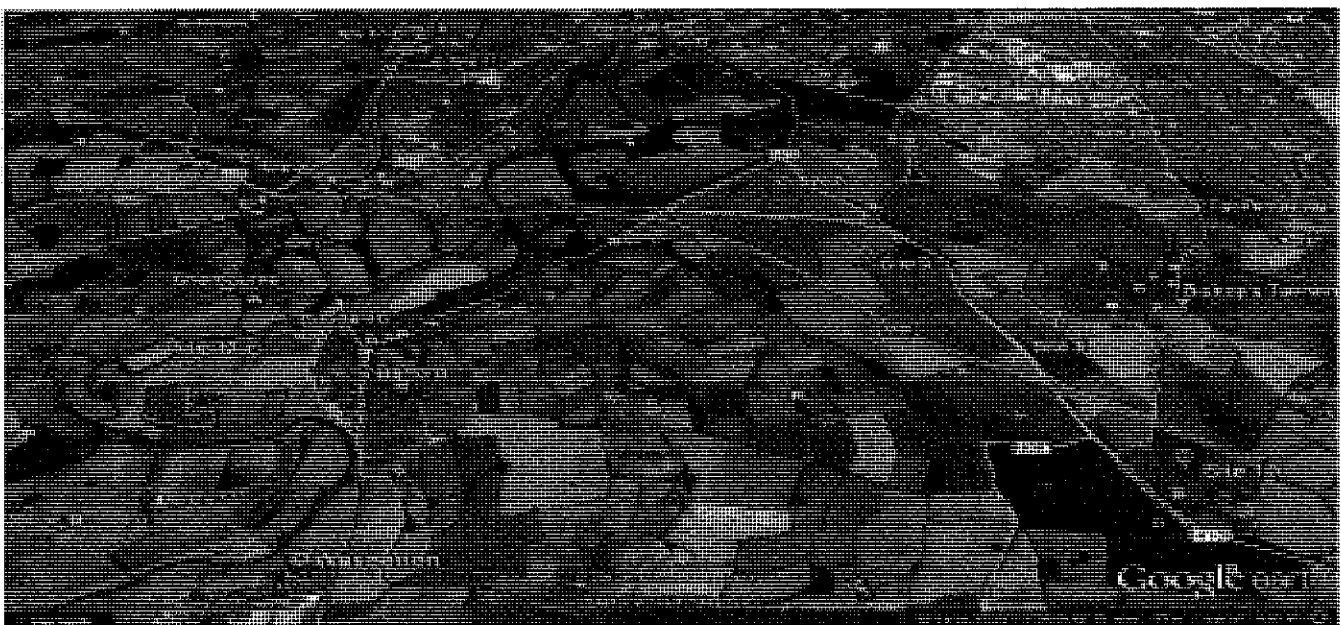
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We are very concerned as to how much thought has gone into the feasibility of the sites identified by the Council for use by gypsies and travellers in the area, especially when one considers that Site 16 is actually the flood compensation area from the Barford bypass and contains a central pond.

Along with Site 16, Site 12 has been identified by the Environment Agency as being either within or adjacent to areas of significant flood risk.

Additionally, access to and from Sites 12 & 16 is via the A429, which has a 60mph speed limit is unsafe. There have been a significant number of accidents, and indeed a fatality, on this road.

Further sites, namely 6, 9,10 and 20, are on or adjacent to historic landfills, which given the potential for the release of greenhouse gases, make them unsuitable for occupation.

Sites 5, 6, 9, 10, 12, 15, 16, 17 18 and 20 do not offer easy access to local facilities, and increased traffic to and from these sites would put undue pressure on already busy roads and highways.

We would also query the availability of the proposed sites: only Sites 15, 17 and 18 are, I understand, available. Indeed, it would appear that your strategy has taken no account of adverse effects to the local landscape nor to the communities affected.

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Gender

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Female

Prefer not to say

Joint submission

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Live within 5 mins drive of Barford

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Live more than 15 mins drive from Barford

Prefer not to say

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The effect it would have on our community would be devastating. Our beautiful countryside would be ruined. Access to and from these sites would add a lot of pressure on an already very busy bypass making it unsafe. Pedestrian crossings would also be very unsafe. Development of this land is totally unsuitable as it often gets flooded. We're not allowed to just build houses where we like so why is that a gypsy site can even be thought of on such an area, its so wrong. We do not want this near our village.

(5)
(b)

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Gender

- Male
- Female
- Prefer not to say

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- Live within 5 mins drive of Barford
- Live within 5 – 15 mins of Barford
- Live more than 15 mins drive from Barford
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Age

- Under 18
- 18 – 45
- 45 – 65
- Over 65

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- Local Business
- Local Councillor
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IF travellers want to buy their own land, they should approach it the same way everyone else has to instead of priority (ie through estate agents who buy land or property) or rent. They are isolating themselves as green belt and not being part of the community.

Its a fact that the standards of cleanliness & hygiene in their caravans does not continue to the outside of their homes. They always leave a trail of litter & rubbish which spoils the environment for everyone

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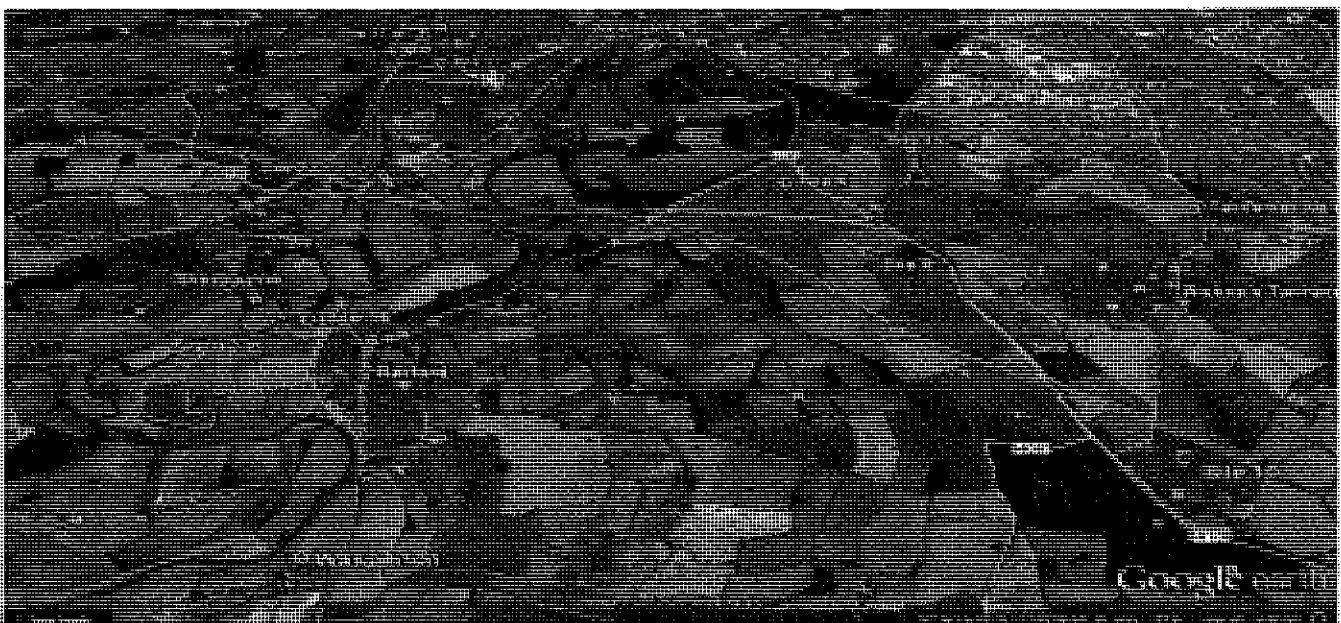
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1

I feel strongly that the new developments will adversely affect the village - creating an environment which is compromised for existing residents and not far from ideal for residents of the new planned lanes:

- The school is already oversubscribed.
- The traffic is already busy -

The village could not cope, ruining it for everyone.

5
7

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19 July 2013 ^① ③

Re: Warwick DC Consultation Programme on the Revised
Development Strategy for both the Local Plan
and the Sites for Gypsies and Travellers

I am in unequivocal agreement with all of the twenty-two individual objections as listed in the formal declaration prepared by the Barford Residents Association

- ⑤
- ⑥
- ⑦
- ⑧
- ⑨
- ⑩
- ⑪

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- I am very concerned about the sites designated for Barford;
1. They are just off the Barford by-pass with no entrance except a narrow road & Westham House; widening would have to be huge to take account of large caravans & trucks used. Plus council vehicles have to collect refuse & recycling. (7)
 2. The River Avon close by can flood; it could be polluted by refuse from the sites (6)
 3. From TV gypsy sites are not the cleanest, with refuse left about.
 4. This is a beautiful part of Warwickshire & the area will be blighted by these sites with caravans & other vehicles. This is a conservation area, yet S. Warks is to have the majority of these sites with 11 sites within a 3 mile radius. Because this area is not deemed Greenbelt it means that this small area has to take all gypsies in Warks. (11) (10)
 5. Will the number of caravans be limited to the numbers published & will there be controls over the number of sites & strictly adhered to by whom? Or will these be the minimum allowed?
 6. There are no footpaths on the by-pass. There has already been a fatality with the extra movement of vehicles & pedestrians, who knows...
 7. Can the local school/s accommodate a large influx of children. (5)
 8. I'm concerned about the rise in crime in the village. Will our houses lose value by having these sites full of gypsies?
 9. Who owns these sites? Where is the money coming from? As far as I know, gypsies do not contribute to the economy. *

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* And 10. Will the gypsies/travellers pay a suitable rent?

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SITES BT12 & BT16 SEEM NOT TO ACCORD WITH ANY OF THE CRITERIA IN WDC LOCAL PLAN, SECTION 7.3. FREQUENT VEHICLE ACCESS TO/FROM WESTHAM LANE ~~WILL~~ ON TO THE A429 BYPATS WILL BE DANGEROUS. (ALREADY ONE FATAL ACCIDENT THIS YEAR). GYPSY VEHICLES ARE OFTEN LARGE, & REFUSE RECYCLING VEHICLES WOULD ALSO NEED ACCESS. THE PROPOSED SITES WILL QUICKLY BECOME A BLOT ON A BEAUTIFUL & ANCIENT RURAL LANDSCAPE. HOW IS THE COST OF THESE SITES TO BE FUNDED? WE ARE IN A PERIOD OF PROLONGED FINANCIAL AUSTERITY. DO THE GYPSIES CONTRIBUTE? WESTHAM HOUSE WILL BE BLIGHTED. WHO OWNS THIS LAND? THE SITE HAS A LONG BOUNDARY IN PROXIMITY TO THE RIVER AVON, WITH POTENTIAL FOR POLLUTION. WHY IS NOTHING BEING DONE ABOUT THE CARAVAN SITE NEAR

7

8

11

GALLOWS MILL, WHERE EXPENSIVE ACCESS ~~WAS~~ ON TO BANBURY ROAD WAS CARRIED OUT SOME YEARS AGO?

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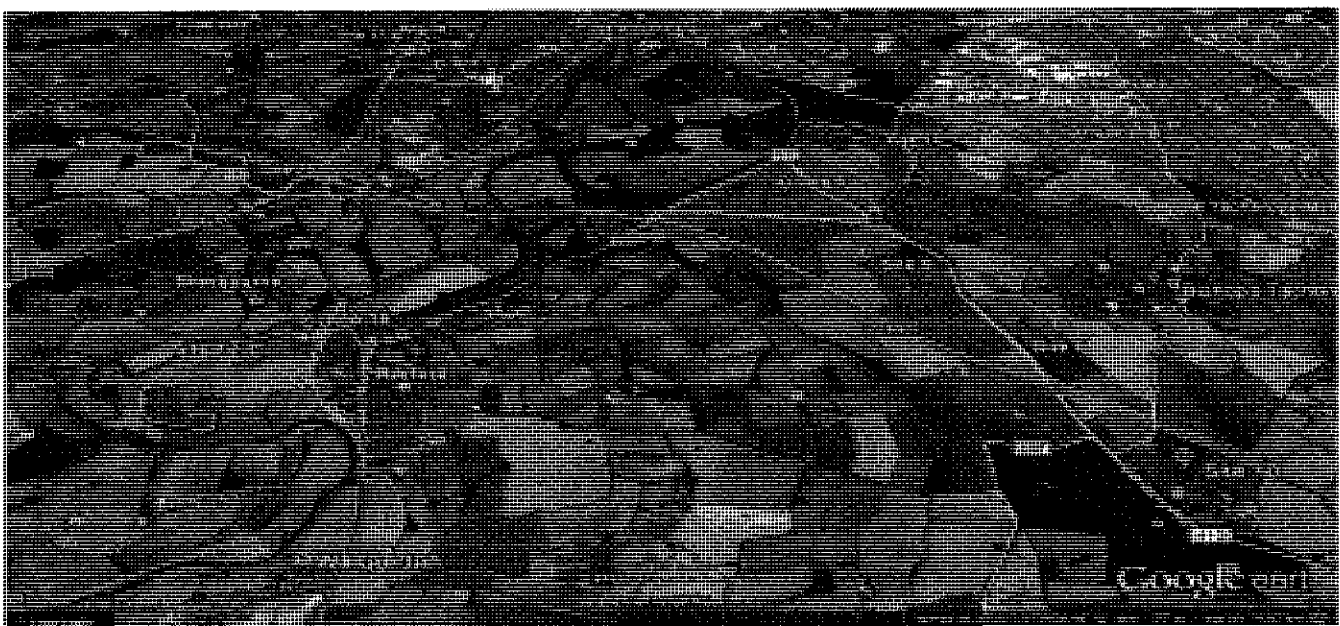
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Barford is a small vibrant community of law abiding people who take pride in their village and its surroundings. Introducing travellers to an environment such as this will cause huge disruption and inconvenience to the life of the residents. This is because travellers do not have any regard for the law and the rights of other people and there is ample evidence to support this fact. Furthermore Barford will get a reputation of being a problem village and this will result in hose prices dropping and many in the community leaving the village. Who will compensate for the drop in house prices.

Warwickshire District Council should be delivering the Gypsy and Traveller sites within the proposed new housing developments in Kenilworth, Warwick and Leamington. This would ensure that the sites could be properly designed in a sustainable fashion and be fully integrated into a local community. It would also have the benefit of making facilities such as schools, doctor's surgeries and shops easily accessible on foot, bike, bus and car as set out in the criteria.

12
5
7

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1

None of the sites local to Barford meet the criteria by which Gypsy and Traveller sites will be judged for suitability and sustainability. The sites fall short in many areas. Car access into and out of the sites are onto A roads and not safe. Sites do not offer the ability to access local community facilities. Development of these sites would result in losing important and valuable farmland. Barford St. Peter's School does not have the capacity to accommodate the additional children that would need school places. The sites are not for sale and not available for development. There are significant risk flooding risks. There are no safe crossing points on the A roads and no pavements allowing access to Barford on foot.

There is plenty of evidence that travellers are invariably unruly and disruptive without any regard to other people's rights or safety. This will cause huge disruption and conflict in the village and it is inevitable that the police will be frequently involved. Why is it necessary to put law abiding citizens in this situation when there are many other sites that can be used which do not cause others inconvenience and disruption.

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9
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6

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THE AMMENITIES IN BARFORD IN TERMS OF SCHOOL & COAGED ROADS ARE STRETCHED ALREADY. ~~W~~

The typical cultural aspect of travellers is of abusive and ~~is~~ derogatory behaviour to women.

NO CONTRIBUTION OF TAXES IS MET BY TRAVELLERS - WHY SHOULD WE SUBSIDISE THEIR LIFESTYLE CHOICE??

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THE AMMENITIES IN BARFORD ARE ALREADY STRETCHED. ROADS ARE BUSY & THE A46 IS A VERY BUSY ROAD, WHICH WILL BE CLOGGED BY TURNING OFF INTO THE SITES 12 & 16. I ALSO HAVE A CONCERN IN TERMS OF INCREASED CRIME, WILL THEY PAY COUNCIL TAX & WATER RATES ETC. IF NOT THEN WHY SHOULD I. NO ONE PAID FOR ME TO HAVE A PIECE OF

7

LAND. IF THEY WANT LAND THEN THEY SHOULD PURCHASE IT LIKE EVERYONE ELSE.

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As a resident of Barford I am strongly against any gypsy traveller community being located in the Barford area for several reasons.

In the paper a few weeks ago gypsies were reported to have caused trouble in the Warwick area. Incidents included; Starting a fire next to someone's fence, in turn setting their fence on fire. Someone also had an angry dog bark and snap at them that was owned by gypsies. These incidents cause inflict injury or even death to vulnerable persons such as the elderly and children and Barford is home to a lot of elderly and children.

Barford is also situated some distance from a police station. This means that any trouble that is caused by a large number of gypsies would take longer ~~to~~ be responded to.

Finally I believe that any site such as the one proposed would spoil Barford's area of outstanding natural beauty.

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- Male
- Female
- Prefer not to say

Location

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- Live within 5 mins drive of Barford
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① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪

I DO NOT THINK SUFFICIENT RESEARCH HAS TAKEN PLACE TO JUSTIFY THE NUMBER OF PITCHES REQUIRED WITHIN OUR AREA (LAWICK/CRANWORTH SPA/KENILWORTH/GUNTERY/STAFFORD ROAD AREA) AND THE SUITABILITY OF THE PITCHES PROPOSED - NO SOUND RESEARCH HAS TAKEN PLACE TO PERSUADE MEOWTHAM NEIGH (IF THERE IS ONE) OF THE JUSTIFICATION OF THE PROPOSED SITES. AS FAR AS THE SITES ARE CONCERNED THEY DON'T EVEN MEET THE SELECTION CRITERIA ^{INTO MANY INSTANCES} LAID DOWN ~~IN~~ WITHIN THE LOCAL PLAN.

IE ~~GRAVEL~~, GP/SCHOOL SAFE ACCESS, PUBLIC TRANSPORT, FLOODING, PUBLIC FOOT PATHS, CYCLE PATHS, ROAD NETWORK WILL NOT SUPPORT SAFE ACCESS/EXIT FROM SITES, HEALTH & SAFETY ON SITES ASSURES TO MOTORWAYS (DOWNS THROUGH/GUNTERY & MOTORWAY BRIDGE) SITES WILL REQUIRE UTILITY TO THE PROVISION AND ~~UNLESS~~ THE CURRENT APPARENT FURTHER/GAS/WATER/SEWAGE INFRASTRUCTURE WILL NOT SUPPORT.

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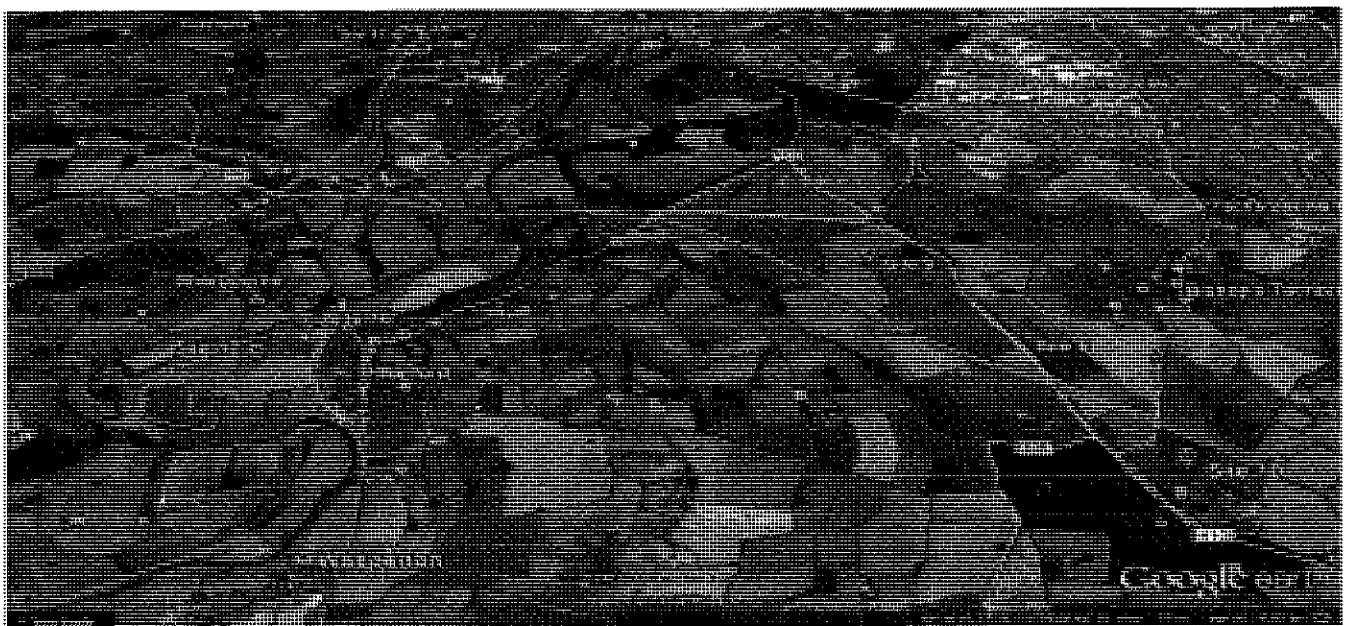
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①

We are concerned that a Travellers ~~ing~~ site in Barford would impact the close community ~~of~~ Travellers children moving in and out of the school community would affect their own and other children's learning.

We were very disappointed when we asked at the meeting, whether any impact assessment for the local community had been done, and were answered no.

~~So~~ We have had many bad stories from other villages and would like to be re-assured as to what would happen to us -

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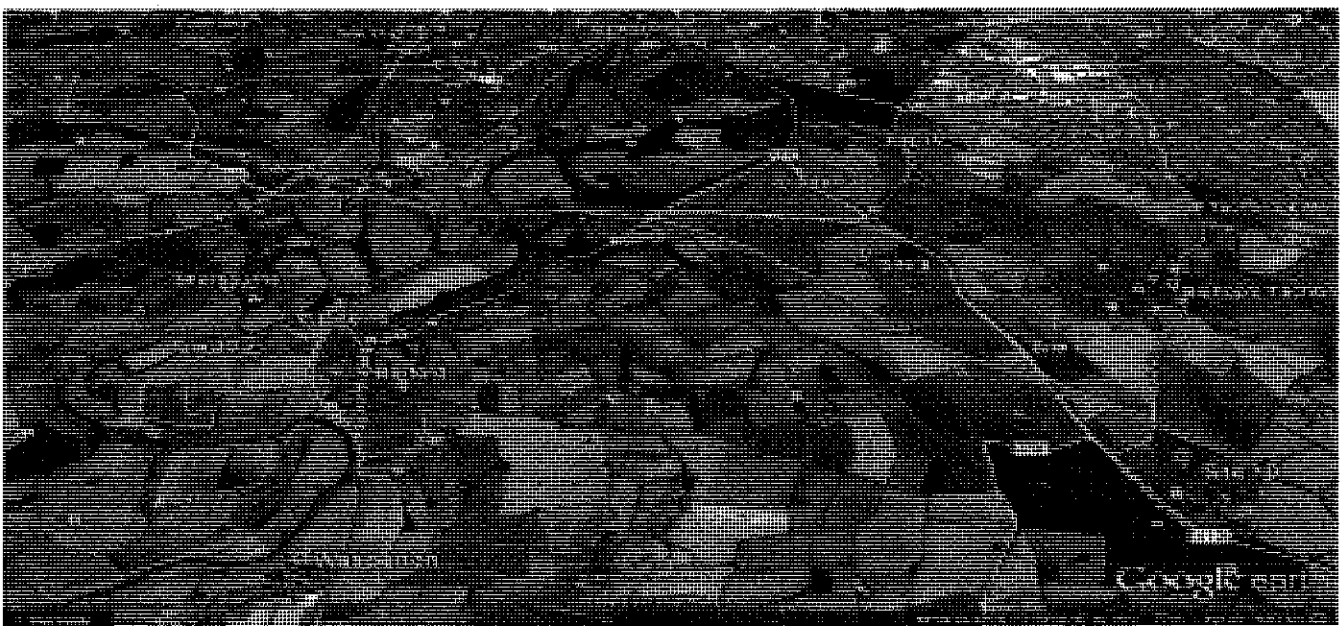
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①

Most of the sites are in country areas and do not comply with the Council's policy criteria. A site closer to Warwick / Leamington should be developed if necessary. Perhaps within the new development proposed under the new local plan, so that all criteria could be accommodated. ⑫

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This village is a lovely place to live with a very good sense of community, but adding Gypsies and Travellers to our village would spoil it!! I feel that they should be located on Brown field site or industrial estates or incorporated in to new housing estates with all the necessary infrastructure would be in place.

Site 16 - Flood Risk identified by the environment Agency

Site 12 & 16 There is inadequate pedestrian crossing also both sites have vehicular access issues, A429 trunk road which was constructed as a bypass to Barford. It is 60mph speed limit road and there have been significant numbers of accidents including a fatality, access is entirely inadequate.

Strongly object!!

12

6

7

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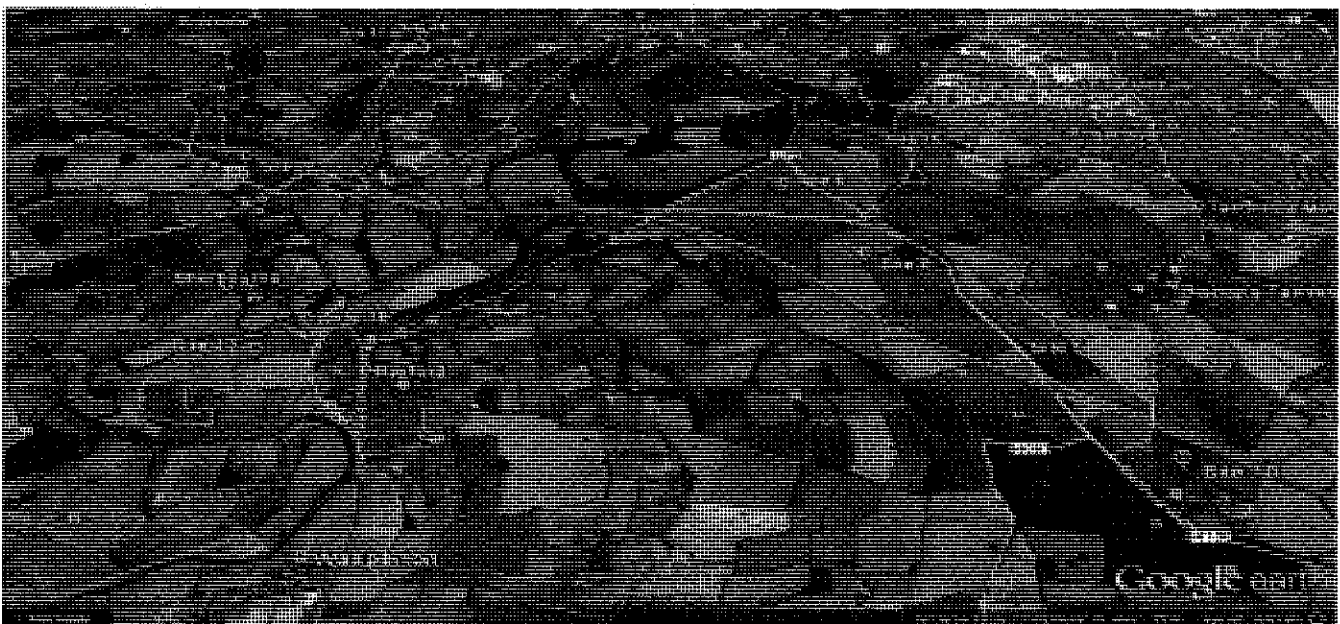
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①

Any sites should have :-

- 1. Access to G.P. surgery, schools (primary and secondary) and regular public transport .
- 2. safe access to highway
- 3. Existing adequate infrastructure (water, sewage etc).
- 4. Be cable of being integrated into the landscape and not have adverse effect on the environment.
- 5. Not be in an area susceptible to flooding .

③

⑦

⑦

⑪

⑥

Consideration of the above leads to the conclusion that a site (preferably brownfield) be adopted close to the existing Warwick / Leamington development and precludes most of the suggested sites. (particular sites 12, 16 and 20).

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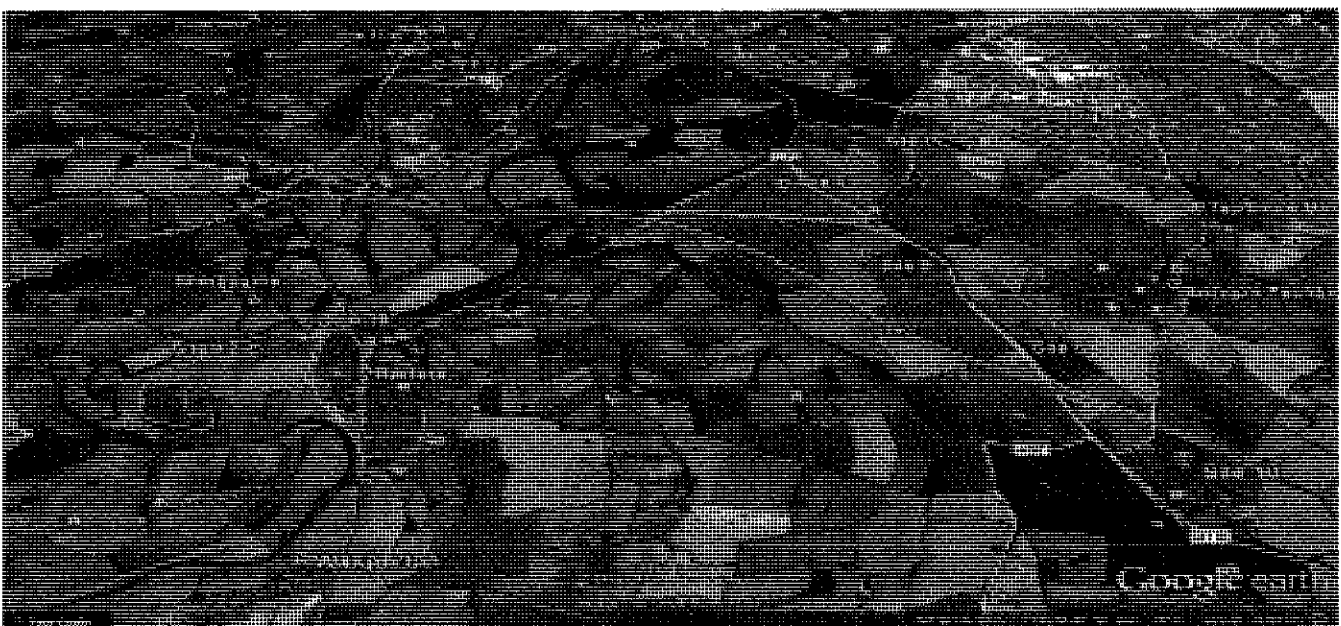
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1

We object to the sites relying on the facilities provided by Barford village because:

1. There is a lack of appropriate facilities in the village. Even the village shop could be described as serving the premium market.
2. Public transport is relatively poor and infrequent.
3. No account has been taken of neighbouring sites already designated by Stratford District Council.

5

7

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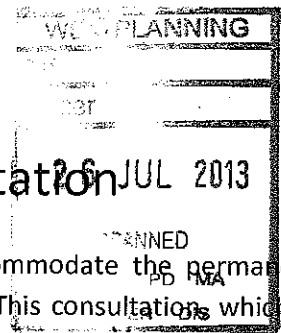
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THERES NO RUNNING WATER, TOILET FACILITIES
WASTE DISPOSAL ETC.

WOULD THE GYPSIES AND TRAVELLERS PAY
COUNCIL TAX?

WE WOULD NOT FEEL SAFE AT NIGHT
KNOWING THAT THEY WOULD BE ROAMING
AROUND.

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Sites 12 & 16 will need extensive and very expensive road modifications to ensure access to any new site.

Crossings into village will be required for access to school etc. Again expensive. Bridge for pedestrian access maybe.

If travellers are allowed to live in the village crime (now almost zero) will inevitably rise affecting everyone in the village with higher insurance premiums etc.

No, no and again no!

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I consider the greenfield sites to the south of Warwick and Leamington Spa that have been identified in the consultation are completely unsuitable for the residential needs of the Gypsy and Traveller community. Brownfield sites within the existing urban areas of Kenilworth, Warwick and Leamington, or sites within the proposed major new housing developments in Kenilworth, Warwick and Leamington, would be far more suitable, and would provide much better access to the facilities such as schools, doctors surgeries and shops which have been recognised as priorities.

6

There are particular objections to the proposed sites 12, 16 and 20 which mark these out as the least suitable, including concerns over vehicular access, poor access to community facilities, disregard of the WDC's own Rural Area Policies (especially RAPs 1, 6, 10 and 15), adverse visual impact, and the fact that these are not locations which would be likely to allow peaceful and integrated co-existence with the local community.

In addition, site 20, in the vicinity of Sharbourne, has particular drawbacks, and I would object to the use of this site for the Gypsy and Traveller Community in the strongest possible terms:

12

- it sits within an area of Greenbelt Land (as identified in the most recent, i.e. 1996-2011, Plan) and so there is no case for this form of development in this location;
- it is hard to think of an area which would provide worse access to local amenities (schools, shops, etc);
- a development on site 20, even if partly screened, would be visible to huge numbers of people travelling on the M40 and A46 to, from and through the district, and the resulting adverse effects on visual amenity, and on the image on the district and on the local economy as a result, make this site unsuitable;
- above all, given the extremely small size of Sharbourne village, a development in such close proximity would destroy the identity and character of the village, and on these grounds a development in location 20 is completely unacceptable.

10

11

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

- Male
- Female
- Prefer not to say

Location

- Live in Barford
- Live within 5 mins drive of Barford
- Live within 5 - 15 mins of Barford
- Live more than 15 mins drive from Barford
- Prefer not to say

Age

- Under 18
- 18 - 45
- 45 - 65
- Over 65

Are you responding as a:

- Local resident
- Local Business
- Local Councillor
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①

I am against the Gypsy sites in Barford site SIX

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I object to the Warwick District Council about putting a gypsy site around and in Barford because farming land should not be used for this purpose and they should be integrated in the proposed housing sites: Especially site 6.

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I am totally against these proposals, especially against Site 6. These plans for travellers and gypsy sites should be built into the local development plan and integrated into the new property/housing plans. It is madness separating them when all the requirements for gypsies in the Warwick District Council Preferred options brochure could be met by integrating the G+T sites in ~~Planning Service Village Plans~~ the Revised Development Strategy Proposed Site Allocations such as Whitnash.

I am disgusted that WDC is thinking of compulsory purchase of farming land. THIS MUST NOT HAPPEN!!

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I strongly oppose the proposals to create gypsy traveller sites around Waindshire, in particular site 6 where there are no facilities to support a new traveller community ie - no school or shops in walking distance - no footpaths / pavement or local infrastructure, ~~An isolated site~~ or transport services. The impact on local landscape is most undesirable and an isolated site cannot fall into the category of best practice for a traveller / gypsy site as per the local plan (1996-2011). I would also question the validity of the "requirement" of 31 new sites.

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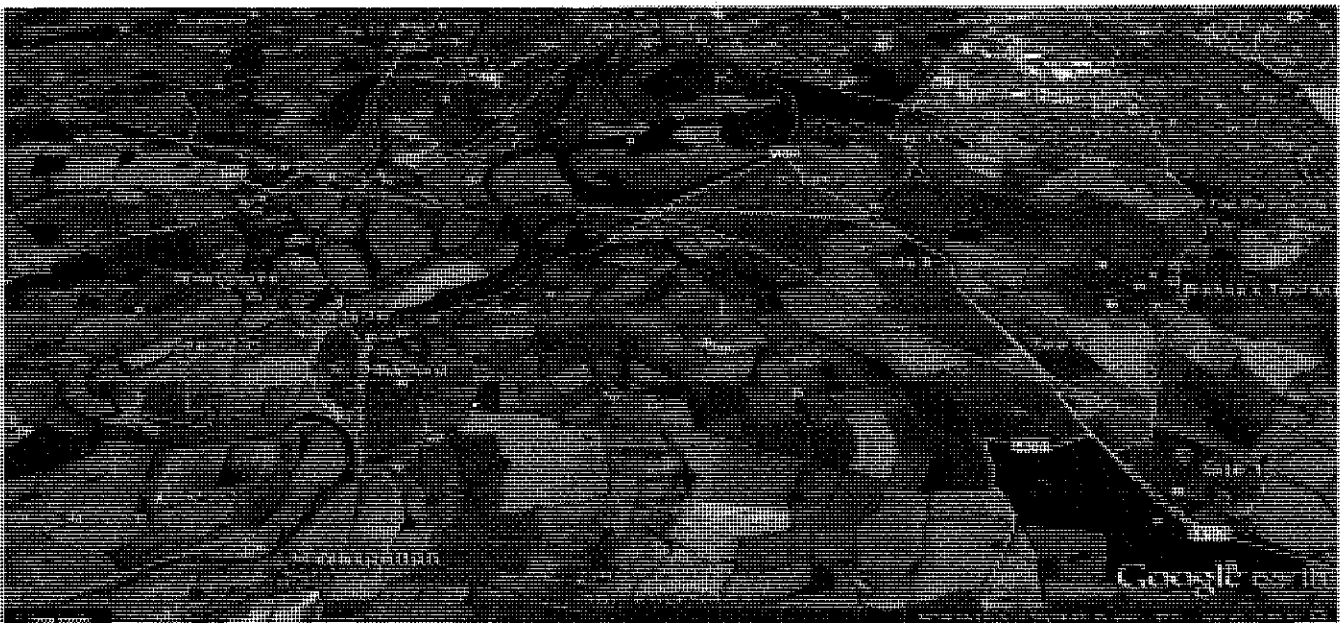
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I strongly object to all large developments in Barford.

I do not believe any Gypsy sites will be good for the village at all. I can think of no positive reasons for the sites to be here but it is bad for the villages & the gypsies.

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AS A SHERBOURNE RESIDENT, I FEEL THE NEED TO COMMENT PARTICULARLY ON SITE 20, SINCE THOSE LIVING CLOSER TO OTHER SITES WILL BE BETTER PLACED TO COMMENT ON THOSE. SITE 20 LIES WITHIN DESIGNATED GREENBELT LAND (1996-2011 WDC PLAN) AND THEREFORE THERE IS NO CASE FOR THIS FORM OF DEVELOPMENT. IT IS TWO BY, OR CONTAINS, AREAS IDENTIFIED AS HAVING KNOWN FLOODING RISK AS PER MAT A PLAN. IT IS ALSO DIFFICULT TO IMAGINE AN AREA PROVIDING WORSE ACCESS TO LOCAL AMENITIES, WHERE GOOD ACCESS IS SEEN AS A PRIORITY FOR THIS KIND OF DEVELOPMENT. VEHICULAR ACCESS TO SITE 20 IS VIA A HEAVILY UTILISED ROAD NETWORK AND ACCESS/EGRESS WOULD BE UNSAFE. IT IS NOT SUITABLE FOR MULTI-MODAL ACCESSIBILITY ON FOOT, BY BICYCLE OR BY BUS AND THE USE OF CARS WOULD PLACE A FURTHER UNACCEPTABLE PRESSURE ON THE LOCAL HIGHWAY NETWORK. SINCE ONLY PART OF THE SITE WOULD BE SCREENED, IT WOULD BE VISIBLE TO LARGE NUMBERS OF PEOPLE TRAVELING ON THE A10, A14 AND B4403 - TO, FROM AND THROUGH THE DISTRICT, AND WOULD HARM THE VISUAL AMOVITY OF THE AREA, HAVING A NEGATIVE VISUAL EFFECT ON THE LANDSCAPE. SHERBOURNE IS A VERY SMALL VILLAGE, AND HAVING A DEVELOPMENT IN SUCH CLOSE PROXIMITY WOULD DESTROY THE IDENTITY AND CHARACTER OF THE VILLAGE, AND ON THESE GROUNDS THE DEVELOPMENT OF SITE 20 IS UNACCEPTABLE. MOST IMPORTANT OF ALL, W.D.C. HAS DESIGNATED ITS OWN

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BOUNDED

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R.A.P.s, ESPECIALLY NOS. 1, 6, 10 + 15: IN ALL THESE RESPECTS SITE 20 FAILS TO MEET THE POLICY CRITERIA TO ALLOW ANY FORM OF DEVELOPMENT AND I MUST THEREFORE OBJECT TO THE DEVELOPMENT PROPOSED AT SITE 20 IN THE STRONGEST POSSIBLE TERMS.

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- Prefer not to say

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①

THE 2 SITES, 12 + 16, IN BARFORD WOULD BE TOTALLY WRONG.

- 1) ONE IS ON A FLOOD PLAIN
- 2) BOTH ARE ON GREENFIELDS THAT WE LOVE, AND WANT TO PROTECT (WILD LIFE, TREES, VEGETATION)
- 3) ACCESS ACROSS THE A29 WOULD BE VERY DIFFICULT AND UNSAFE, EVEN WITH A CROSSING, BECAUSE OF THE SPEED OF TRAFFIC, (WITNESS ACCIDENTS, INCLUDING FATAL, AT THE JUNCTION INTO BARFORD)
- 4) FACILITIES? NO DOCTOR OR DENTIST, LIMITED TRANSPORT, SCHOOL, EVEN WITH EXTENSION, FULL + WAITING LIST EVEN NOW.
- 5) WE FEEL COMFORTABLE + SAFE IN OUR VILLAGE, WILL THAT CHANGE? WITH THE REPUTATION OF TRAVELLERS, MANY OF US ARE EXTREMELY WORRIED ABOUT THEM BEING SO CLOSE ON THOSE 2 SITES.

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I AM A BARFORD RESIDENT. I WOULD BE AGAINST ANY PLANNING PERMISSION FOR GYPSY SITES WITHIN THE IMMEDIATE AREA, FOR THE REASONS ALREADY GIVEN BY BRA PLUS THE FACT THAT "PLANNING POLICY" CAUSES FERROUNDUE PRESSURE BEING PLACED ON THE LOCAL INFRASTRUCTURE. THE MAJORITY OF THE SITES PLANNED ARE WITHIN THE 3 MILE ZONE OF BARFORD, WITH SCHOOLS, ROADS ALREADY UNDER PRESSURE - I FAIL TO SEE HOW THIS INTEGRATION COULD TAKE PLACE.

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After hearing that sites GT12 + GT16 were proposed in Barford, I was interested as to why Barford was chosen specifically. After reading documentation such as the NPPF and design guide best practice for gypsies + travellers, I was confused as to why this was the case.

The proximity to the noisy + dangerous bypass would not be appropriate for normal housing so why gypsies + travellers? The risk of flooding compounds this.

Surely a better solution would be to build the Gypsy + Traveller sites into a new housing development where many more variables can be controlled and thus the development will conform to more of the Government + Planning Policies + documentation.

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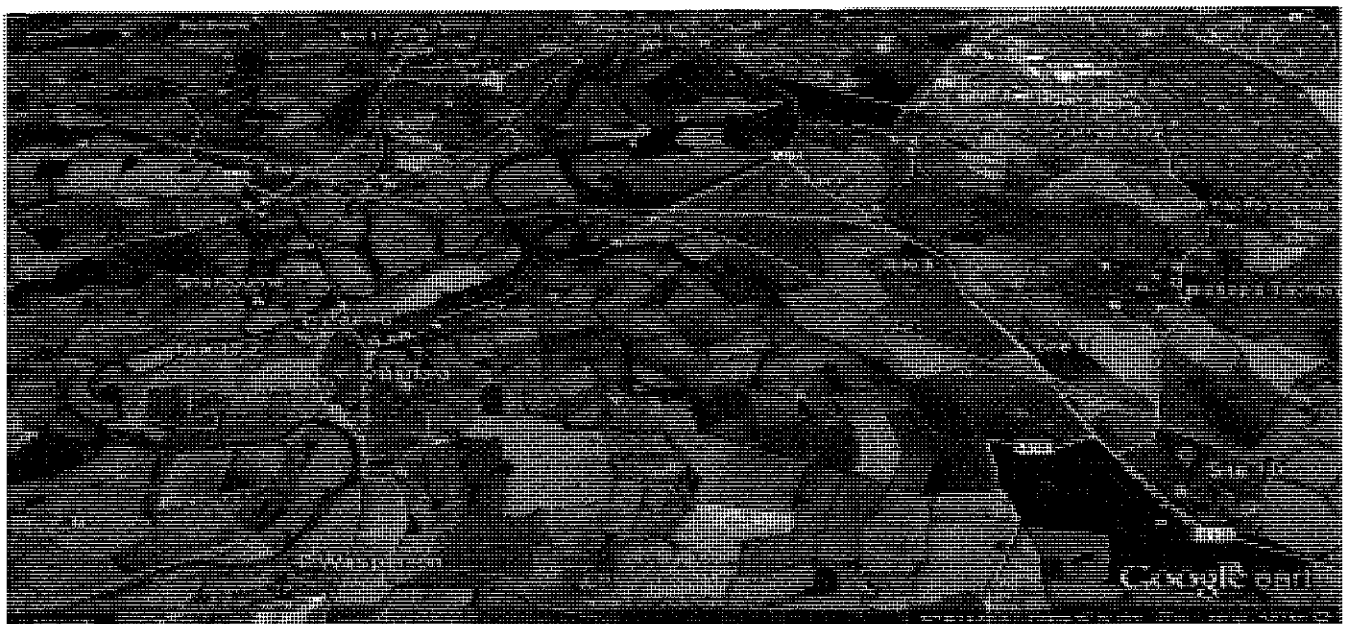
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Hello

I am 19 years old and I live at the bottom of Westham Lane. I would like to express my concern towards the potential gypsy sites which could be placed near the lane (site 12). Westham Lane joins on to a very busy bypass - my younger brother has nearly been hit by a car. There has been 12 separate accidents, injuring over 20 people including a ~~death~~ death. Do you think this is safe for the travellers kids? What is more, the river can be extremely dangerous. It is deeper and faster than it seems, as ~~two~~ 2 horrendous deaths have been caused by it recently. It is probable in the summer, the travellers kids would want to play in/beside the river but alas! it is not safe!

Thanks, Lily xxx

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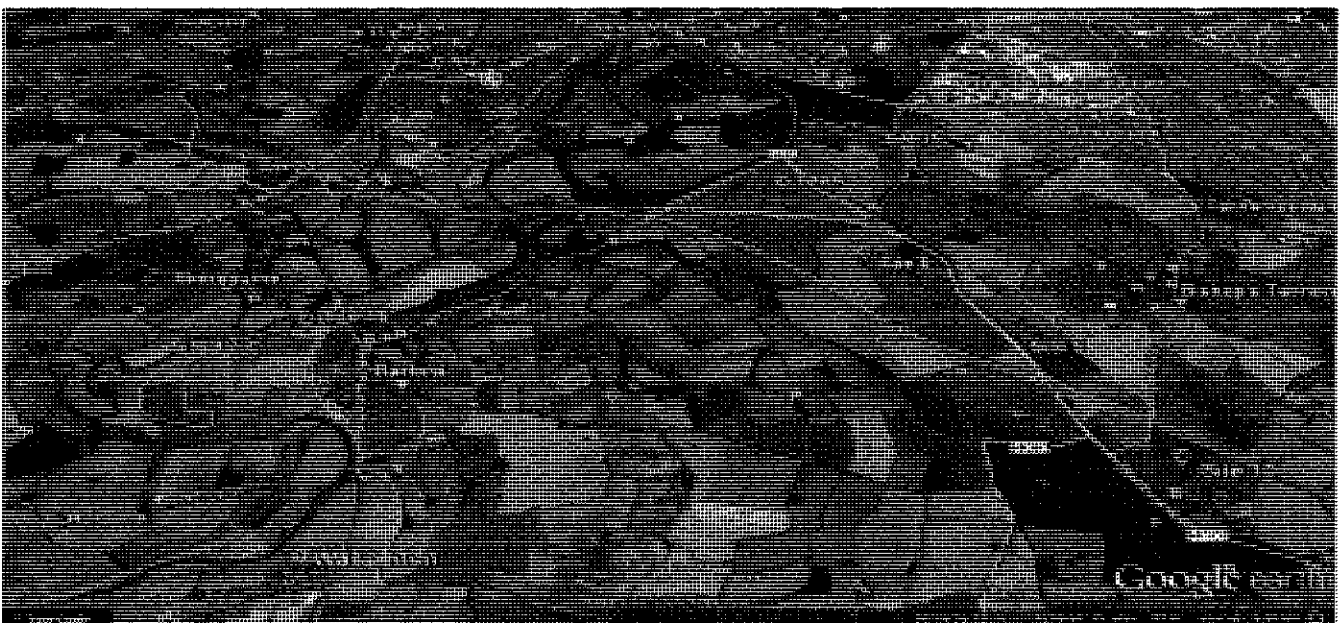
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I think a new gypsy site in westham Lane (G12) would be a bad idea because:

- Building on green fields would destroy habitats and good farming land.
- Unsafe to cross the busy bypass
- Dogs would chase the sheep & cattle.
- A better place for the gypsy site would be to include it in the big housing estates, planned for Leamington & Warwick.

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From a purely personal and selfish point of view I would not like to see any temporary / transient sites close to Barford. But I realise that there is a problem and the council is under pressure from the government. However I feel that 31 permanent pitches and 12 Transit pitches in the Warwick District is far too many.

In far as Barford is concerned I think that sites 16 and 12 are particularly unsuitable because of flood risk and also traffic and pedestrian problems. Further they would have an adverse effect on the landscape, and would be likely to cause serious overcrowding problems at St Peter's School.

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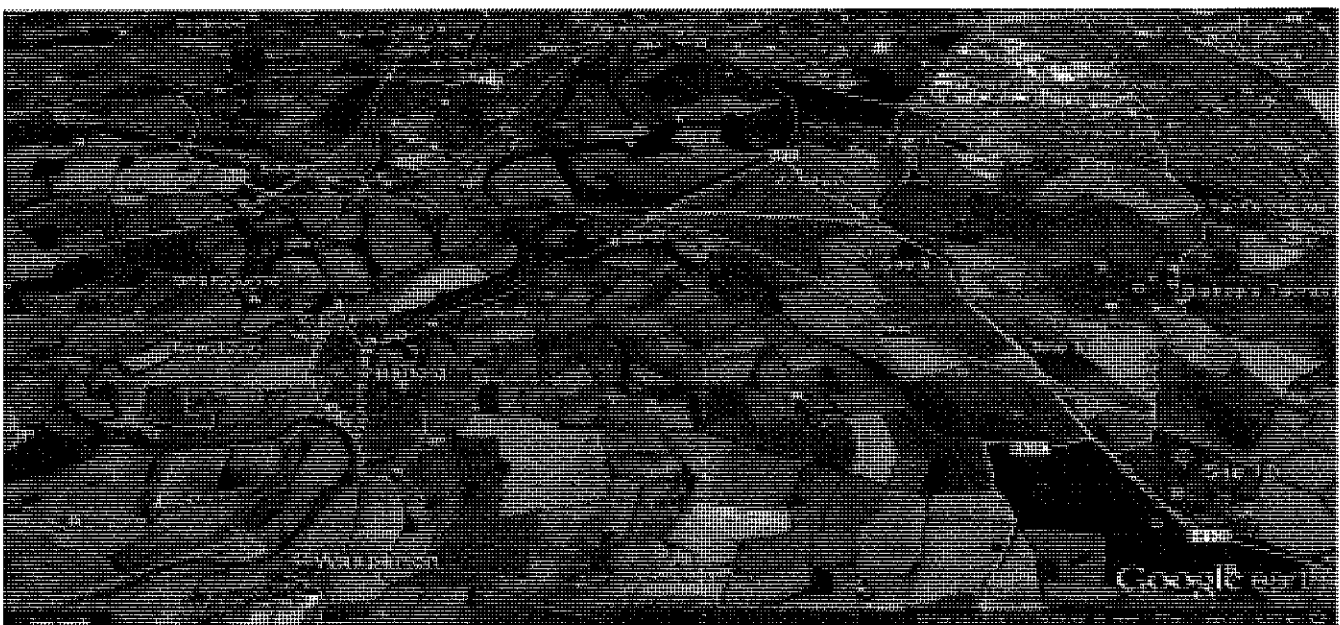
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If I had to select one it would be Site 17. but I just don't want any.

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Site 12

Objections: No services (water, sewage, etc.) in place.

Road access out to A429 (a very busy, fast moving road)

We have a small community down to have which would be heavily unbalanced by the inclusion of a travellers site

This is viable farmland (Grade 2) and has always been cultivated - a T&G site would have an adverse visual impact and a potential threat to security of farm machinery and such like.

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Two main objections

- 1) This is a safe area in which to live. It is well known that when travellers and gipsies are near the level of petty crime increases. Do we have to become a community where we can no longer leave open doors and windows or items in garden and especially where insurance rates rise because the post code is no longer indicative less crime.
- 2) Greater demand on local resources eg medical and especially schools when we keep in education. I know of a school who had to keep spaces for traveller's children who then did not come and denied places to local children who would have benefitted from them.

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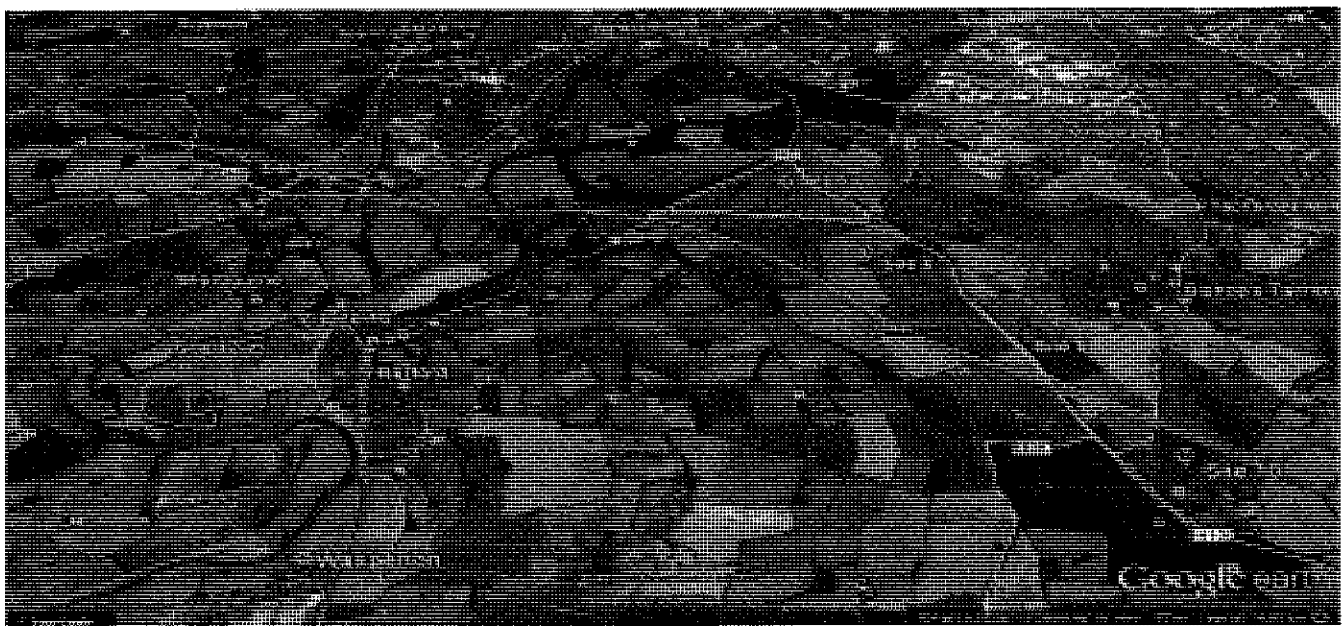
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I AM NOT AGAINST THE BUILDING OF TRAVELLERS' SITES, BUT I AM AGAINST THE BUILDING OF THOSE SITES ON SITE 12 AND SITE 16. THERE IS NO NEED TO LIVE ON BARFORD'S DOORSTEP WHEN OTHER MORE SUITABLE SITES ARE AVAILABLE. THE SITES BORDERING THE M40 (SITE 20, 6, 9, 5, 10) SEEM MORE SUITABLE. THE SITES CLOSER TO WARWICK WOULD ALLOW THE TRAVELLERS EASIER ACCESS TO 'A LARGE TOWN (WARWICK) RATHER THAN A VILLAGE (BARFORD)'. SITES 17, 18 & 11 SEEM THE MOST SUITABLE OF THOSE ILLUSTRATED.

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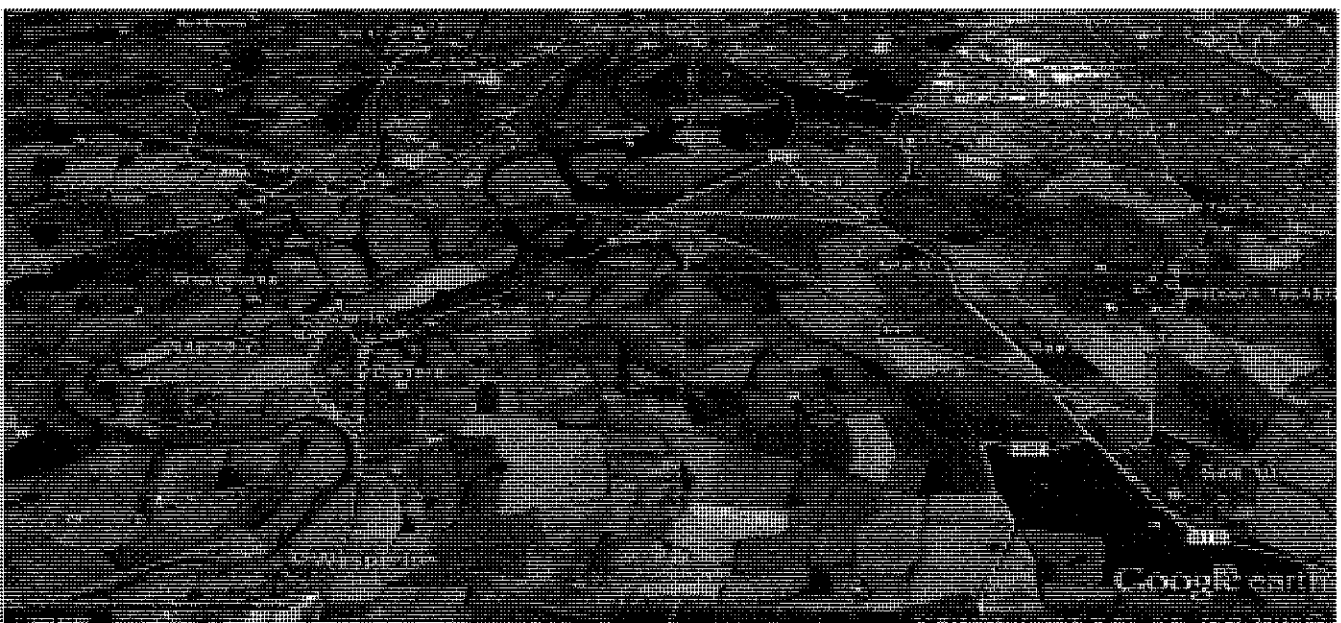
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ON A GENERAL NOTE, YATINGS HAD A BUSINESS NEAR A PERMANENT TRAVELLERS SITE I CAN ONLY SAY IT WAS A PERMANENT PROBLEM. THEY HAD A FLAGRANT DISREGARD FOR THE REST OF SOCIETY. FLY TIPPING, PUBLIC NUISANCE, UNROAD WORTHY VEHICLES, UNPAID FINES AND CRIMINAL ACTS. THEIR SITE WAS A NO GO AREA, THE LOCAL POLICE IF INVESTIGATING A THEFT WOULD ONLY VENTURE ONTO SITE WITH A POLICE ARMED RESPONSE TEAM. DO WE REALLY NEED THIS ON OUR BACK DOORSTEP.

ON A MORE LOCAL NOTE:- THERE HAVE ALREADY BEEN SEVERAL ACCIDENTS ON THE BARFORD BY-PASS RESULTING IN FATALITIES DO WE NEED MORE VEHICLES TURNING ONTO THE BY-PASS FROM ANOTHER JUNCTION

NO I DO NOT WANT G+T SITES IN THIS AREA OR ANY OTHER.

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By reputation, Gypsies and Travellers are untrustworthy, disruptive and litter the environment. As such, I have no desire to have them in the Barford area. As a ratepayer, what makes you think we want to put up with this? especially as they do not pay rates. Who are the greedy landowners who think of ~~me~~ themselves and not the people living in the village?

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I do not want us to provide sites for gypsies & the travelling communities. They would change the dynamics of the village & we would no longer have a small, beautiful place to live.

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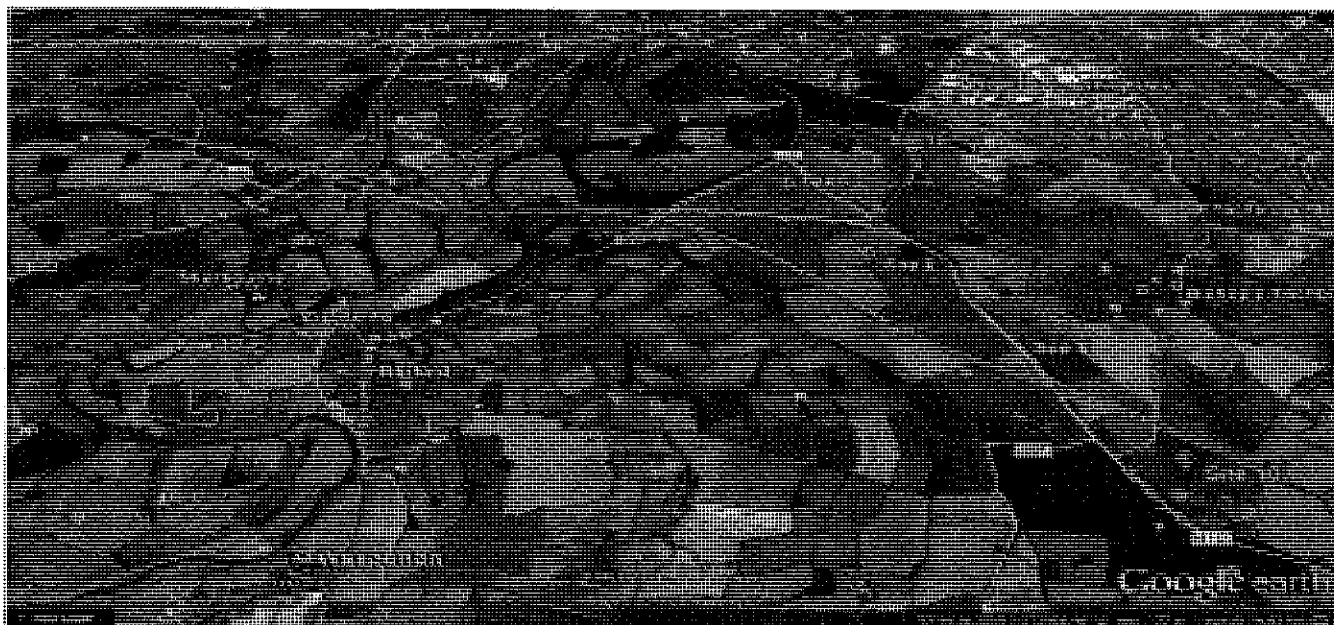
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①

I am against this idea

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① ② ③ ④ ⑤ ⑥

1. All brownfield sites to be explored before further take up of greenfield sites
2. Sites 12/16 are dangerous for entry/exit and deny pedestrian access to local facilities. A bridge is unsuitable due to high vehicles and a pedestrian crossing would seriously disrupt the heavy traffic flow along the A429.
3. Sites 5, 6, 9, 10, 12, 15, 16, 17, 18, 20 - Entry/exit from these sites by slow moving lorries and coaches will be highly dangerous given current traffic volumes. Exiting from sites 17, 18 shows just how difficult this can be and their exercise on the Barford bypass would be just as challenging as speeds of 60 mph and above are prevalent.
4. Placing sites adjacent to the M16 system will lead to pollution and environmental damage.

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Age

- Under 18
- 18 – 45
- 45 – 65
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1

5

7

9

11

suitability + sustainability criteria
not met:
 No OP surgery.
 limited public transport
 Access to road network - turning onto
 by-pass difficult with caravans
 will it be easy to provide utilities?
 would ruin view to the spine
 of All Saint church, Starbourne
 re: Wotton Lane site(s)

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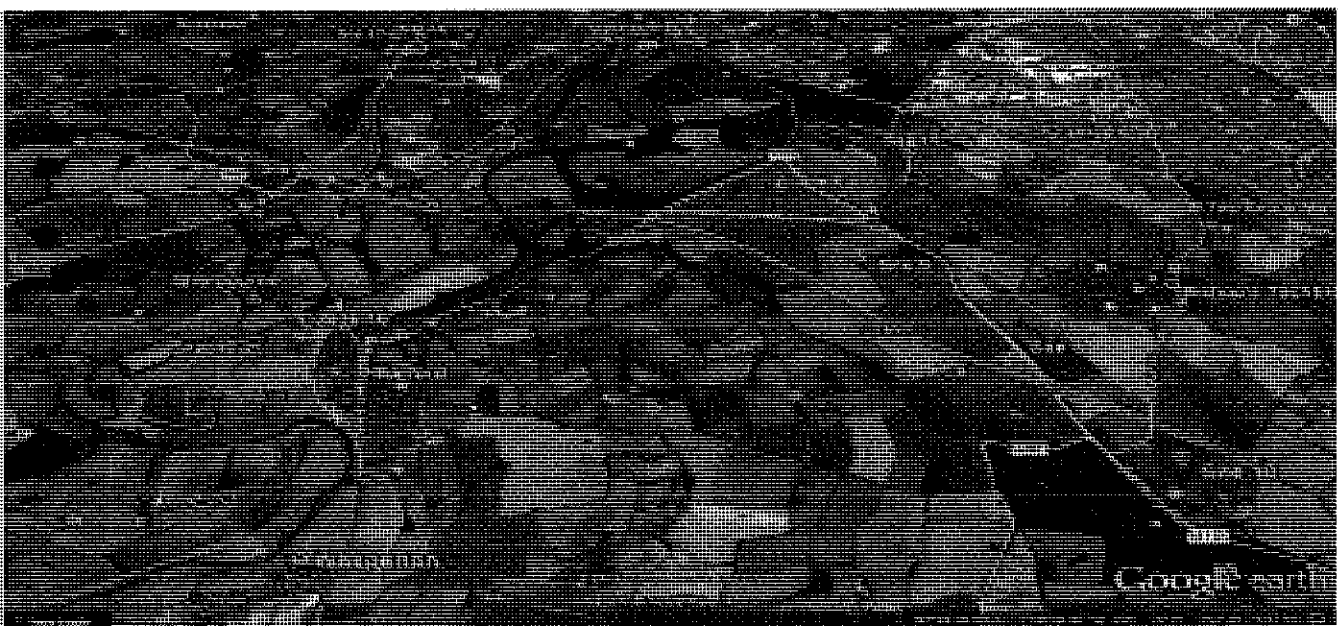
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BARFOLD IS NOT SUITABLE.

① SEE BARFOLD VILLAGE DESIGN STATEMENT. THE VILLAGE DOES NOT HAVE THE INFRASTRUCTURE. THE SCHOOL IS TOO SMALL + THE THROUGH ROADS ARE ALREADY TERRIBLY CONGESTED IN RUSH HOUR.

5

7

②. THIS IS A CONSERVATION ZONE. THE PROPOSED SITES ARE GREENFIELD ZONES. THEY ARE THE HABITAT OF WILDLIFE (OWLS / VARIOUS BIRDS OF PREY, HEDGHOGS + PROTECTED SPECIES OF BATS).

10

③. WE HAD TO ADHERE TO VERY STRICT PLANNING RULES WHEN CONVERTING OUR LOFT MEANING A MUCH RESTRICTED USABLE SPACE. THIS OVERLOOKS ONE OF THE PROPOSED SITES. HOW CAN IT BE REASONABLE WE HAVE TO ABIDE BY SUCH INFLEXIBLE REGULATIONS WHEN IT SEEMS THEY CAN BE DISREGARDED IN THIS CONTEXT?

12

IT IS SIMPLY INEQUITABLE.

④. BARFOLD IS A QUIET RURAL RETREAT - THESE PROPOSALS WOULD COMPLETELY CHANGE THIS AND ARE NOT FITTING WITH THE VILLAGE ETHOS.

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1

- ① SITES 16/12 - THE STRETCH OF THE A46 IS ALREADY A SAFETY HAZARD WHEN TURNING LEFT INTO BARFORD. SLOW TRAVELLER VEHICLES EXIT / ENTRY WOULD EXACERBATE THIS. 7
- ② SITES 16/12 - LOCAL SERVICES NOT CAPABLE OF DEALING WITH INCREASED OR SEASONALLY INCREASED LOADS. 9
- ③ SITES 16/12 - HARD TO BELIEVE YOU'RE PLANNING AN EYECORE IN THIS AREA. THE CYCLE ROUTE FROM SKELBORNE TO HAMPTON WOOD CURRENTLY HAS GREAT VIEWS. IT WOULD NOT WITH A BUNCH OF CARAVANS IN THE AREA. 10
- ④ SITES 16/12 - POLLUTION. THIS STRETCH OF RIVER IS BEAUTIFUL. I CAN'T IMAGINE IT STAYING LIKE THAT IF THIS SITE GOES AHEAD. ECOLOGICAL IMPACT AS WASTE / RUBBISH IS DUMPED IN THE RIVER MUST BE CONSIDERED. 12
- ⑤ WHO WOULD POLICE THE SITE?

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1

Rather horrified at the prospect of Gypsy & Travellers being in such close proximity. seems to be no thought by council how this would effect the lives of Barford residents - security, house prices etc. Barford is a lovely safe community overall and it is a pleasure to live here, this makes me want to Move but no-one now would want to live here with this looming over our heads. The proposals do not seem well researched or thought out. I can only hope our views are listened to and that's haven't already been made up. I find it all irresponsible of WDC.

12

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I FEEL CAUTIOUS ABOUT HAVING ANY OF THESE PROPOSED SITES FOR GYPSIES & TRAVELLERS TO RESIDE AT BECAUSE! -

- 1) HISTORICALLY THE CRIME RATE GOES UP IN ANY AREA RESIDED IN BY THIS GROUP OF PEOPLE.
- 2) SCHOOLS & LOCAL AMENITIES ARE ADVERSELY AFFECTED.
- 3) THE PRICE OF LOCAL HOUSING IS AFFECTED.
- 4) THE AREA IS ALREADY HAVING TO FACE A FUTURE OF GREAT CHANGE DUE TO THE MANY HOUSING DEVELOPMENTS IN THE PLANNING.

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It would be better to put travellers sites in the same areas as the proposed housing developments in the county, then people buying or renting those houses would know of the travellers sites before moving in.

If travellers children were to attend the village school they would have to cross the very busy and dangerous by-pass.

There is no Dr's surgery nearby

7

5

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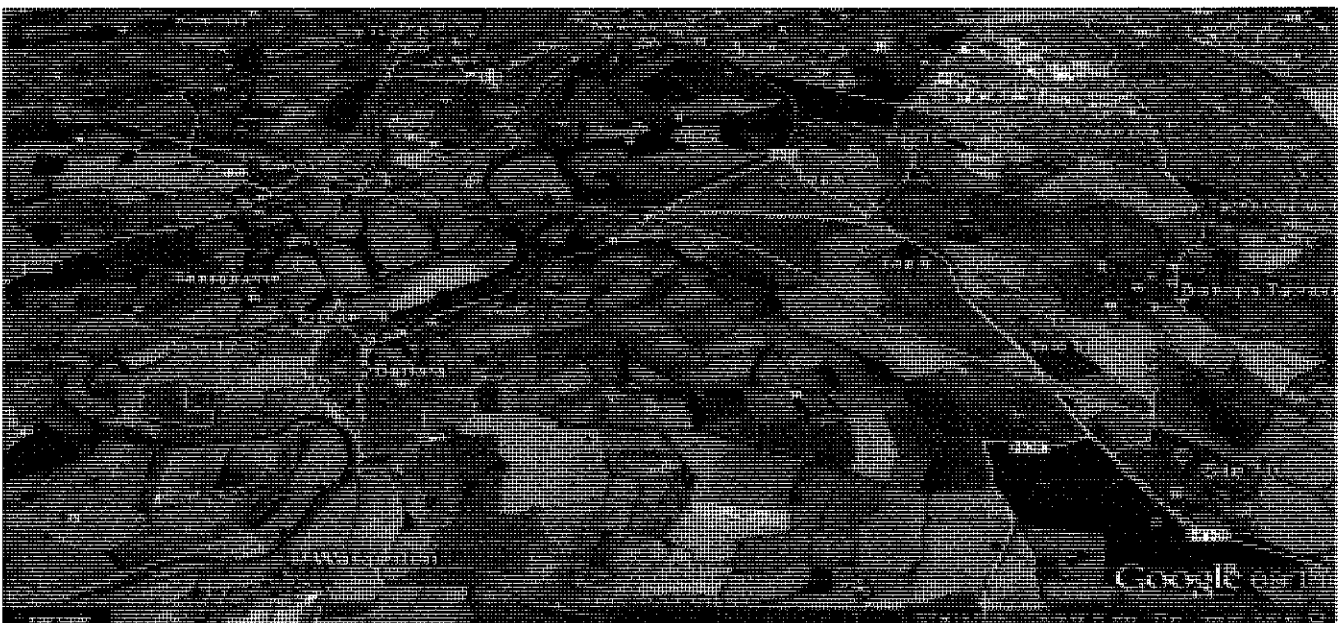
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Insufficient time allowed for consultation - A distraction from the main issue i.e., the unnecessary building of 12,300 homes - Misuse of public money being used to fund these sites at a time of financial crisis - This is not a priority for public funding - Increased pressure on schooling i.e., the provision of special schooling - Increased pressure on GPs - Increased pressure on Hospitals - Increased pressure on Police - Increased pressure on Transportation - Consulting on a plan when the council should be consulting with the local community before producing a plan - Random selection of sites, causing blight on peoples properties - No clear idea of how these sites will be managed and maintained - No clear idea of how they will be regulated - No clear idea of how any regulations will be enforced - Salford University identified a requirement from the Gypsies and Travellers, not the local community - If Gypsies wish to settle down in a community then they should make a housing request like any other citizen - This is a way of Gypsies and Travellers jumping the housing queue - This provision will (like the widening of roads) lead to an increase in Gypsies and Travellers - 31 Pitches today, but how many tomorrow - The number of Pitches will increase over time once a site has been allocated - A permanent site for Travellers is surely a contradiction in terms - Fifteen sites South of Warwick shows an unacceptable bias - The development and the provision of Gas, Electricity, Water, Sewage and lighting will cause a major disruption at time of major change in the area - This is too much change for the community to cater for - We have experienced (in Barford) the unsavoury nature of Gypsies and Travellers on our doorstep - Given that up and till 2011 there was no need to provide such sites in Warwickshire, so what has changed other than an un-mandated requirement from central Government and a dubious report from Salford University - I assume that much if not all of the sites would have to be compulsory purchased.

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1

CONSIDERING ALLOCATING LAND SOUTH OF WARWICK & LEAMINGTON
FOR GYPSY AND TRAVELLERS COMMUNITY AND TRAVELLING
SHOW PEOPLE. WE DO NOT WANT

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

- Male
- Female ✓
- Prefer not to say

Location

- Live in Barford ✓
- Live within 5 mins drive of Barford
- Live within 5 – 15 mins of Barford
- Live more than 15 mins drive from Barford
- Prefer not to say

Age

- Under 18
- 18 – 45
- 45 – 65
- Over 65 ✓

Are you responding as a:

- Local resident ✓
- Local Business
- Local Councillor
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1

Site 16 is flood area from the Barford bypass contains a pond unsuitable for development.

Site 12-16 Immediately adjacent to areas as having flood risk, water voles in and adjacent to these Sites 12-16

W.D.C. consider allocating land south of Warwick and Leamington. Asps site 5.6.9.10 as greenbelt this would ensure the villages in the south are not swallowed up by Warwick and Leamington over time.

6

12

10

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1

12

I feel very strongly that the suggested sites are completely inappropriate for the proposed siting of permanent traveller sites, these should be located in brownfield areas adjacent to urban development with sufficient local amenities to cope with this proposed development.

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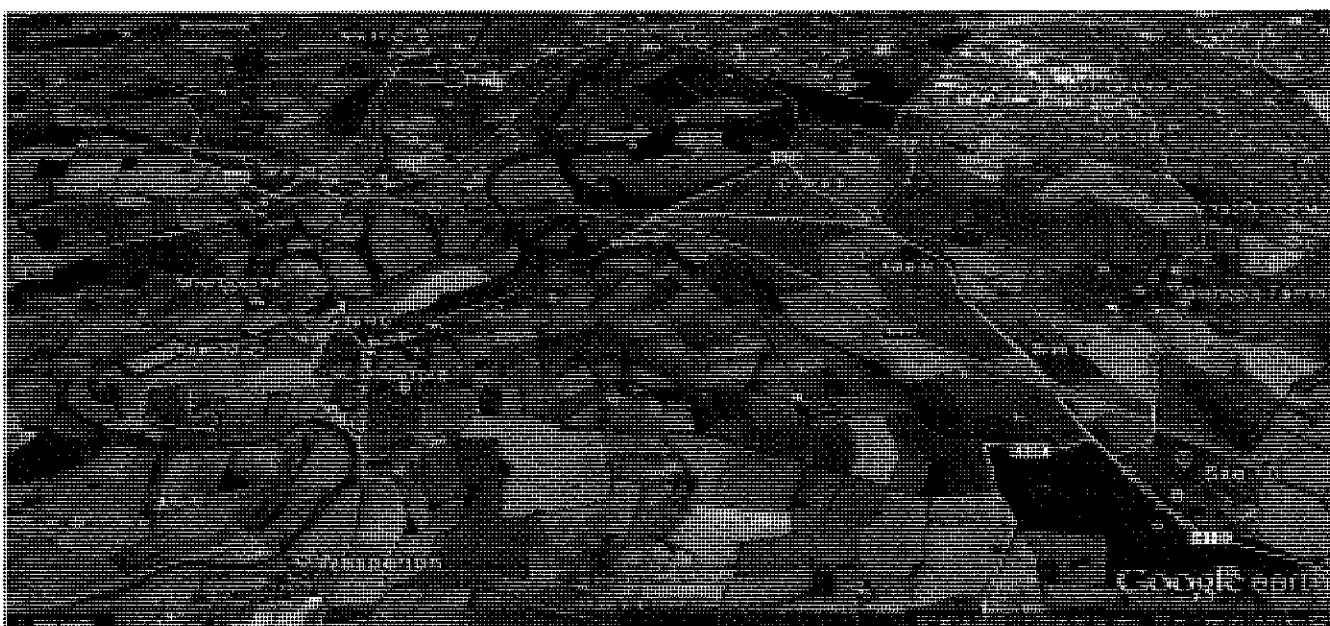
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N/A

*PERMANENT SITES FOR TRAVELLERS? - WHERE IS THE LOGIC?

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①

I AM ALREADY CONSIDERING RELOCATING AS A RESULT OF THESE PLANS. RE-LOOK AT LOCAL BROWN BELT SITES AND DON'T PUT PRESSURE ON OUR SCHOOL, SMALL STOP AND TRAFFIC SYSTEM WHICH IS ALREADY TOO BUSY.

⑫

⑤

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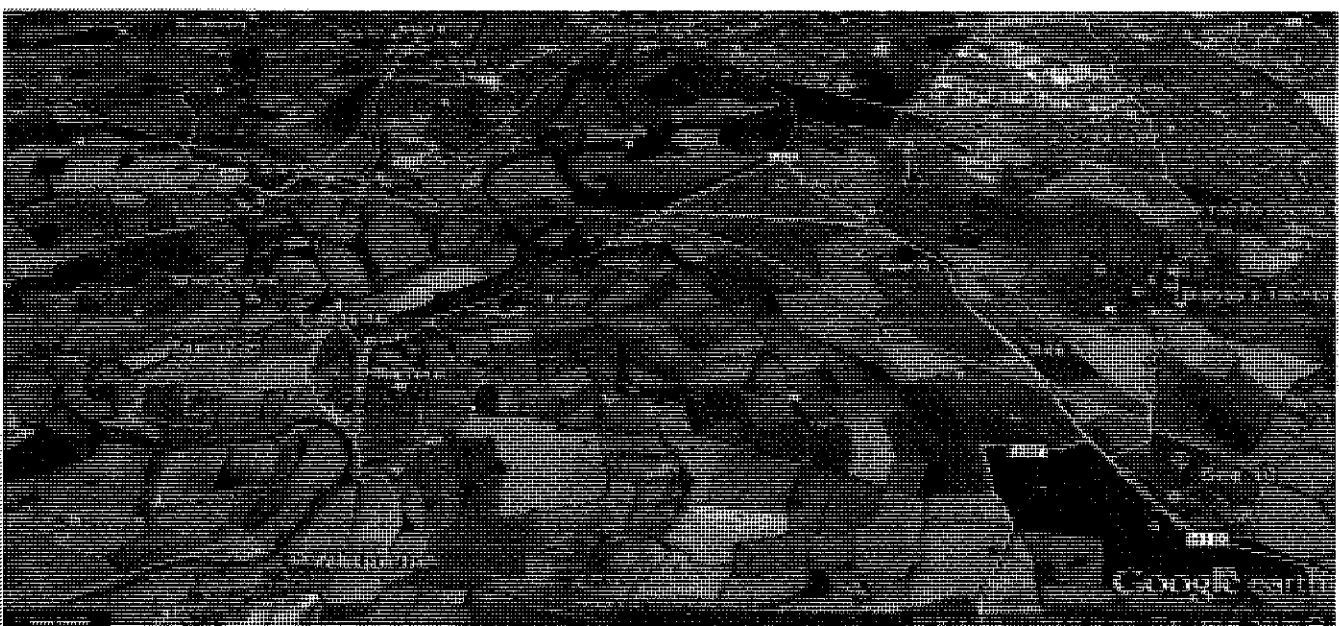
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I am extremely concerned about the impact on the infrastructure of Barford and surrounds should new housing and/or gypsy/traveller sites proceed. There could be a negative effect on the school, on local NHS services & on the already too busy roads (my biggest concern - have you tried to drive past St Peter's school between 6.45 and 7am on a week day?!) Plus, to be honest, the ambience of this beautiful village & it's wonderful sense of community. So and find a brown field site please!!

5
47

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- The sites are too near to the village. There are far too many of them near Barford and I understand there are more planned in the Wellesbourne area, so even more near to Barford
- whilst we are told that each pitch will only have one caravan and one mobile home, there is no telling how many people will occupy these pitches.
- There is no Doctors surgery in Barford and Wellesbourne will not take new patients from Barford so Warwick will bear the brunt of the influx. Its already difficult to get appointments in Warwick.
- I understand the governments directive is that Brownfield sites are to be used for Gypsies and Travellers, so is what WDC doing legal?
- I know from my home town what problems these travellers can cause to shops and leisure areas. I fear for our Village Shop.

5

12

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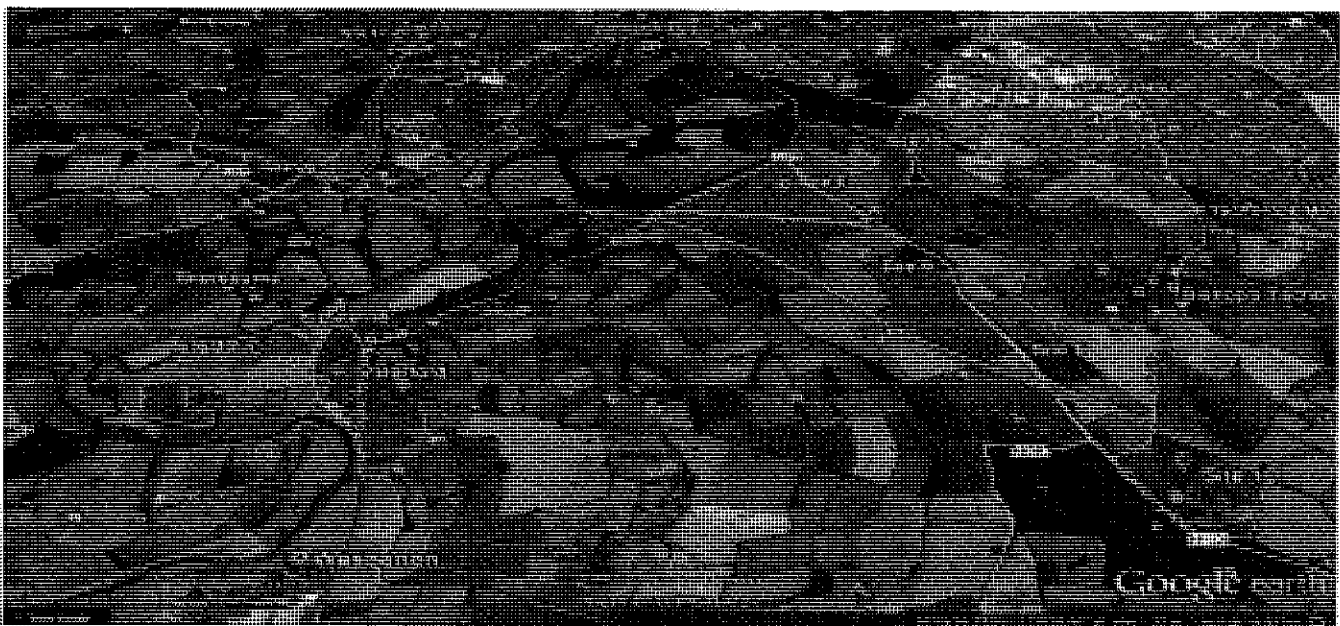
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①

My response to the proposal of providing permanent residential sites for travellers is to strongly oppose any such project.

Having had the experience of living near a traveller site at Pathlaw and of traveller children's education with my own children the overall view and information given by W.D.C is totally mis-leading and unrealistic. While I appreciate we all have rights some communities are allowed too many rights usually badly affecting other stable communities I also think W.D.C. have not given careful consideration to where they have targeted proposed sites. Surely there are much more suitable sites on the North side of Jeannington.

♀

IF NEEDED!

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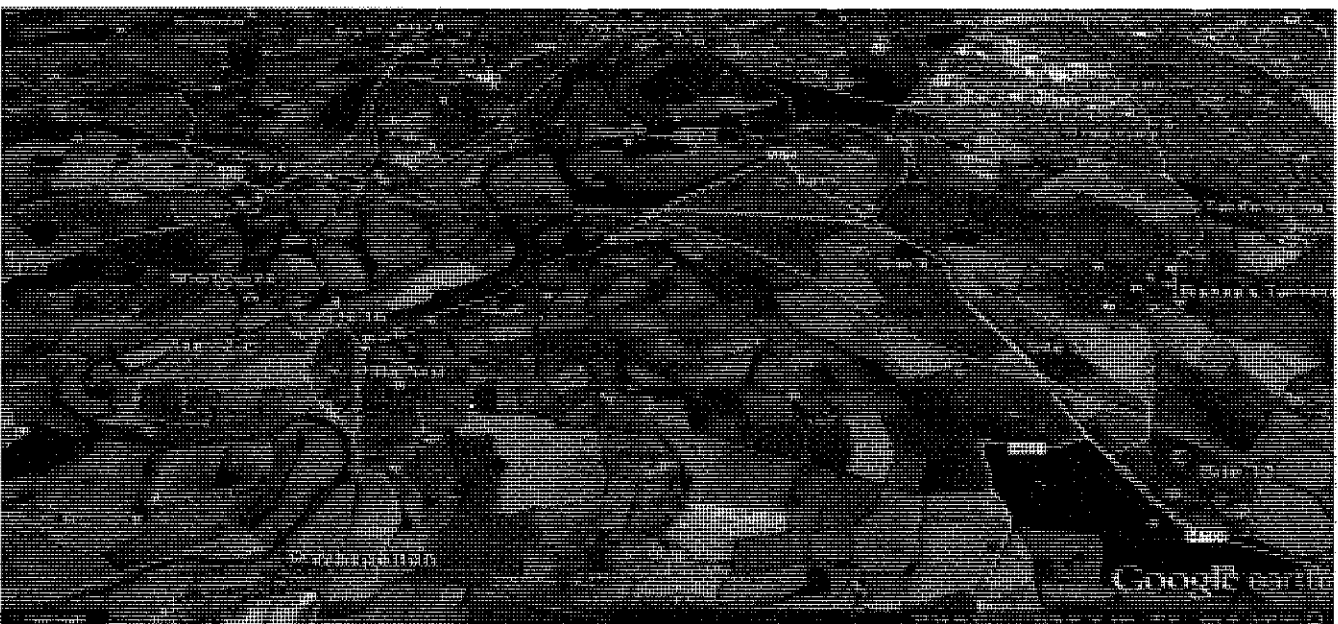
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In all the years I have lived in Barford. I have seen nothing to suggest that our immediate area (sites 12 + 16) needs Gypsy or Traveller sites. I therefore object to the proposals which are likely to have a disruptive effect.

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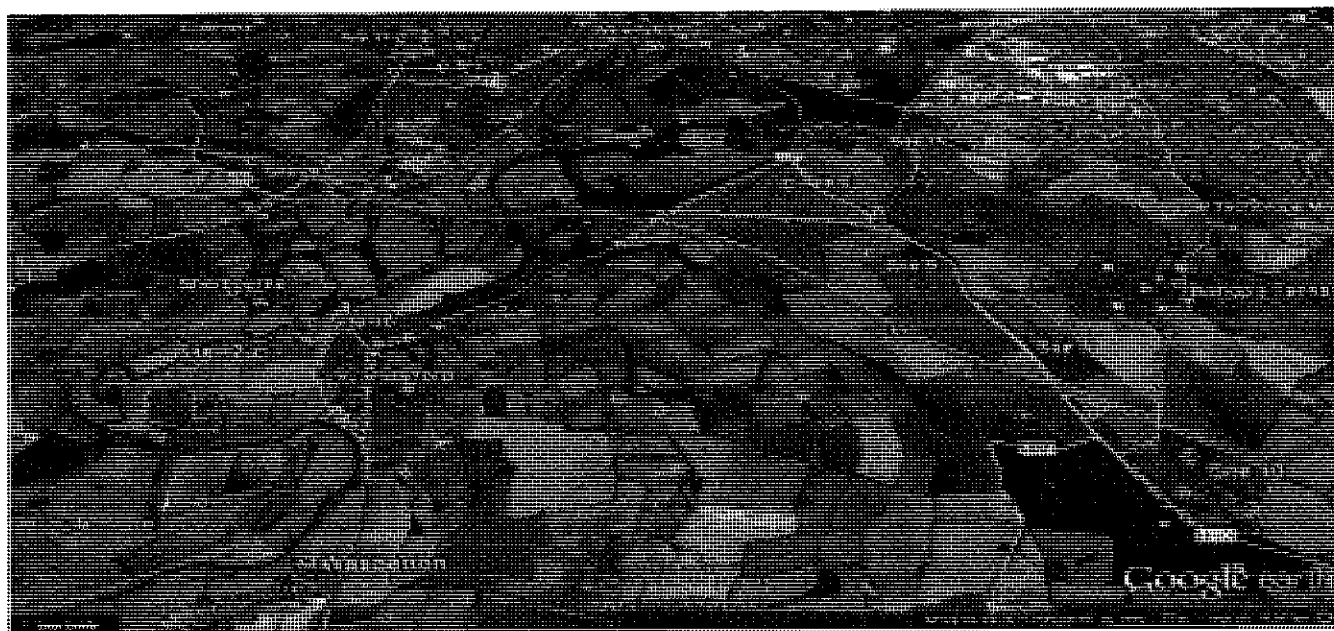
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my main concerns are:

- 1) Substructure: will the drains etc be properly upgraded to avoid flooding. (9)
- 2) Traffic: given the present number of cars using the bridge what about traffic chaos and (7)
- 3) will there be any attempt to relieve the above by removing parked cars from Church Street? (12)

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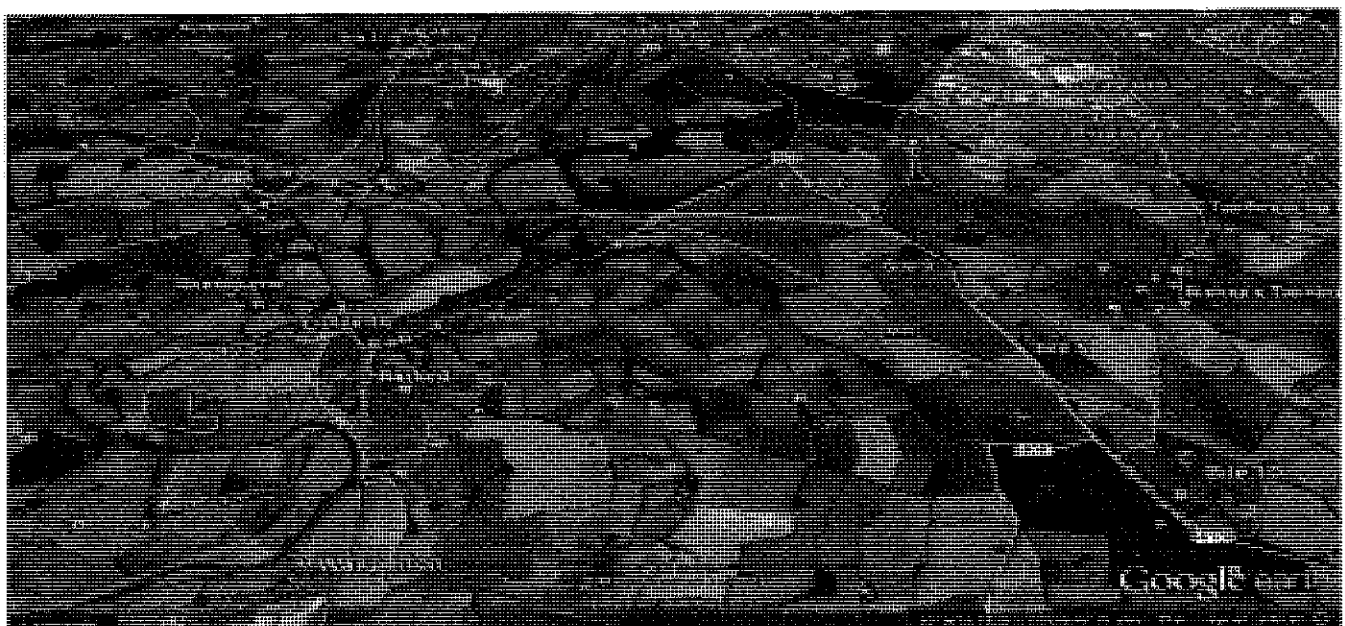
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As this proposal is over a period of 15yrs, I think those who wish to become permanent should be housed. Showing their intention of staying put. Therefore becoming Tax Paying citizens. Only Greenfield sites seen to be proposed. What about Brownfield sites? What work will the Traveler etc do? and where? Also schools for the children to attend?

This is not just a Nisby situation for people in the area. But a practical one for all. I am sure the people for these sites do not want to be in the middle of nowhere with no change becoming part of a neighbour hood. I know this is just the tip of the Iceberg. But this is 21st Century, we need to go forward, not back or round and round with the problem - not resolved.

5

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- Female
- Prefer not to say

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- Under 18
- 18 - 45
- 45 - 65
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I am strongly opposed to the siting of a Gypsy/Traveller site in Barford or within 5 miles of Barford.

I feel it would change the character of this peaceful, rural close-knit community.

Unfortunately it would be likely that crime rates would go up and the school would be adversely affected.

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The rural sites identified are inappropriate as

A) such settlements would completely destroy the existing ^{villages} balanced communities

B) there are no existing links with the transport community in the area.

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1

Assuming a need to make some provision for gypsies & travellers WDS should accept only its fair share. The location should be sensitive to the present inhabitants of the area. The site will need access to mains water, electricity, gas, sewerage & waste disposal. Who pays for the infrastructure? Will they pay Council tax and how much? Extra school places will have to be found, & they will require access to health/social care.

9

5

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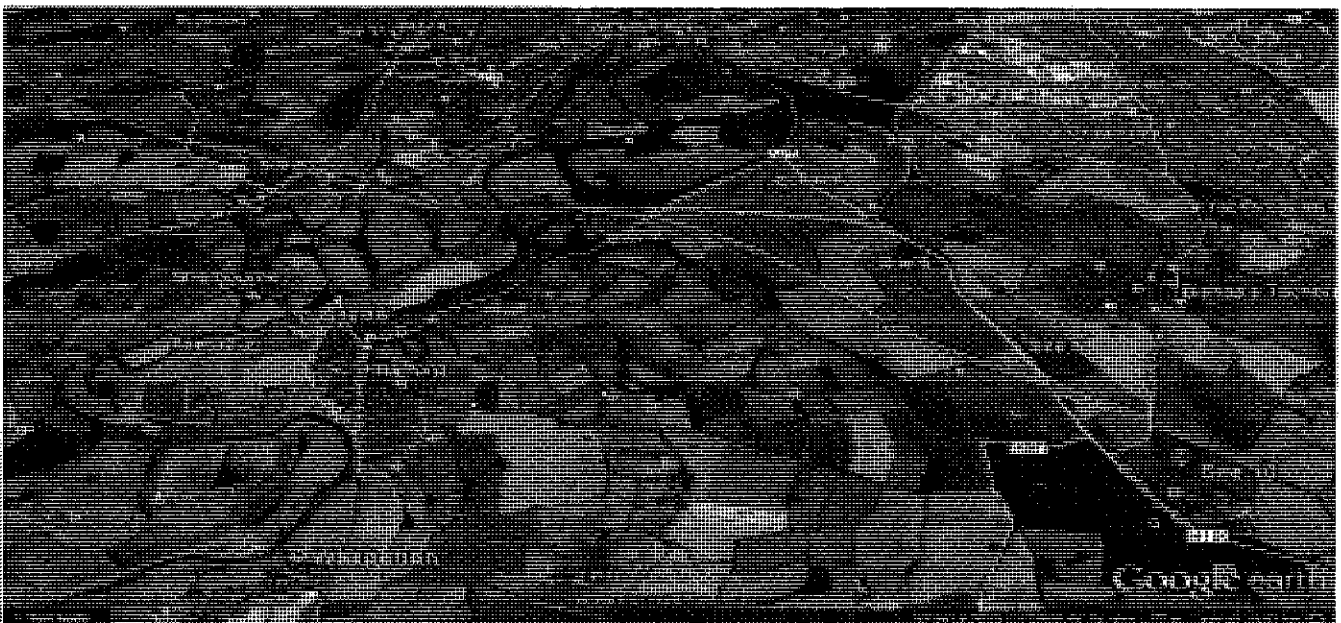
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I believe these sites (3 almost next to Barford) are far to close to main Barford. These 31 permanent pitches are not appropriate for the travellers, where as the 12 pitch transit site possibly would be more appropriate for them, especially if there were to be a maximum stay allowed (say 12 weeks).

I feel most incensed that these 31 green belt fields are being gobbled up. Perhaps WDC should remember that we the permanent residents in this area pay our rates, support the school etc etc. I wonder where the traveller children will go to school as I understand that Barford school is full.

3

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①
~~②~~ ② ③
④ ⑤

I understand the issues surrounding Gypsies & Travellers and the necessity to find authorised sites. I am questioning, however, the thought behind the proposed sites.

These sites should be:

- situated in safe areas and not prone to flooding
- Have access to schools that are not over subscribed (Barford & Reton)
- Easy access to a doctor's surgery (none in Barford)
- Variety of shops (only one in Barford)
- Good, regular public transport (minimal in Barford)

All the above could be achieved by integrating these sites within the proposed major new housing developments in Kenilworth, Warwick and Leamington.

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None of the identified sites seem particularly appropriate on a number of grounds (access, wildlife, loss of habitat), but the immediately local sites (16 and 12) would create extensive access problems from a high-speed trunk road.

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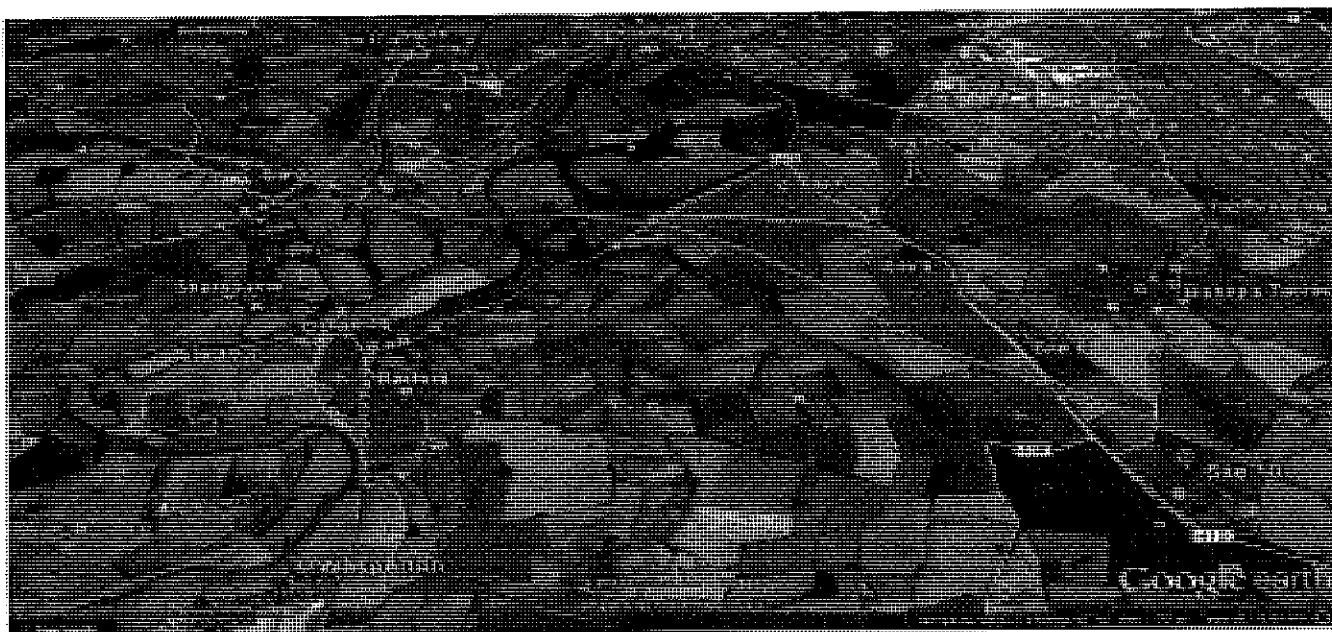
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there will be too much traffic congestion which will overflow to other A-roads & cause problems. Schools will have reputations damaged & have those children fixed on us, rather than a separate school being built near The Benbury road? or elsewhere. Benbury Rd, already has traffic problems

from Myton School & 'Warrick Prep!'

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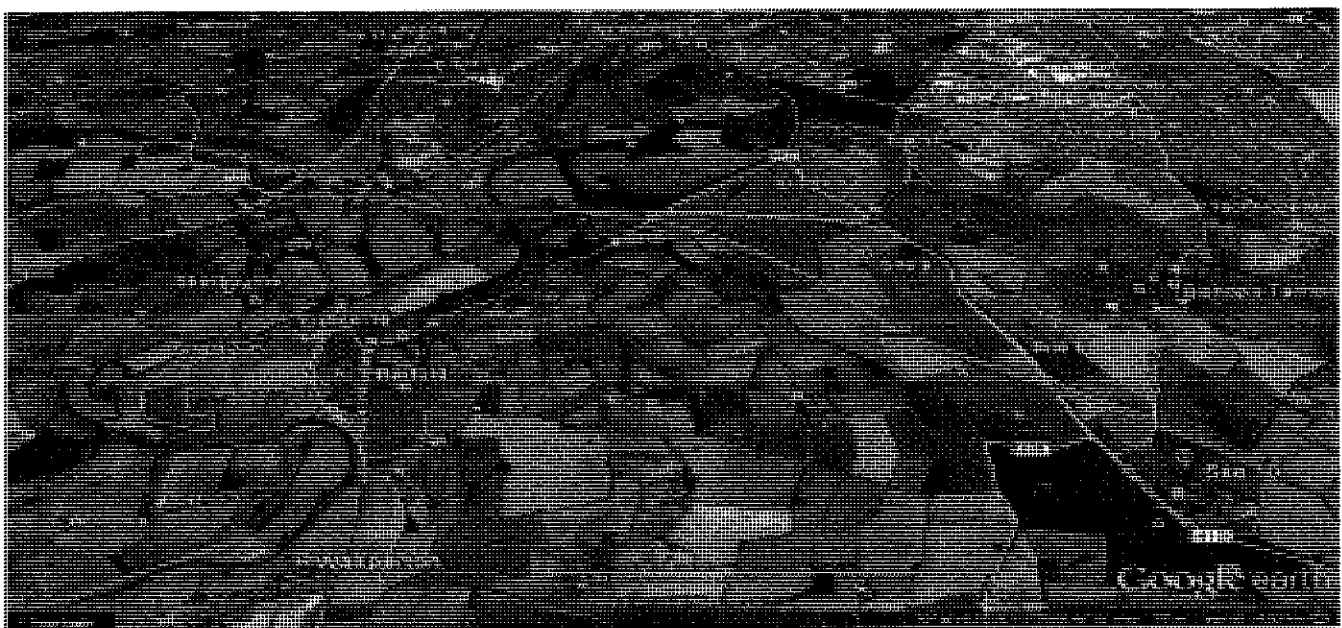
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The ~~the~~ impact of the Travellers in → around Wainchive + Longbridge Island needs more thought. The traffic congestion is already "bad enough" "Longbridge" is a very, very, busy roundabout + accident site, it will ~~in~~ turn add pressure to the local schools + communities, as well as being an 'eyesore' so close to the Castle !!

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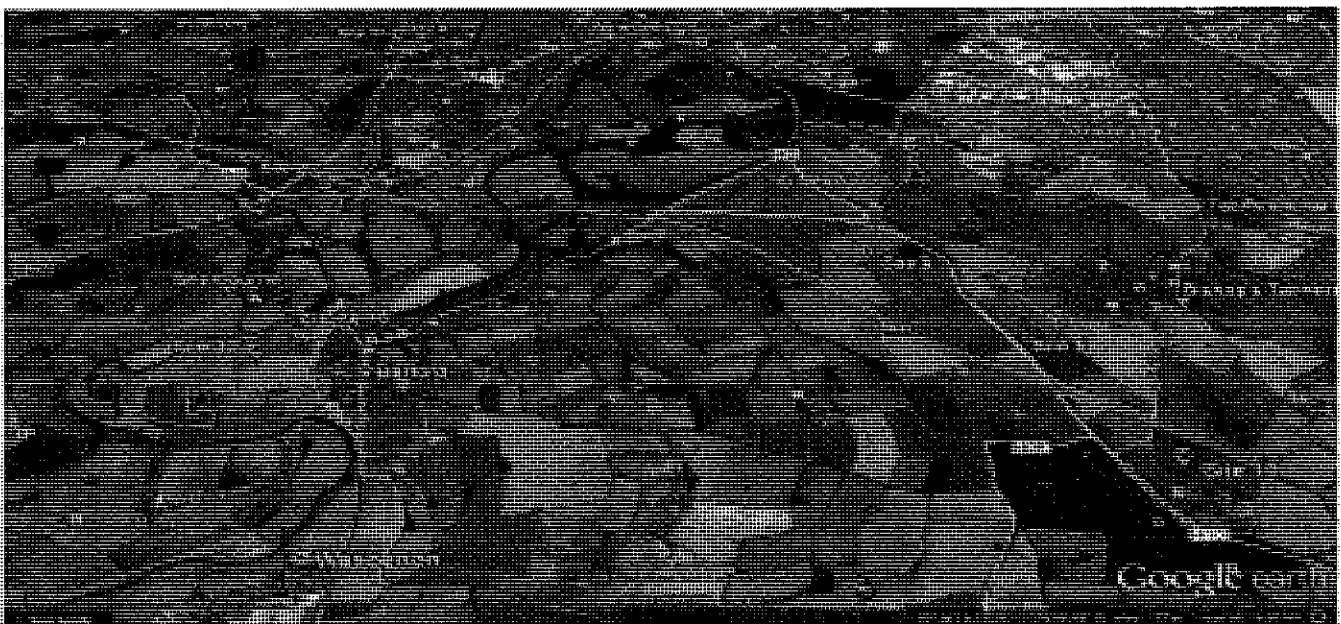
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①

We, as a family are totally against these plans for "traveller sites". We would consider non payment of our council tax if these go ahead. Why should we, as honest, hard working tax payers, put up with their noise, dirty, pollution, mess. They should as their name suggests and "travel". WE DO NOT WANT THEM HERE.

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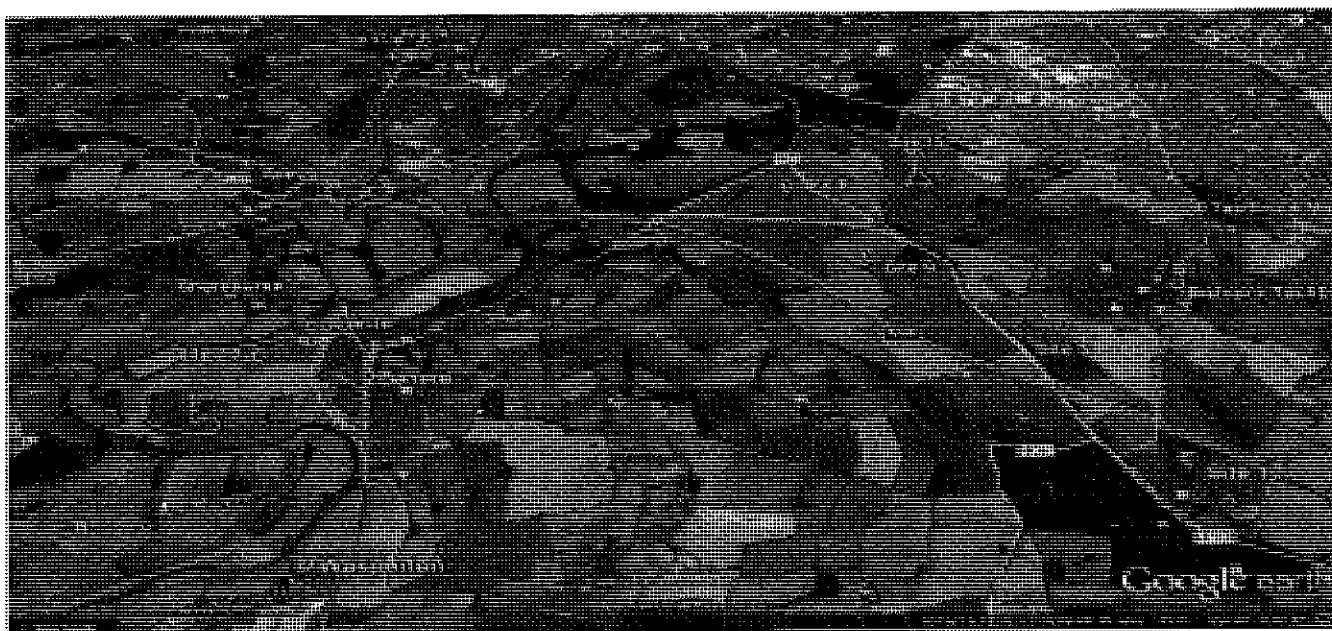
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We would fight any proposal for these sites in or near our lovely village. I don't pay my council tax for the council to make 'sites' available for what are, in my opinion "non contributing" scum. If they want to live on a permanant site, they should do what other people have to do and get a mortgage. They contribute nothing to local communities.

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11 sites and/or areas of search are within 3 miles of Barford.

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I understand and approve of the local plan requirements to provide permanent sites for gypsies & travellers subject to the following provisions:-

- that sites are geologically & ecologically viable (e.g. not at risk of flooding)
- that sites have good access to local amenities and that local schools have sufficient capacity (not the case at Barford St. Peters)
- that there is safe vehicular access.
- that the site provides a safe environment for families with opportunities to integrate with the local community

I have no objection to a site for G+T being located in the Barford area providing that the above conditions can be met, although I'm not sure that

all the currently proposed sites have been fully assessed. However in our efforts to secure a satisfactory outcome, both for the community and to

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

G+T community we should take care to avoid 'NIMBY'ism' and prejudice/discrimination against a minority group.

Gender

- Male
- Female
- Prefer not to say

Location

- Live in Barford
- Live within 5 mins drive of Barford
- Live within 5 - 15 mins of Barford
- Live more than 15 mins drive from Barford
- Prefer not to say

Age

- Under 18
- 18 - 45
- 45 - 65
- Over 65

Are you responding as a:

- Local resident
- Local Business
- Local Councillor
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NB This form only seems to refer to the plans for G+T sites. I am far more concerned about the development plan for over 3000 houses south of Warwick (and 70-90 new homes in Barford) which will have a significant negative impact on our village and the towns of Warwick/Leamington (traffic, infrastructure, local character etc).

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2 3

I am sympathetic to the policy principles and the local plan requirements outlined in the consultation document. It is better to develop some approved sites for G+T's at appropriate locations than continue with the current haphazard system.

Criteria for selecting appropriate locations should include:-

- minimum impact on the environment & local ecology
- " " " " local infrastructure (roads, services etc.)
- provide good access to local amenities (schools, doctors surgeries etc.)
- should not intrude on any local views from other properties or public areas

Another key factor must be to constrain the size of approved sites and the number of families they can accommodate to a level that can be absorbed without major impact on the local community.

I am not able to discriminate between the 20 sites in the consultation document because the plots are too vague at the moment and all of them have pros and cons. I do not see any reason to object to the sites near Barford any more than any others, and I hope that 'BRA' will reflect their views as well as those from the 'Witch' brigade who were so vocal at the public meeting. - cont.

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- cont. I would also strongly encourage BRA and the other local residents to campaign more strongly against some of the other proposals in the local plan regarding the 12,000 new homes south of Warwick and Leamington - because these present a much greater threat to the local infrastructure and the community of Barford.

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N/A

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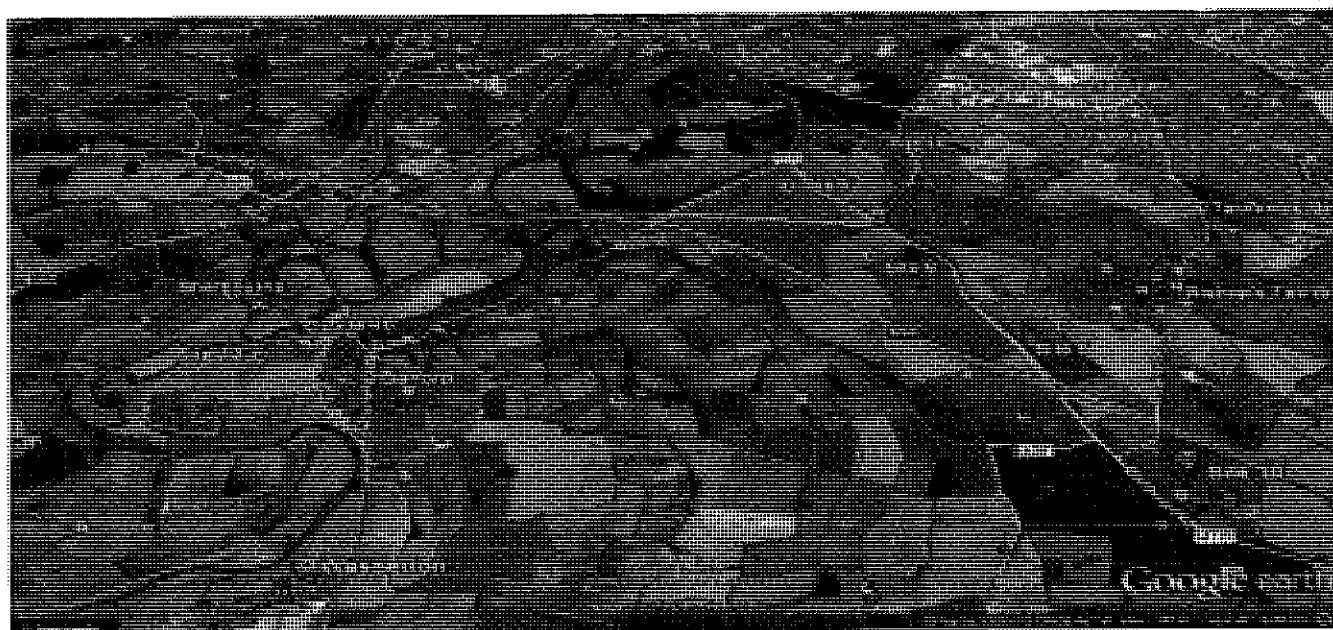
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⑦

Having read the programme enclosed with this form I agree to much that is said. Extreme weather conditions have much to play in the proposed Gypsy / Travellers site house building etc the emergency services, hospital schools ROADS will not be able to cope.

Warwick Town will become logged to travel — causing problems in Barford & the surrounding villages. etc

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① ⑦

Sites 5,6,9,10,12,15,16,17,18.

Access to these sites is from an already heavily used road network. Hence it would not be safe to establish on these sites.

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Sites 5,6,9,10,12,15,16,17,18.

None of the sites offers offer access to local facilities like schools, doctor surgeries etc on foot or bike on dedicated routes not even by bus. Hence only way to get to these facilities would be by car. Which means even more pressure on the local highway network which is oversubscribed already.

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MR AND MRS JOHN HALL

①

⑫

WE AS RESIDENTS PAYING COUNCIL TAX, WATER RATES, ELECTRICITY ETC SHOULD NOT BE CONSIDERING ANY OF THESE SITES. IF THE COUNCIL BELIEVE IN THIS EXERCISE THEN LET THE PEOPLE VOTE IN A REFERENDUM.

THE SITES WILL NOT BE MONITORED, SO MORE VANS WILL TURN UP THEN THE SITE DOUBLES IN SIZE.

PERMANENT BUILDINGS GO UP RESULT AN ESSEX STYLE EVICTION COSTING THE TAX PAYER ONCE AGAIN.

THESE PEOPLE CARE NOTHING FOR LOCAL PEOPLE.

THE LAW, THE COUNTRYSIDE, THIS IS A MONEY MAKING GAME PLAYED ALL OVER THE COUNTRY AND EVERY BODY SHOULD STOP FALLING FOR IT?

John Hall

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② ③

I am less concerned about GFI sites than the major household development in the South of Hemwick Pk which will have a great impact on Barford coupled with the designation of Barford as a "secondary service village" which could mean greater development in the future.

I consider that there should be GFI sites but that these should be widely dispersed - 1 in Barford area - and that they should be physically defined to prevent occupation by a greater number of houses than agreed.

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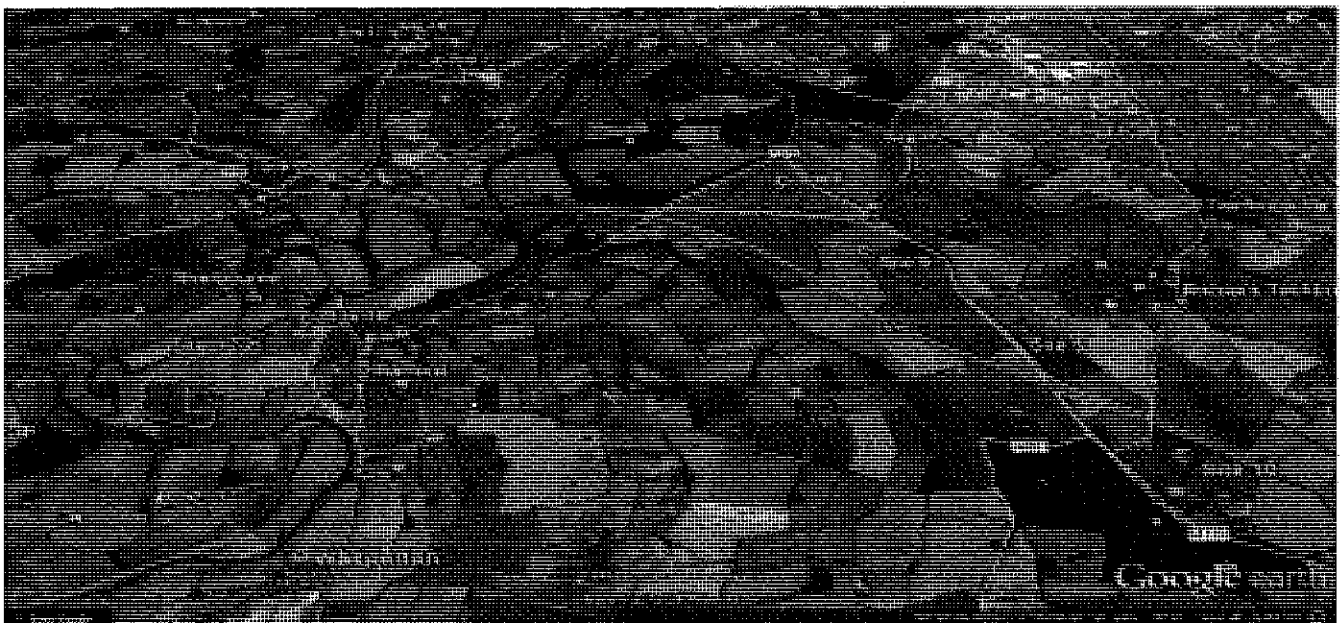
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I don't think that a permanent gypsy site would be suitable to be placed in a small village like Barford. There are very little amenities for them in the village and I think they would be much better suited near to bigger towns/cities. I also believe that it could have a negative effect on the village and the businesses such as the school and shop. Barford is a very close community and bringing a large group into the village I think could go very wrong. I don't believe they will have the same spirit and be happy to volunteer helping with things such as the shop and village fete.

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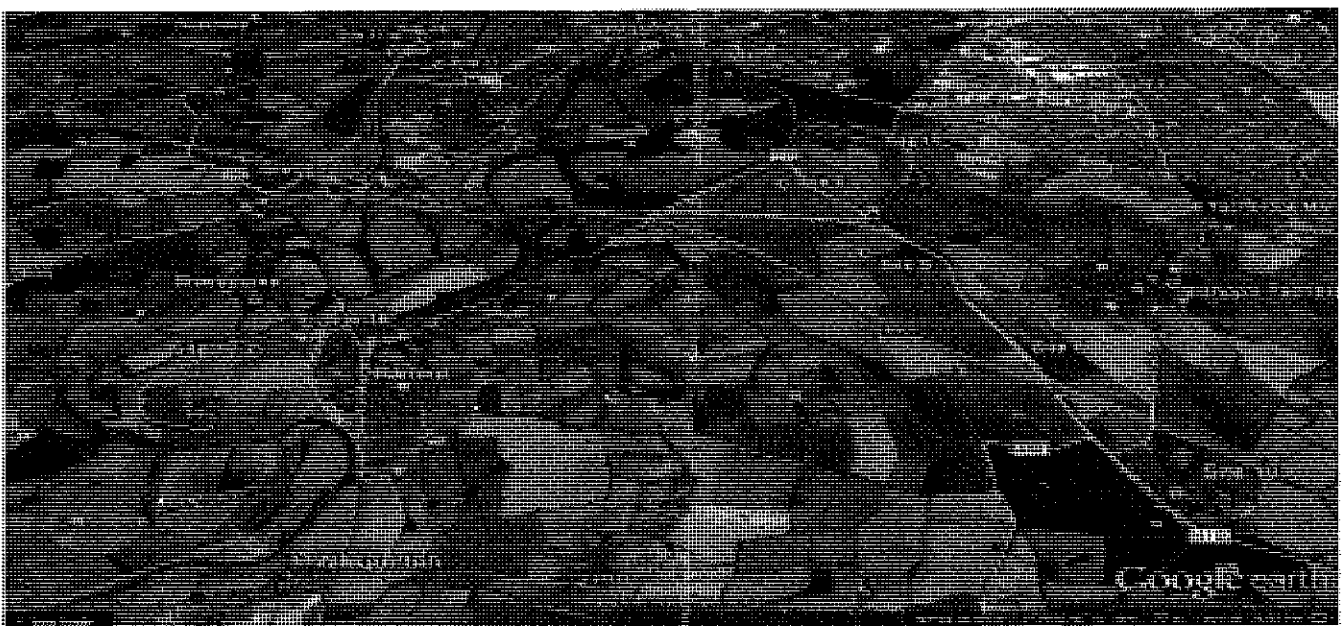
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① ⑥ ⑤

S.172-16 is in the flood compensation area for the Barford bypass. S.172-12-16 are in or close to areas identified as being flood risk. S.173-12-16 there is no adequate pedestrian safe access to Barford village. S.173-5-6-9-10-12-16 Barford school are turning away children of families that have moved into the village in the last 12 months. Barford does not have a Doctors or a Senior School.

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①

I am against the sites/areas proposed. Too near Barford. Local facilities would not be able to cope with more families and vehicles.

⑤

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1

5

I am against the sites/areas proposed. Too near Barford. local facilities would not be able to cope with more families + vehicles.

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Gender

Male

Female

Prefer not to say

Location

Live in Barford

Live within 5 mins drive of Barford

Live within 5 - 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Under 18

18 - 45

45 - 65

Over 65

Are you responding as a:

Local resident

Local Business

Local Councillor

Representative of a local organisation

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1

I am entirely opposed to the proposals put forward by the study from Salford University. Such changes would add to the load already borne by present systems and supplies. They would lead to overcrowding in the village roads and streets and we would have to face an increase in danger to all. Since the arrival of the much needed By-Pass, the village has become a

7

Car Park!

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Barford has already had a new development in the last few years. Another site must be sympathetic to the village and not be another "estate" - fairly small clusters.

I believe gypsies and travellers need permanent sites, however, I believe they would be better to incorporate these sites in with new developments of housing - and actually ask G+T which sites they prefer. I am not sure they would like to live on the edge of a village?

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1

THE SITES IDENTIFIED IN WDC SITES FOR GYPSIES & TRAVELLERS ARE ENTIRELY INAPPROPRIATE, THERE SHOULD BE NO SITES ADJACENT TO BARFORD IN DIRECT CONTRAVENTION OF THE EXISTING & EMERGING PLANNING POLICIES FOR THE LOCATION OF NEW HOUSING, THE PROPOSAL TO USE ONE SITE NEXT TO THE TURKEY FARM & GUIDE DOGS BREEDING ^{SITE 10} CENTRE, IS CROSS AND WILL LEAD TO CROSS INFECTION. THE PROPOSAL TO USE A BALANCING POND (SITE 16) IS INCOMPETENT.

6

12

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①. FEAR THAT GYPSY SITES WILL AFFECT SALE PRICES OF HOMES
 ② " " " " CAUSE BAD NEARBY CONDITIONS AS REPORTED IN OTHER AREAS
 ③ ROADS + ALL UTILITIES NOT ABLE TO SUSTAIN FURTHER ADDITIONS
 ④ PLANS (FOR SITES) WILL OVERWHELM THE VILLAGE.

7

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①

Any Gypsy site within 3 miles of Barford will seriously affect property values in the area, on this basis alone I would strongly object to any such site within the area.

Such a site would also result in a change in the social nature of the village as these people do not integrate into a society, crime will rise as will anti-social behaviour. ⑫

The site should be positioned where a less proportionate diminution in property values would occur and where

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a policy presence is closer to hand.

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Will the Gypsy/Traveller people hold a lease for the site?
 If so, for how many years.
 What will the cost of the lease be? Could it be sold on
 to a property developer in the future?
 Will the site be subject to Council Tax?
 Will the village school in Barford be able to
 accommodate an increased number of children?
 Will these sites mean an increase in Barford
 traffic, especially the High Street/Church Street
 area?

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① ③ ⑦ ⑪

All of the sites pose some problem, be it access to Doctors, Schools shops or traffic. Did Salford University just use a google map and pick out fields south of Leamington or was any serious research carried out. Obviously not as two of the areas are subject to serious flooding every year. Another site no 6 is on a blind corner off the A425 heavily congested morning and evening at peak times. Traffic fumes and air pollution should be considered. Although these sites are near motorway and trunk roads, I feel very little work would be available to travellers in the close vicinity meaning they would have to travel and cause even more problem on our already congested roads.

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① ② ⑥

WE CANNOT BE NIMBY ABOUT THIS
SITE 12+16 IS A FLOODPLAIN SO NO!
SITE 17+18+11 NEAR TO WARWICK SO
POLICE CAN MONITOR EASIER.
SITE 6+9 WHY NOT.
BUT WHO WILL PAY FOR INFRASTRUCTURE?

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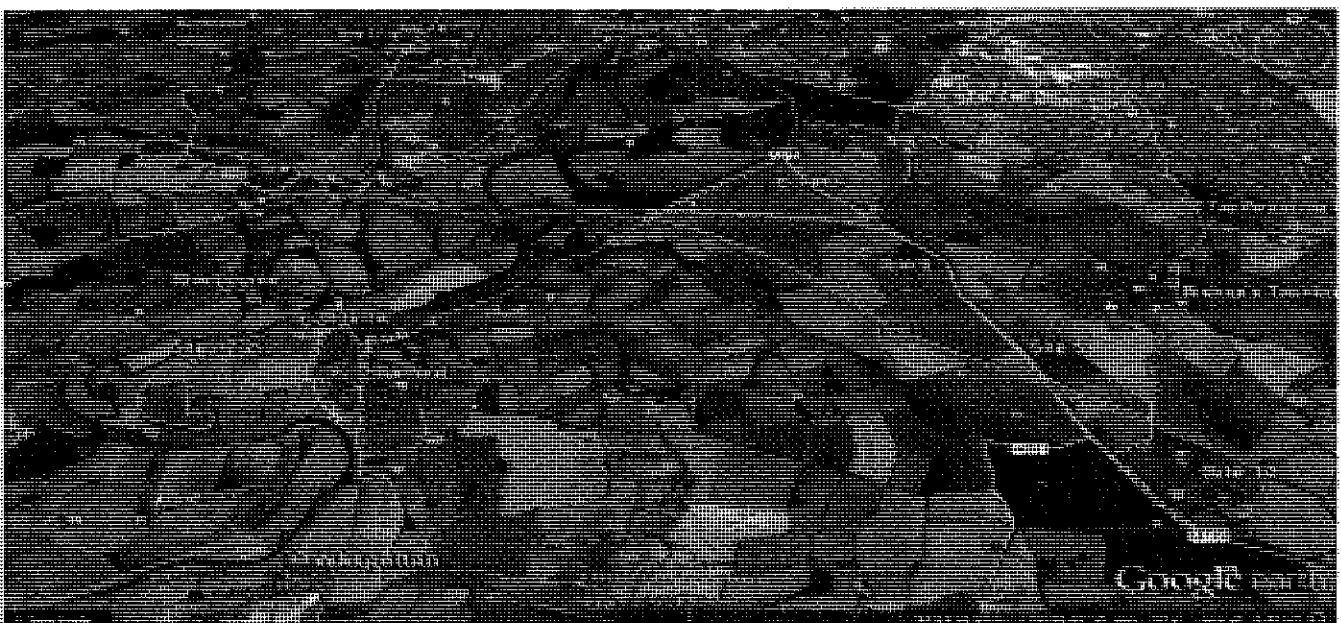
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In my view the roads in the end, getting onto the bypass would not take the strain of heavy vehicles, and we already have new builds in the village enough is enough

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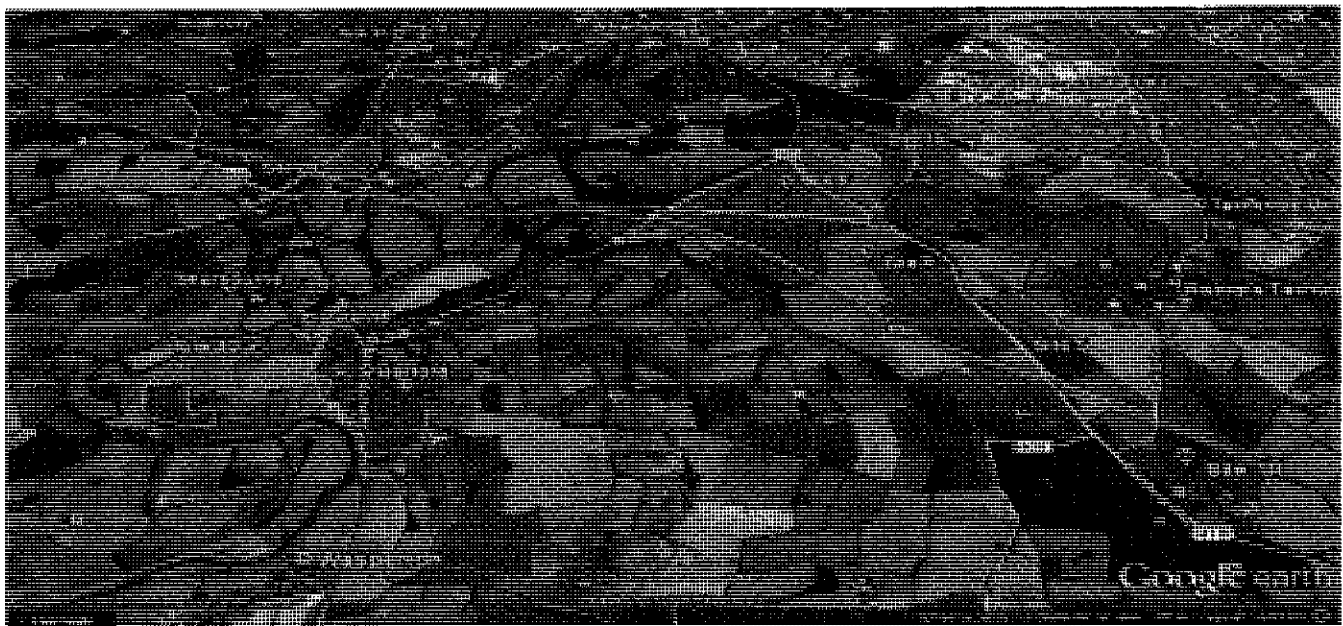
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WHILST I UNDERSTAND THE NEED FOR PERMANENT RESIDENCES FOR THE TRAVELLER COMMUNITIES I FEEL THE PROPOSAL FOR THE BARFORD AREA DOES NOT DOCUMENT FULLY THE CONSIDERATIONS NEEDED ON IMPACT TO THE LOCAL COMMUNITY. THE PRIMARY SCHOOL, DOCTORS AND ALL LOCAL FACILITIES WOULD NEED DETAILED UNDERSTANDING ON IMPACT.

ROAD ACCESS IS ALSO A MAJOR CONCERN DUE TO THE SPEED OF THE BYPASS & CURRENT DIFFICULTIES THAT CAN BE ENCOUNTERED TURNING ONTO THIS ROAD FROM THE VILAGE. AN ECONOMIC ASSESSMENT OF THE IMPACT ON HOUSE PRICES ETC SHOULD BE CARRIED OUT.

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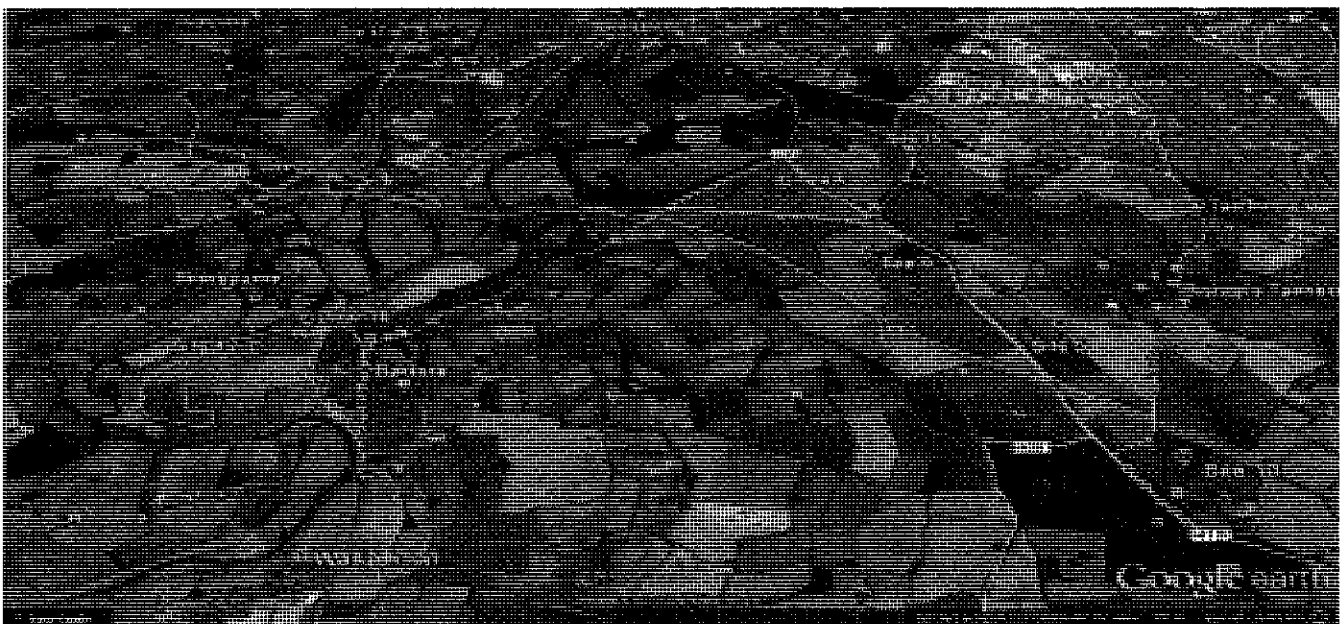
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I think the policy of biasing the search for sites towards the south of the District should be challenged. All candidates are likely to have disadvantages - being in or adjacent to green belts should be considered as just one of them.

BRA should develop a case based on WDC's own criteria. Many of these (proximity to schools, doctors, flooding, gas etc.) should be easy to assess and it is likely that the local sites will fail at least some of them.

Avoid issues like illogicality of permanent sites for travellers, different planning rules for 'them and us' etc. - they will be disregarded as emotional and irrelevant!

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2 3 243 14

IT IS CLEAR THE WDC HAS NO CHOICE AND HAS ITS ORDER BY GOVERNMENT TO FIND SPACE FOR TRAVELLERS.
THUS MY VIEW IS WE ENCOURAGE THE WDC TO INTERGRATE THE COMMUNITIES INTO THE 6000 NEW HOUSE PLAN FOR LEMINGTON, INSTEAD OF ISOLATING THEM FROM THE UK POPULACE ON UNSUITABLE AREAS SUCH AS OVERLEAF.

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- Information provided by WDC is unrepresentative, misleading, and discounts the needs of residents:
 - no recognition/info regarding likely noise/crime increase
 - no mitigation regarding safety implications of increased traffic
 - no info on how local amenities/infrastructure could cope
 - no info regarding other nearby developments in other districts
 - no firm numbers regarding C&T population on proposed sites
 - images of C&T sites provided by WDC are not of C&T sites
- Having attended the Barford meeting with WDC:
 - I still do not know if this was an exercise in poor planning, or incompetence, or both
 - I have never felt so wholly ignored or powerless

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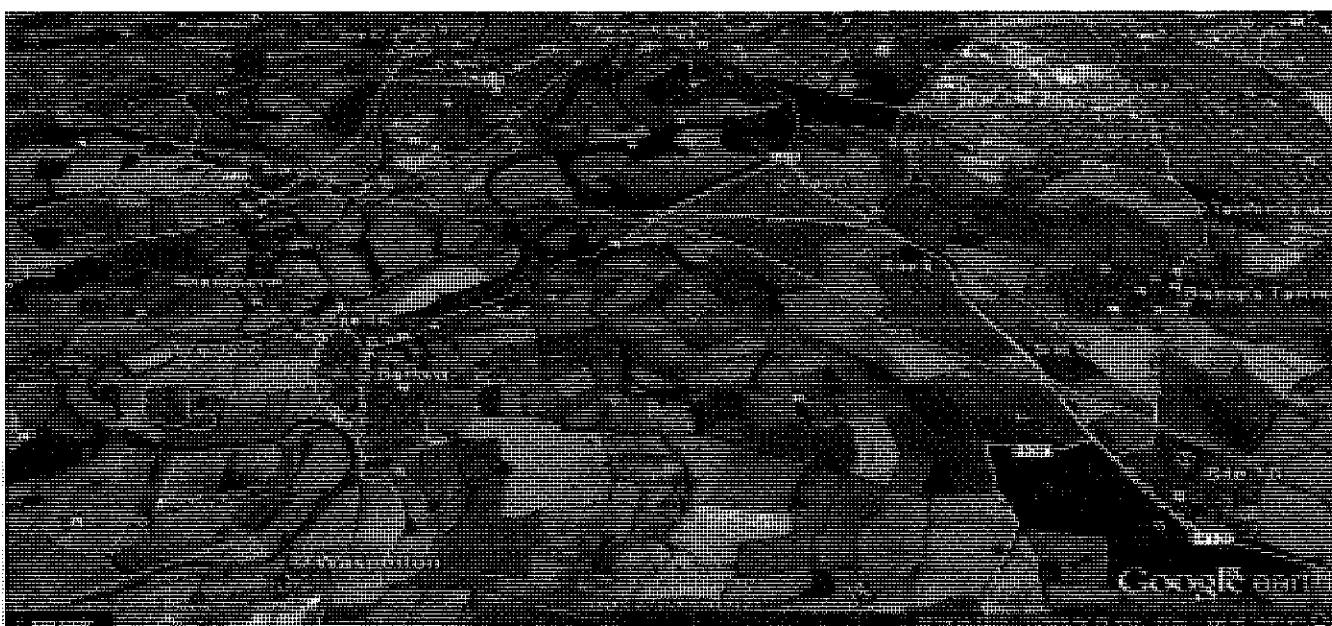
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I've been living in the village for 42 years but knowing it and some of the people for over 50 years. There has been enough changes it do's not need any more with what is being proposed the traffic and parking on the roads will be ridiculous and influx of children to the school would be a strain

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- Site 12 is on/near the flood plain
- Sites not near a doctors surgery, nearest one is Bishops Tachbrook.
- Sites 20, 6, 5, 9 & 10 are dangerously close to the M40 making it potentially dangerous for small children
- Have an impact on the local school
- local traffic through the village will also be impacted especially morning/evening which is bad enough already.

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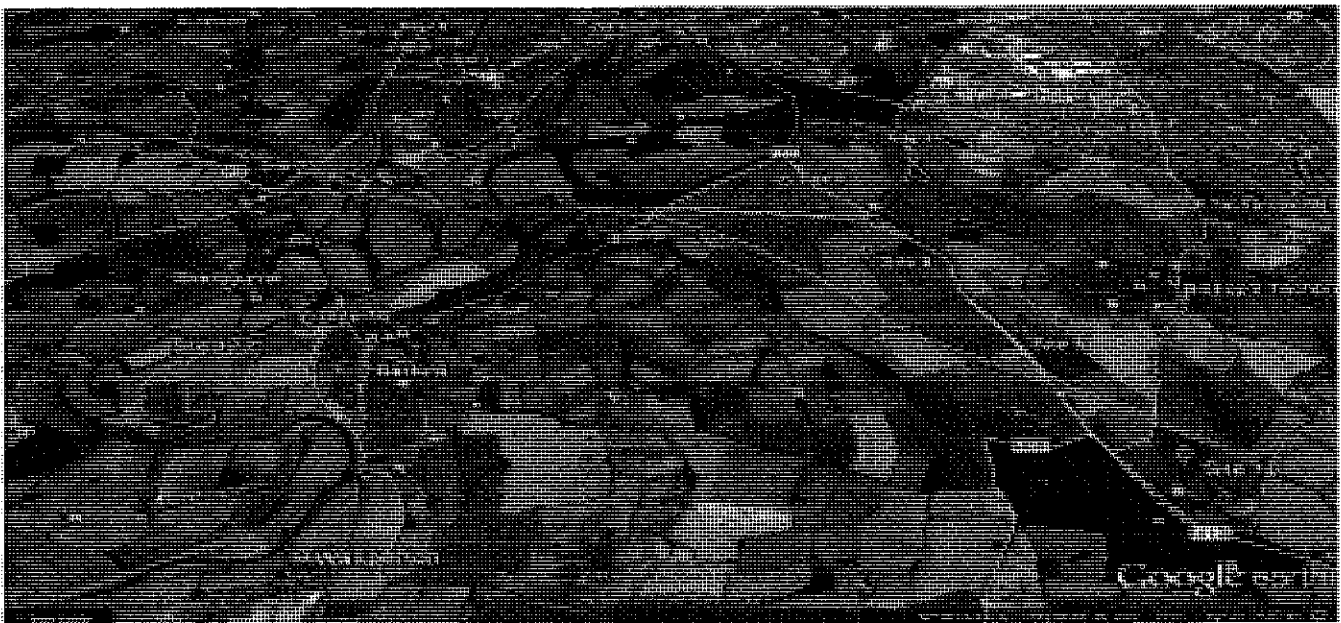
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①⑦

The Site 16 - Barford - the access to this site is far too dangerous from Barford by-pass. There have already been far too many fatalities on this stretch of road already without large vehicles and mobile homes coming in and out of the single track road of Westham Lane. Plus more children/families and pets crossing this by-pass will only increase the risk of more accidents even more fatalities.

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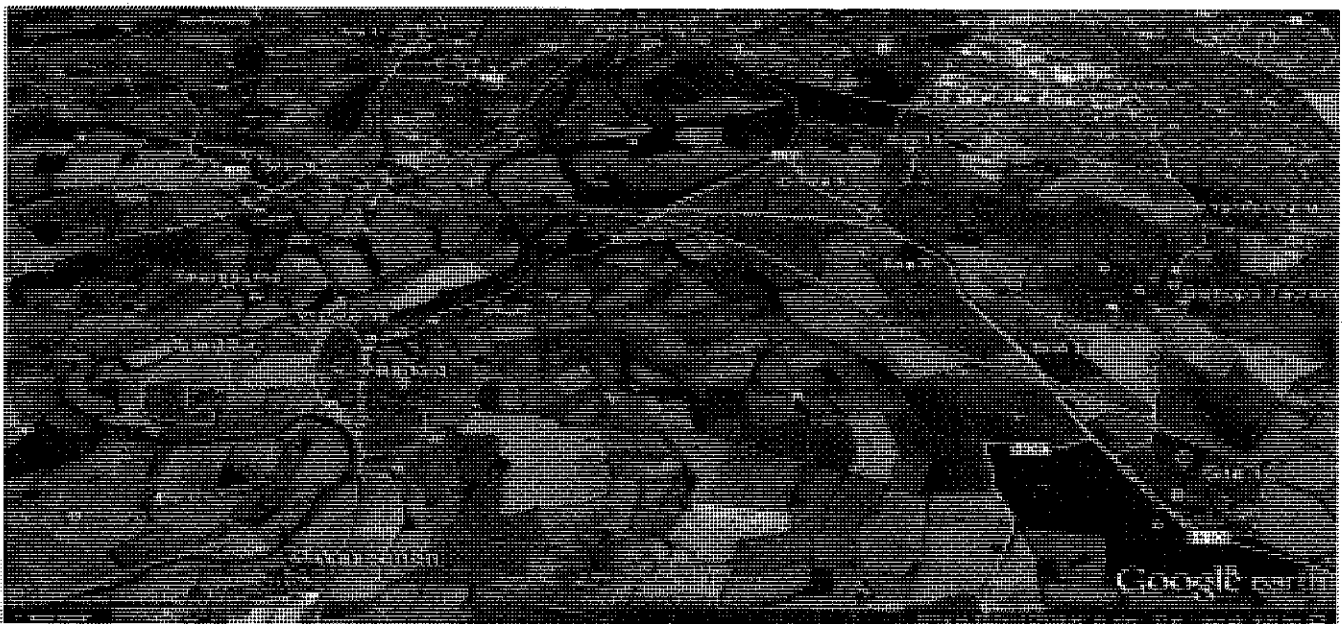
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THE SITES ARE TOTALLY INAPPROPRIATE ONE IS A FLOOD PLAIN, THE OTHER IS GOOD AGRICULTURAL GROUND, THE VIEW TO SCAUR BANK AND SHERRBOURNE WOULD BE MARRED, NO SEWAGE BUSY ROAD EXITS, THE LOCAL SCHOOL OVER SUBSCRIBED, G+T, RUNNING DOGS WOULD BE A HAZARD FOR LOCAL FARM ANIMALS AND WILDLIFE

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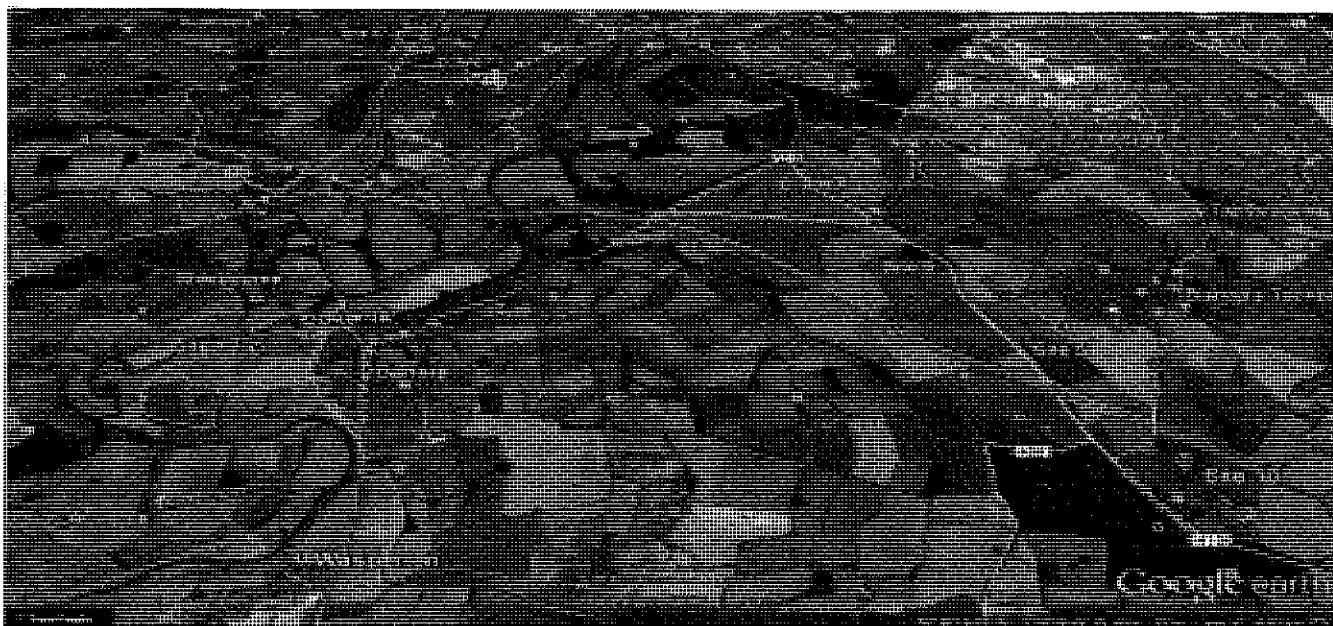
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① ③

In Barford, we do not have medical facilities, shopping facilities, secondary schools to accommodate the needs of the extra adults + children.

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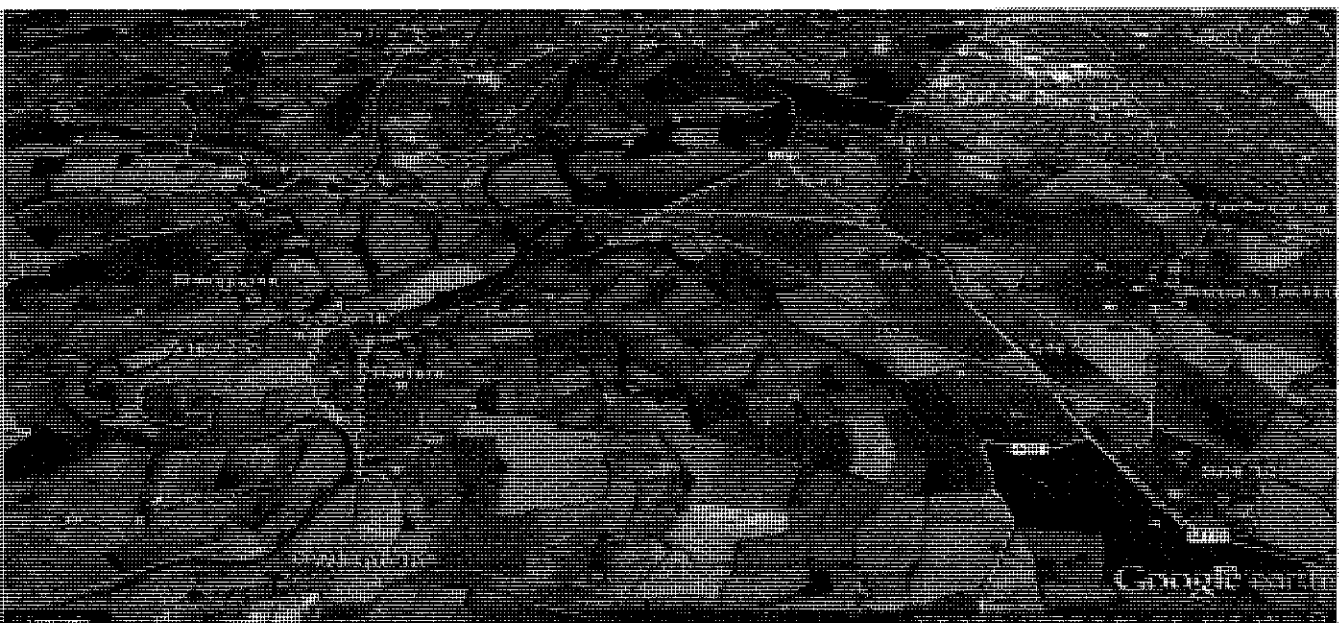
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High risk of flooding for sites 12 and 16 (regularly floods)
 no GP surgery access in Barford,
 Wildlife including protected species would be affected on sites 12 & 16
 Access to sites 12 & 16 ~~is~~ ^{is} insufficient ~~is~~; The A429 has
 had a number of accidents since its opening and the road network
 is already heavily utilised, (very difficult to cross on foot)
 There is likely to be an adverse affect on Barford St. Peter's School and
 its pupils due to increase numbers and disruption (May affect disted rating)
 Reduction in the amount of farmland in the area and also
 the environmental changes need to be considered.

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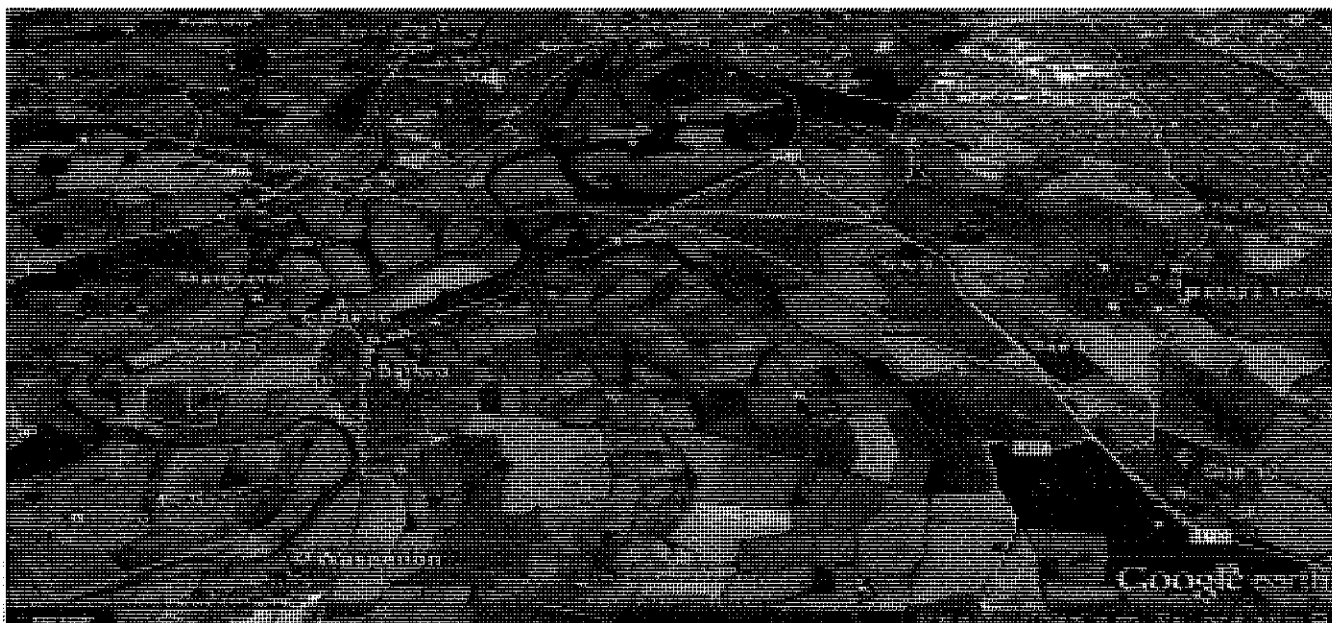
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① I think that the old green belt plan for the whole of Warwickshire should be revisited as this number of gypsy sites is far too many for this area. ② This is a tourist area and for the local economy needs to continue to be so. ③ Barford does not have the street-system or local facilities to cope with such very diverse life style as that practiced by gypsies (or this) as this number of sites would impose on the village. So, too much traffic, ④ dangerous turning on A429, older population need ⑤ to spend twilight years in peace. (Please see 6 points)

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① ⑩ ⑦ ⑤
⑥

IN BARFORD AREA GTS, 6, 9, 10, 12, 16, 20

THE SITES OUTLINED DO NOT MEET THE CRITERIA BY WHICH G&T SITES ARE JUDGED FOR SUITABILITY AND SUSTAINABILITY. ALL SITES FALL SHORT IN MANY AREAS AND ECOLOGY AND ENVIRONMENT DO NOT SEEM TO HAVE BEEN TAKEN INTO ACCOUNT AT ALL. OBVIOUS ISSUES ARE - VEHICULAR ACCESS ON AND OFF BUSY HIGHWAYS. EXTRA STRESS ON ~~AN~~ ALREADY BUSY STREETS IN BARFORD. THE SITES DO NOT OFFER THE ABILITY TO ACCESS LOCAL FACILITIES. BARFORD DOES NOT HAVE A G.P. BARFORD ST. PETERS SCHOOL DOES NOT HAVE THE CAPACITY. THE LOSS OF VALUABLE FARM LAND. FLOODING RISKS. THERE ARE NO SAFE CROSSING POINTS ON THE A ROADS AND NO PAVEMENTS ALLOWING ACCESS INTO BARFORD VILLAGE.

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Gender

Male

Female

Prefer not to say

Location

Live in Barford

Live within 5 mins drive of Barford

Live within 5 - 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Under 18

18 - 45

45 - 65

Over 65

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Local Business

Local Councillor

Representative of a local organisation

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SITES IN BARFORD NOT SUITABLE FOR TRAVELLERS.
 IMPLEMENTATION OF THESE SITES WILL FILL LOCAL
 RESIDENTS WITH DREAD OF THEFTS & DISRUPTION.
 LOCAL RESIDENTS WILL LIVE IN FEAR.
 FEAR BASED UPON MANY MANY FIRST HAND
 ACCOUNTS OF THEFTS, VANDALISM & WIDESPREAD
 FAECAL DEPOSITS CONCURRENT WITH TRAVELLERS
 DESCENDING UPON ADJACENT UNAUTHORISED PITCHES
 & 1ST HAND EXPERIENCE OF BREAKINS TO
 VEHICLES CONSISTENT WITH APPEARANCE OF
 TRAVELLERS.

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① ⑦⑤ ⑩⑥③

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Increase in crime, especially in a relatively wealthy village like Barford
 Disruption in the village pubs.
 No room in school
 Doctors surgeries oversubscribed
 Theft of farm animals and farm equipment
 Theft of diesel from farm & commercial vehicles
 They are wealthy and pay no taxes
 They create rubbish wherever they go
 They already own expensive properties in S. Ireland
 They are Conmen & Scammers. We do not want them !!!

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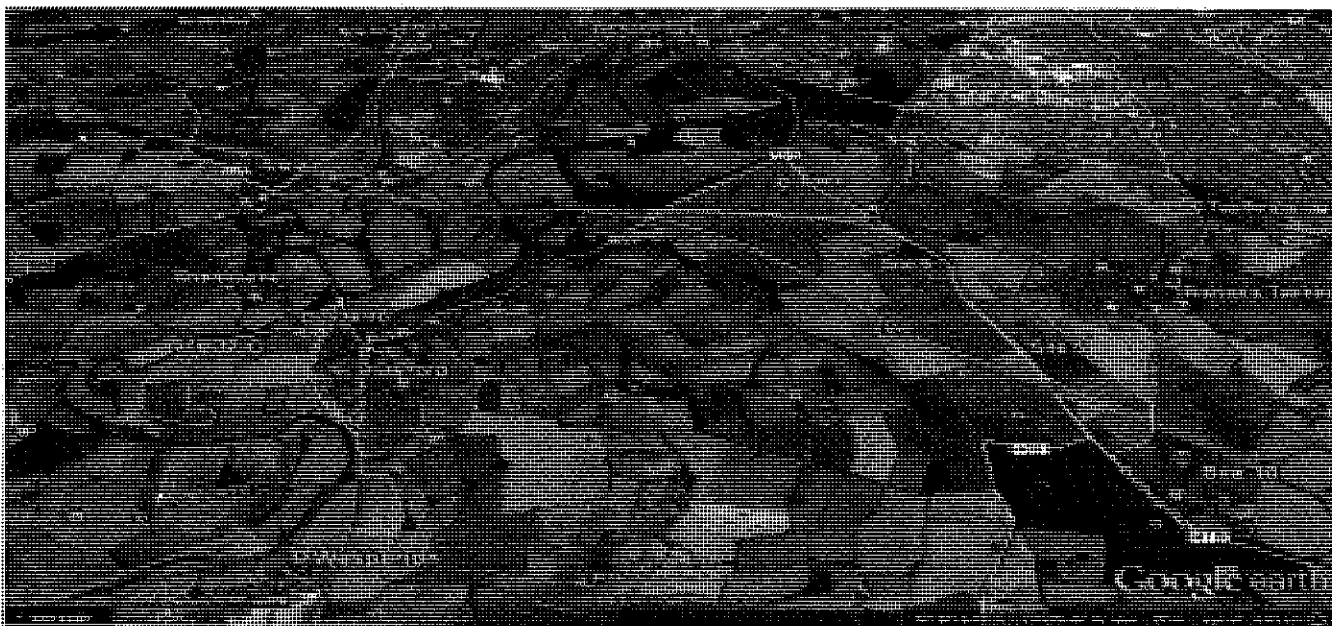
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Brown field sites in the area should be explored first before designating sites in the countryside.

Sites 12 and 16: Dangerous access/exit onto A429 as busy road. Visual impact of site is inappropriate in a rural, conservation area. There is a risk of flooding and river pollution.

Sites 5, 6, 9, 10, 12, 15, 16, 17, 18, 20: All have dangerous roads for entry/exit of vehicles. They do not provide walking/cycling access to local amenities.

Sites 5, 6, 9, 10, 12 and 16: Could cause problems for Barford School as new housing already proposed

12

7

6

5

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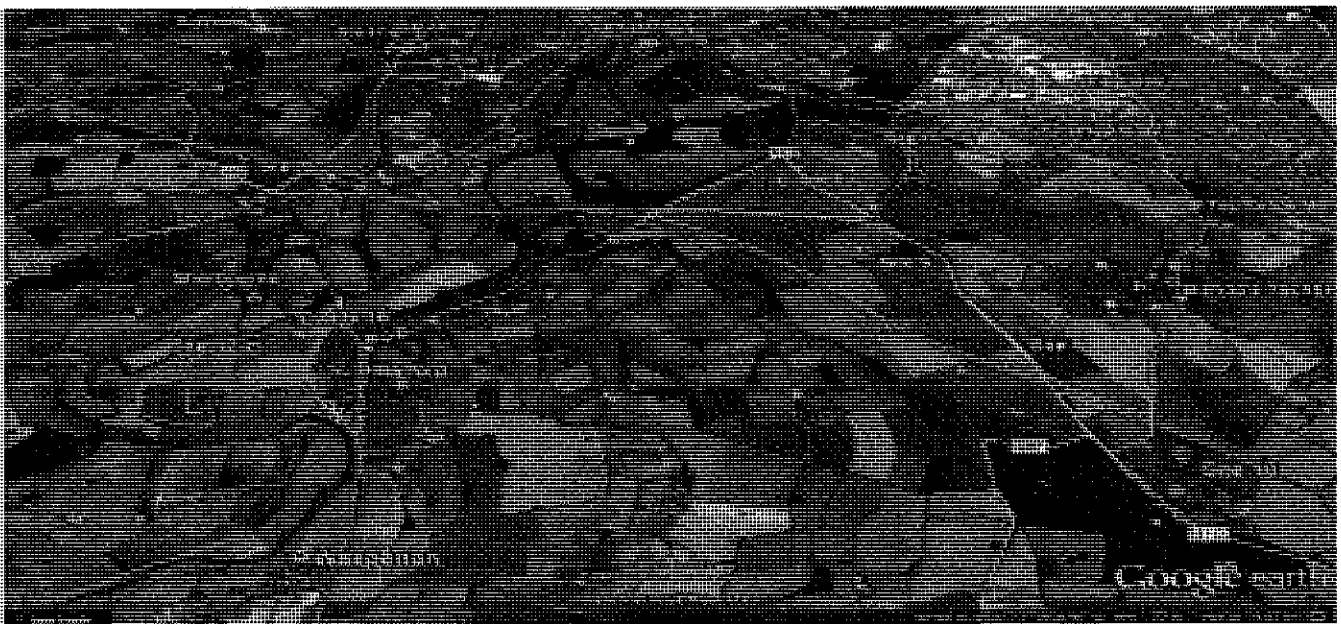
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1

WE DO NOT NEED EXTRA "PRIVILEGED" SITES FOR THE GAI COMMUNITIES.

LAND HAS BEEN ALLOCATED FOR HUNDREDS OF DWELLINGS IN THE LEUROPA WAY/GALLOWS HILL AREAS SOUTH OF WARWICK

INCORPORATE ALL THE NEEDS ONTO THESE SITES & USE THE ALREADY PLANNED FACILITIES.

CLEAN UP THE CONTAMINATED CARAVAN SITE (COUNCIL OWNED) ON THE BANBURY ROAD OUT OF WARWICK & BRING THAT INTO THE EQUATION.

Colin Smith

3

12

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①

Sites 12 - 16 - 20

not suitable

Sites

6 - 9 - 5 -

10 possible.

②

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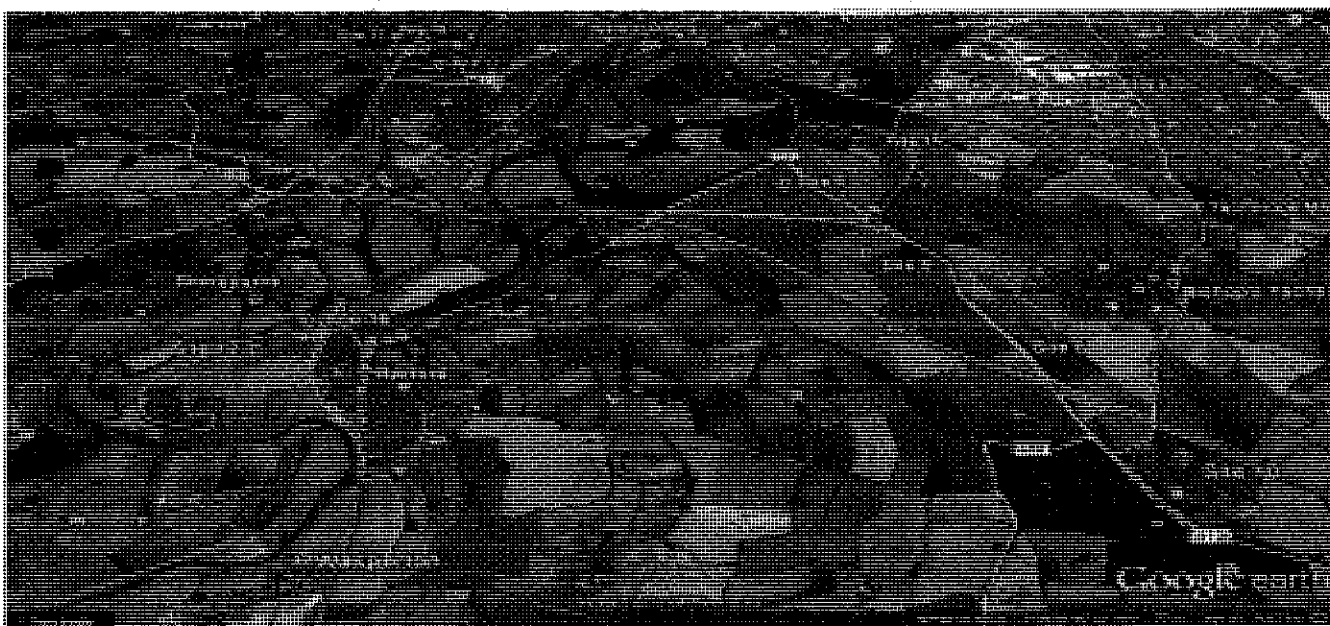
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1

I oppose the development of any sites for gyms and
bavellers either in or within 3 miles of Barford.
Key reason being the impact on the local infrastructure
which is not sustainable. Particular areas of
concern are as follows:

- environment
- access
- increased traffic in village
- increased school population
- inevitable devaluing of properties in Barford

10

5

7

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1

5

THE VILLAGE OF BARFORD DOES NOT HAVE A DOCTOR'S SURGERY, THE SCHOOL IS PRIMARY ONLY, WHICH WOULD REQUIRE TRAVELLERS TO GO TO A LARGER TOWN (WARWICK) FOR FACILITIES. THE SITES BORDERING THE M40 WOULD BE MORE APPROPRIATE -
 (17, 18 OR 11)

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(1)

No I don't want a gypsy permanent or transit site in this area or any other. There is no place for most of these families who do not want to integrate or conform. Why should we have to provide for people who pay nothing and take everything. All this will bring to the area is an increase in crime, antisocial behaviour, and more rubbish eg fly tipping.

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Sitls 12 216

Land to the west of the Zarford bypass would be wholly inappropriate as a location for a Gypsy/Travellers site. The lower land floods. The higher land would result in any site being exposed in an unspoilt vista. Top quality farm land would be taken. No public services ~~are~~ exist on the west side of the bypass. Vehicular and pedestrian access would be hazardous. Any site would have a disproportionate impact on the small community which lies to the west of the bypass.

6

5

7

10

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- Male ✓
- Female
- Prefer not to say

Location

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- Prefer not to say

Age

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- 18 – 45
- 45 – 65
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Are you responding as a:

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①

②

I am in agreement that sites need to be provided for travelling people. But the proximity of sites 12 & 16 to Barford will mean that these facilities will be used on a very regular basis and this will undoubtedly have a negative impact on the village and the nice atmosphere and harmony of which exists here!

Sites 6 & 9 are also close to the village and entrance again would be situated on a fast, busy & dangerous road!

⑦

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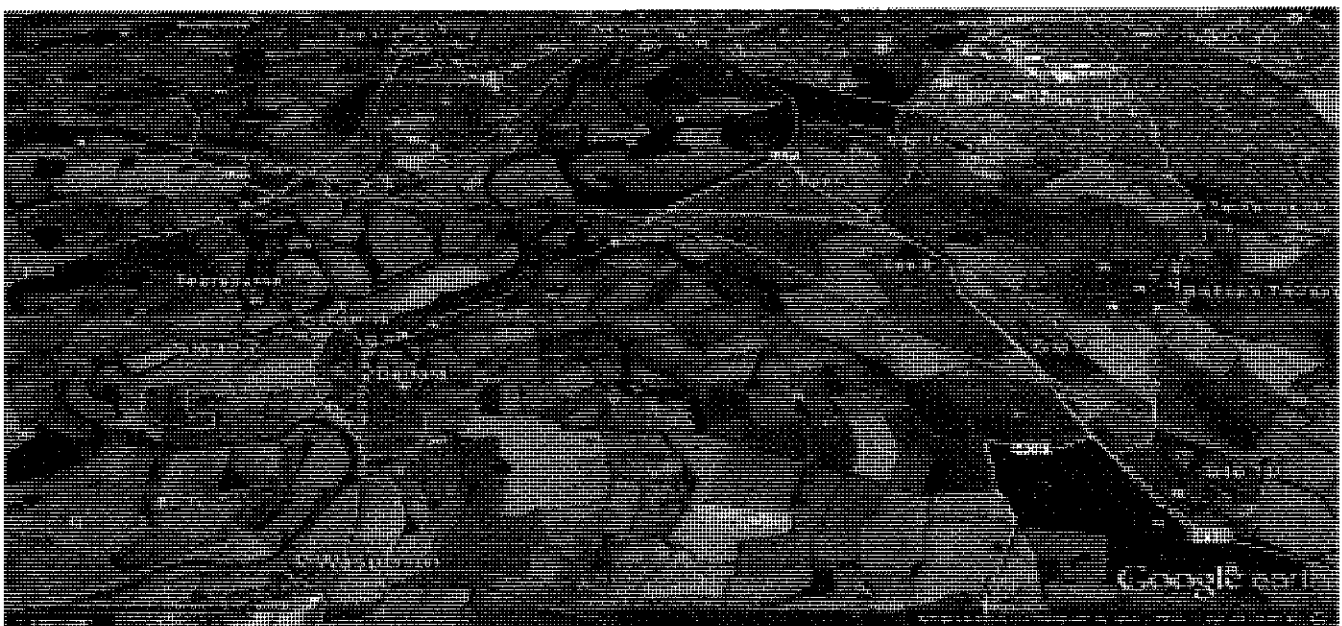
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There is already land purchased by the traveller community locally, why not settle them on land belonging to them??

If they want to settle why not build appropriate homes so they can belong and contribute to the community? Council tax and other bills like every one else.

A lot of the travellers already have 'hause' in Ireland and choose not to live in them....

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Has anyone asked the travellers where they would like to live - ?
Will they become part of the community I don't think so, This life style is dying because times have changed, ~~but~~ girls are being educated, and the elderly don't want to travel. Saying that, they still don't really want to be part of a settled community - Because they ^{don't} want pay. It's all one sided -

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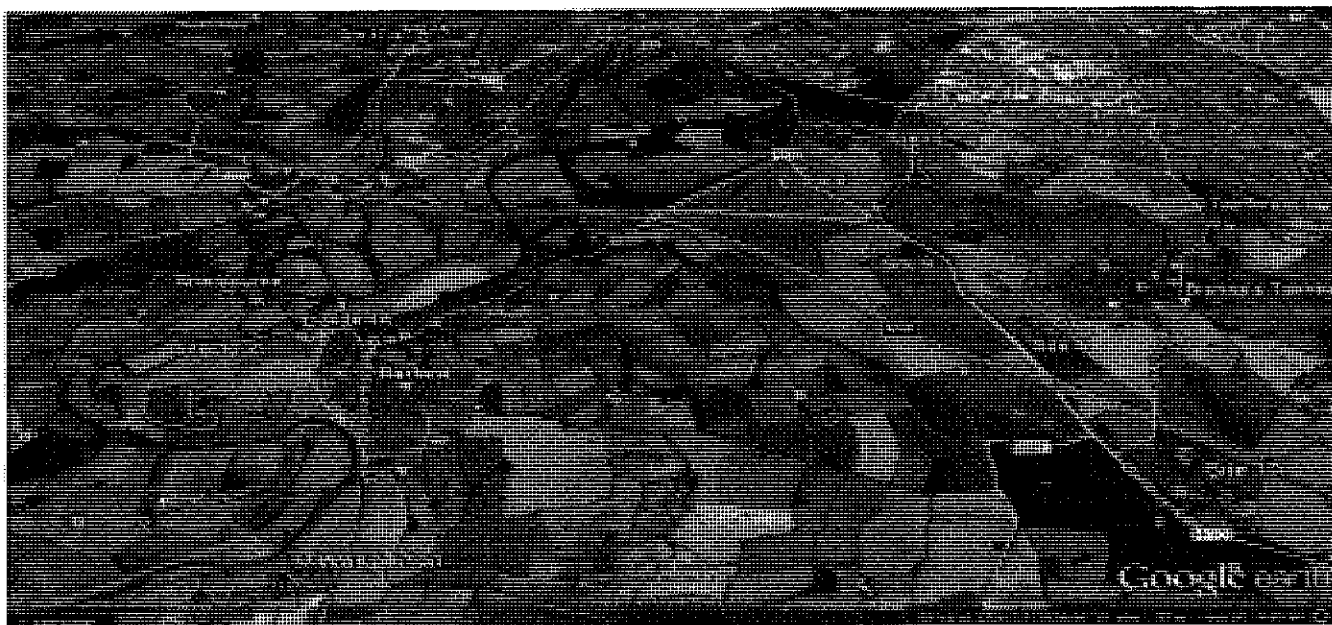
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Against all sites

1. Permanent sites at Pathlow and Skipton not fully utilized. Why do we need more?
2. No one else would be given planning consent to set up home in the corner of a field (would this be a Human Rights issue?)
3. Traveller sites are synonymous with Rubbish. Who pays for clearing the sites?
4. Crime rates increase. Who pays for extra policing?
5. Reducing educational standards in local schools which are already full
6. Photos in Local Plan Document totally misrepresent what a traveller site actually looks like!

⑫

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The problem with the gypsy and traveller community is they don't really know what they want. Do they want to live like the rest of us, have a house and pay council tax. Do they want to obey by the laws of this land, be courteous to other local residents and live decently and honestly. No, historically, they do not want to pay rates, keep their site tidy, obey rules, behave themselves and not steal.

If they came to live here around Barford, they would be noisy, untidy, violate their site and none of our possessions, such as vehicles, trailers, animals etc would be safe. Finally, who is going to pay for all the mess and waste, they leave behind. Is it no, the ratepayers, who would have to pay for the above and to evict them, if they exceeded their agreed quotas.

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Gypsy & Travellers

The way in which these people like to live does not mix well with ordinary, law-abiding citizens like ourselves. If they paid council tax, kept their surrounding areas tidy, disposal of their rubbish and foul waste, they would be fine. But they do not. They leave behind all their rubbish and foul waste, wherever they go. That's why people have such a bad opinion of them until they can show that they can live like normal people, why should we have them near us or our families.

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①

⑫

Can I suggest that the travellers are incorporated into one of the new housing areas as this will already have all the infrastructure required and it will allow the travellers to be more included into the community. They must ~~be~~ abide by our rules and ^{live} our lifestyle. Security will be better, the police can then keep an eye on ~~the~~ areas as opposed to housing areas and several separate traveller sites which are likely to be allowed to fall to unacceptable standards and appearance. If done properly and made discrete, incorporation into housing areas will work - it needs thought and careful planning...

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1/ The village of SAXALBY in Wiltshire had a settlement system (roads) based on them in recent years. The crime rate for Burglary & Theft in the immediate area is said to have increased significantly in a short space of time.

2/ According to a local estate agent the value of my Mill Lane property has over the past five years, has increased by more than 50K. It doesn't have thinking about what it would be worth if these proposals are accepted for my area

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We have a farm in Barford and have recently been broken into twice and had valuable items stolen which were safely locked away. The thought of unsupervised travellers living in the neighbourhood is worrying to say the least, as they have seemingly built up a reputation for theft as well as a lack of care for the local area and it's appearance. I suggest they are given areas to live that are better supervised and where they are able to be more incorporated into our lifestyle rather than being treated as outcasts and strangers - they might fit in then!!

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I am agreeable to the fact these provisions need to be made. My concerns would be the effect on Barford School & the provisions put in place to deal with that.

⑤

The amount of sites within such close proximity → will one be chosen? surely Warwickshire is big enough to spread them out equally to lessen the impact on surrounding areas.

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

- Male
- Female
- Prefer not to say

Location

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- Live within 5 mins drive of Barford
- Live within 5 – 15 mins of Barford
- Live more than 15 mins drive from Barford
- Prefer not to say

Age

- Under 18
- 18 – 45
- 45 – 65
- Over 65

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CURRENTLY WE AVERAGE FOUR SCRAPPER VISITS A WEEK. IS THERE SUFFICIENT SCRAP POTENTIAL IN THE AREA TO JUSTIFY ANY INCREASE IN THE NUMBER OF TRAVELLER SITES.

WILL INSUFFICIENT SCRAP MEAN DISPUTES AMONG TRAVELLER FAMILIES OR WILL ANY SHORTFALL BE MADE UP BY UNAUTHORISED SCRAP ACQUISITIONS FROM LOCAL HOMES, STREET FURNITURE (MANHOLE & GULLY COVERS) ETC.

WHILST PERMANENT SITES TEND TO BE QUITE WELL MAINTAINED THE TRAVELLER SITES ARE NOT SO WELL LOOKED AFTER AND CONSIDERABLE PUBLIC EXPENSE CAN BE INVOLVED IN RESTORING THE SITES.

IF I WERE TO RENT A PROPERTY I WOULD BE REQUIRED TO PUT DOWN A SUBSTANTIAL DEPOSIT AGAINST FUTURE DAMAGES AND RESTORING THE PROPERTY ON MY LEAVING. WILL ALL SITE OCCUPIERS BE REQUIRED TO GIVE A REASONABLE DEPOSIT BEFORE BEING GRANTED A LEASE, WILL THE RENTS BE FIXED AT A LEVEL SUFFICIENT TO ELIMINATE ANY EXPENSE FROM THE COUNCIL'S COFFERS? IF NOT WHY NOT!!!

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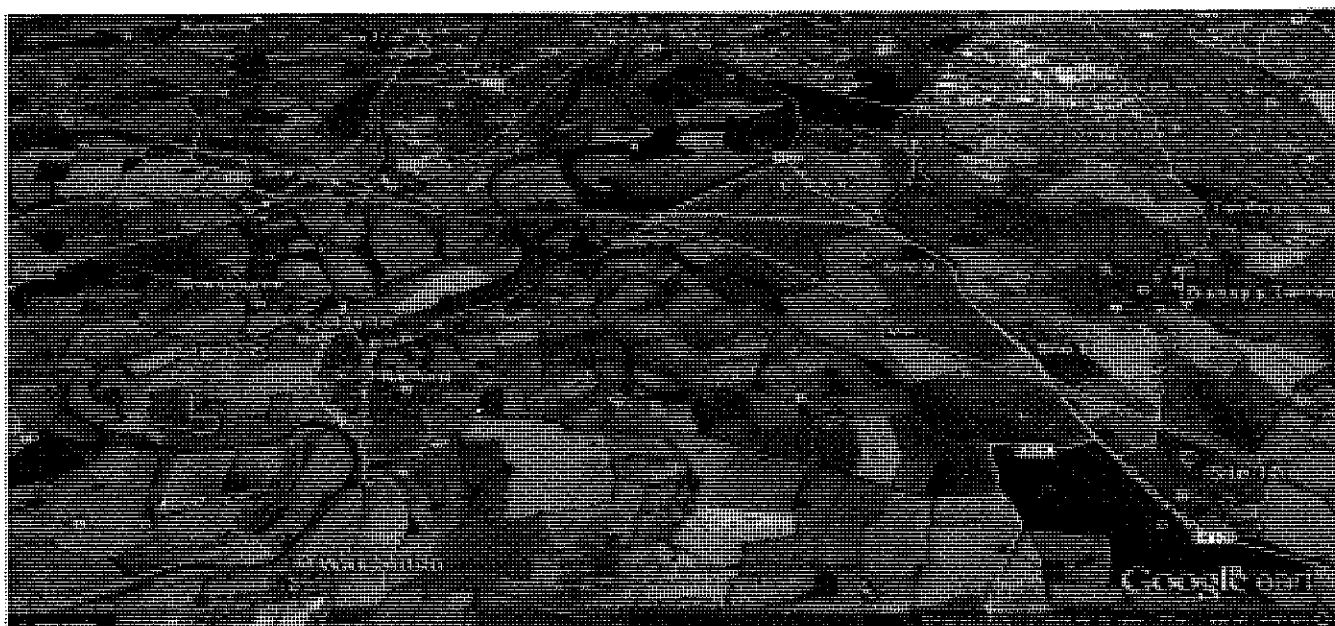
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N/A

NIMBY.

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Having seen the mess and thieving that has gone on around Warwick Gates when they are camped nearby, I feel, putting a Gypsy + Travellers site in a village is not a good idea & that's a fact from first hand experience that I have had.

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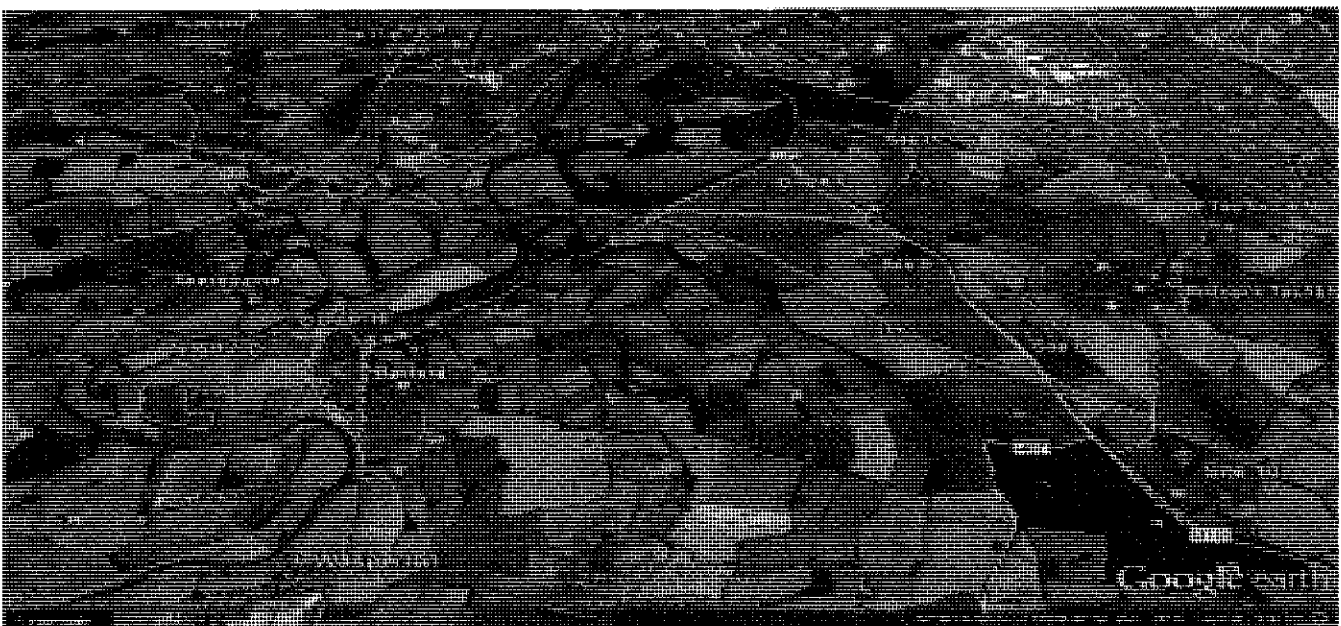
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Sites 12-16-5-6-9-10.
 Vehicular Access and general usage of an already busy road network - particularly through Barford village. (7)

Sites 12-16
 Surely these are flood plains - are very open & will be difficult to integrate into landscape without changing character. (6)

Sites 12-16-5-6-9-10-20
 None of these sites have convenient access to schools - gp surgeries - shops - all would need further car transport and therefore more road usage. (5)

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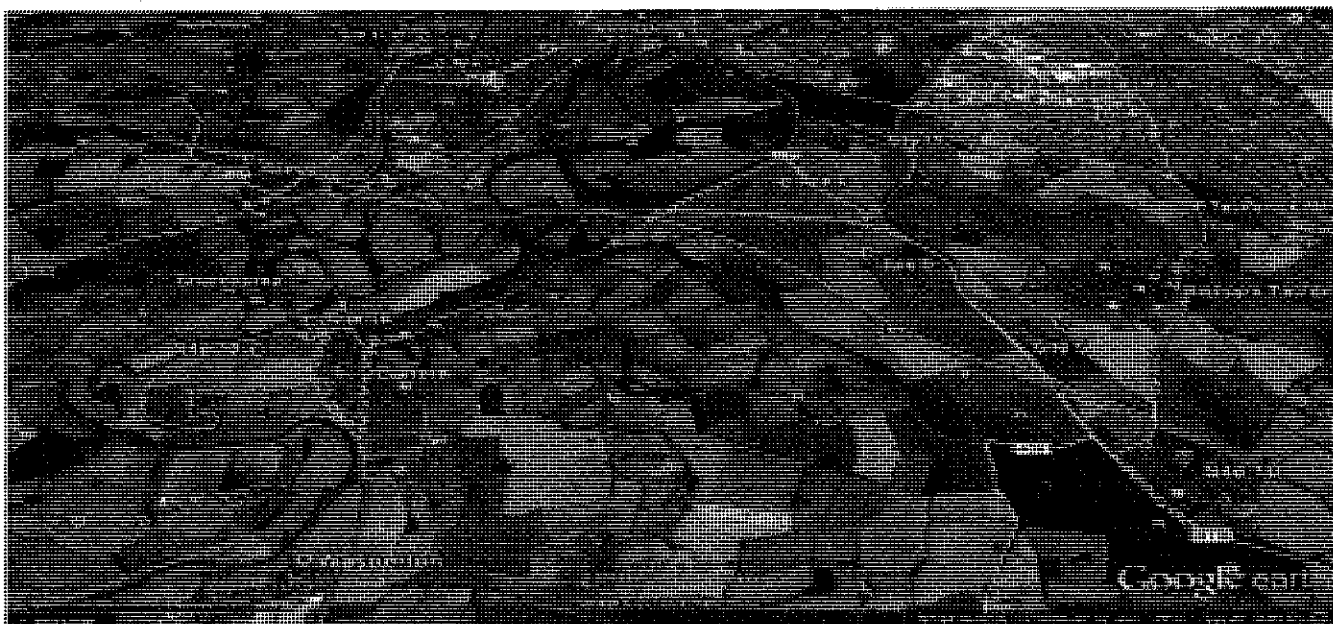
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N/A

NO TRANSIT SITE

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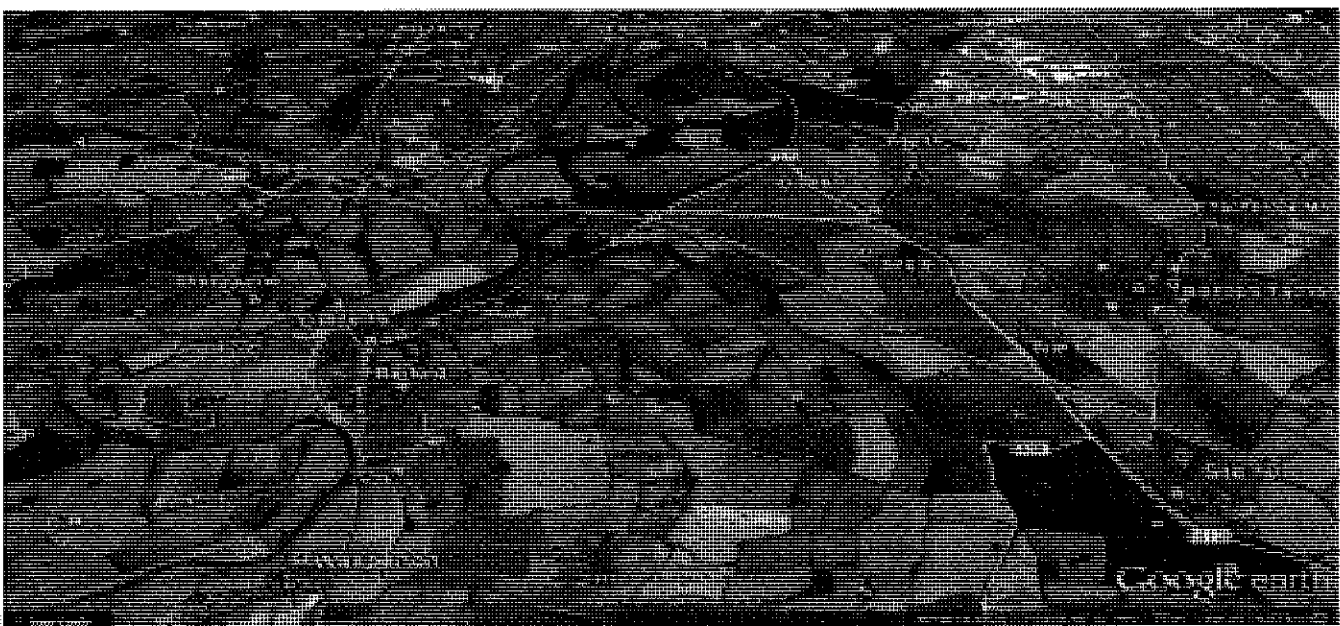
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I object to these proposals as none of the sites near Barford comply with the criteria laid down by Warwick DC and any of the sites would have a serious adverse impact on the village. The Westham Lane site is especially inappropriate as it is on the other side of the dangerous A road and access would prove dangerous to residents and other road users.

7

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1

12

WE DO NOT HAVE ENOUGH INFORMATION ON THE EFFECTS ON LOCAL COMMUNITIES THESE SITES WILL HAVE I.E. CRIME RATES, ECONOMY, SCHOOL ATTENDANCE ETC.

FROM A CURRENT TOTAL OF SITES WHY IS THE PROPORTION SO HIGH FOR THE BARFORD AREA? THIS NEEDS TO BE MUCH SMALLER, IF ANY AT ALL AS BARFORD IS A VERY DESIRABLE VILLAGE & THIS PROPOSAL WILL AFFECT EVERY RESIDENT, NOT IN ANY POSITIVE WAY.

I STRONGLY OBJECT TO THESE PROPOSALS.

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- I AM NOT IN FAVOUR OF THESE PROPOSALS.
- THE SITES NEAREST TO BARFORD ARE TOO CLOSE TO OUR VILLAGE
- I AM CONCERNED OF THE NUISANCE ISSUES AND CRIMINAL ACTIVITIES OF CERTAIN GROUPS OF TRAVELLERS WHO VISIT THE WARWICK DISTRICT ON A REGULAR BASIS.
- WE PAY HIGH COMMUNITY TAXES IN BARFORD TO LIVE IN A SAFE AND CALM ENVIRONMENT.
- THESE SITES SHOULD BE IN RURAL LOCATIONS AWAY FROM VILLAGES AND TOWNS.
- MY EXPERIENCE OF THESE TYPE OF CARAVANNERS FROM A PROFESSIONAL POINT OF VIEW (TRAVELLERS) HAS BEEN VERY DISAPPOINTING.

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A People who live differently to the residents of Barford would create anything But, tranquility in the village. I would be against the site location anywhere near Barford greater area.

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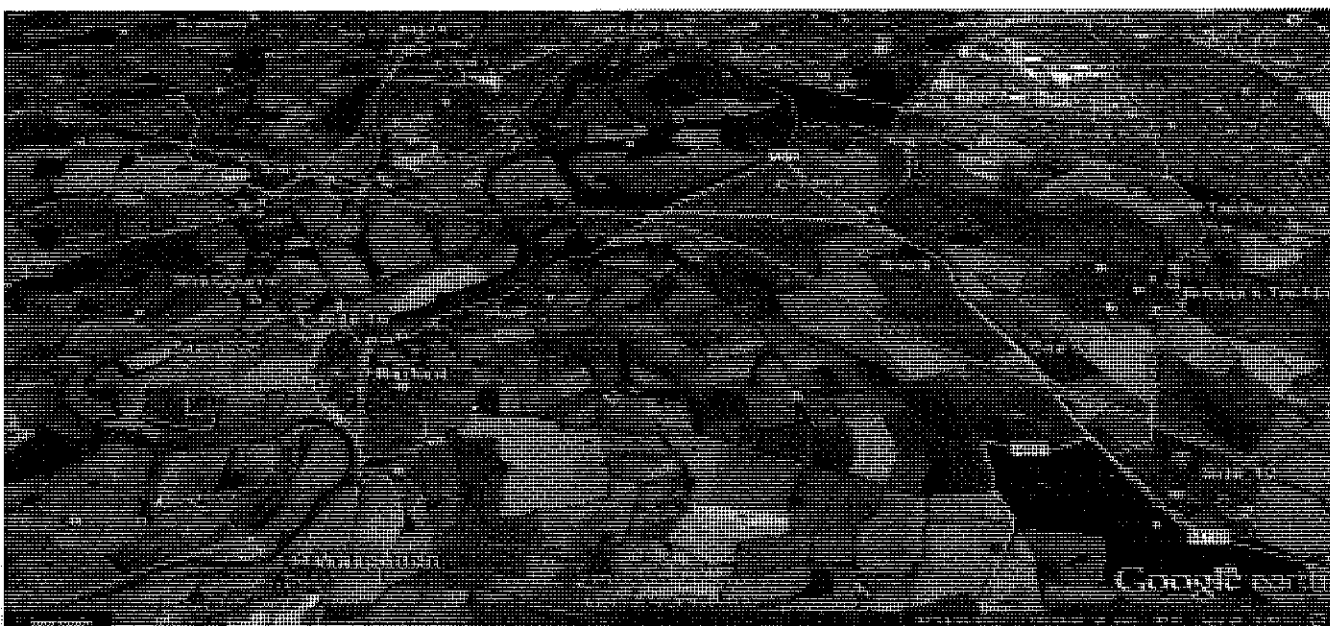
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New houses have been turned down
By the residents of Barford
those grounds still apply to camp
sites for travellers.

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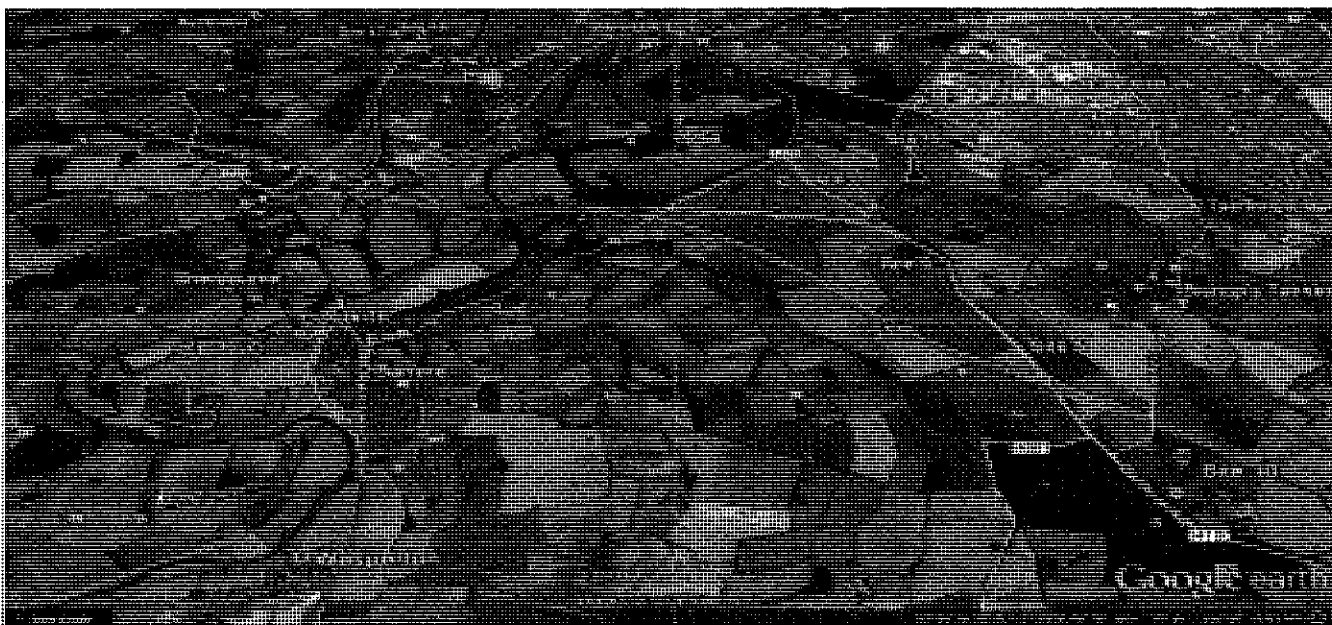
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Many aspects of the Salford University recommendation for 31 pitches were shown at the consultation meeting to be suspect. The most important source of information seems to have been ignored - namely the experiences of all concerned (residents nearby and travellers) from actual sites around the County.

P.S. It is difficult to reconcile the need for 12,300 new properties within the District when the local Courier regularly carries 70+ pages, average 10+ properties per page, for sale?

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①

I don't mind one gypsy site but there are far too many of them too close to Barford, they are people who chose that way of life, to travel around. If so why do they need sites. And will they be prepared to pay for some kind of Poll Tax or rent to stay on them even just a small amount. Is there any more gypsy sites in any other parts of England.

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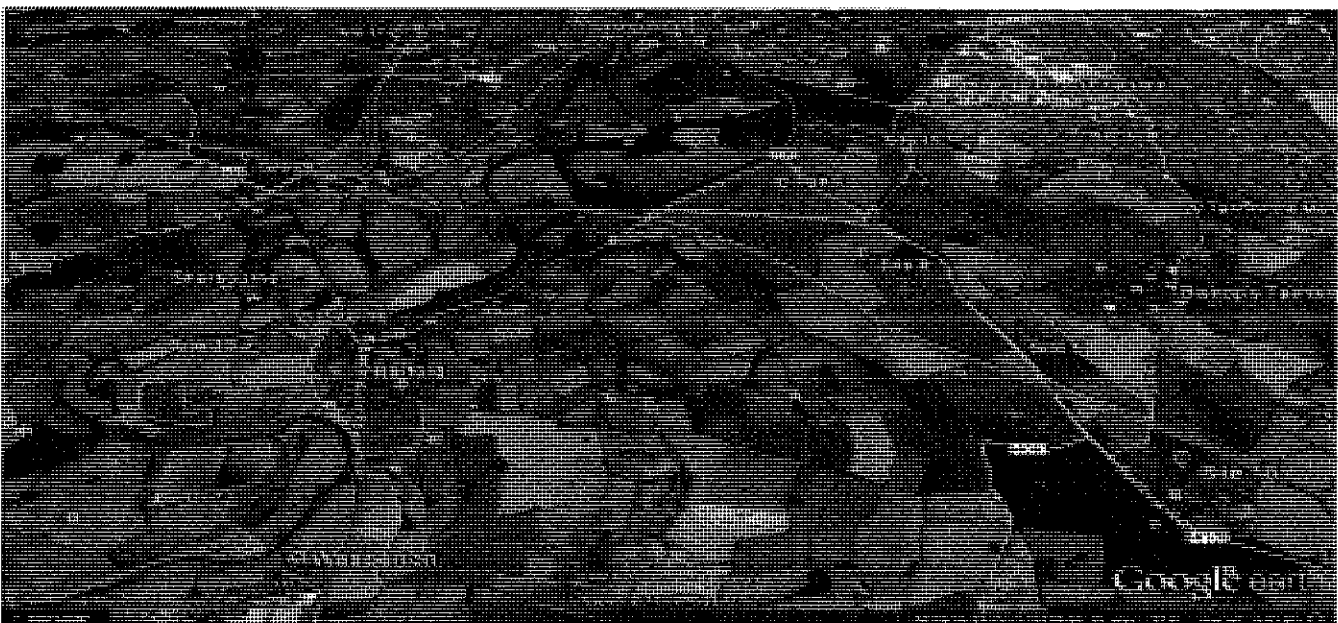
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①

⑦

SITES DO NOT SEEM SUITABLE FOR THE GYPSY / TRAVELLER COMMUNITY IN THE BARFORD AREA. THEIR VEHICLES ARE TOO HUGE FOR NARROW LANES + BUSY JUNCTIONS + POSSIBLE SMELL OF FUMES. ALSO HOWEVER CLEAN + TIDY THESE PEOPLE MAY BE IN THEIR OWN CARAVANS / HOMES THERE IS ALWAYS A LOT OF RUBBISH + MESS LEFT BEHIND THEM !!

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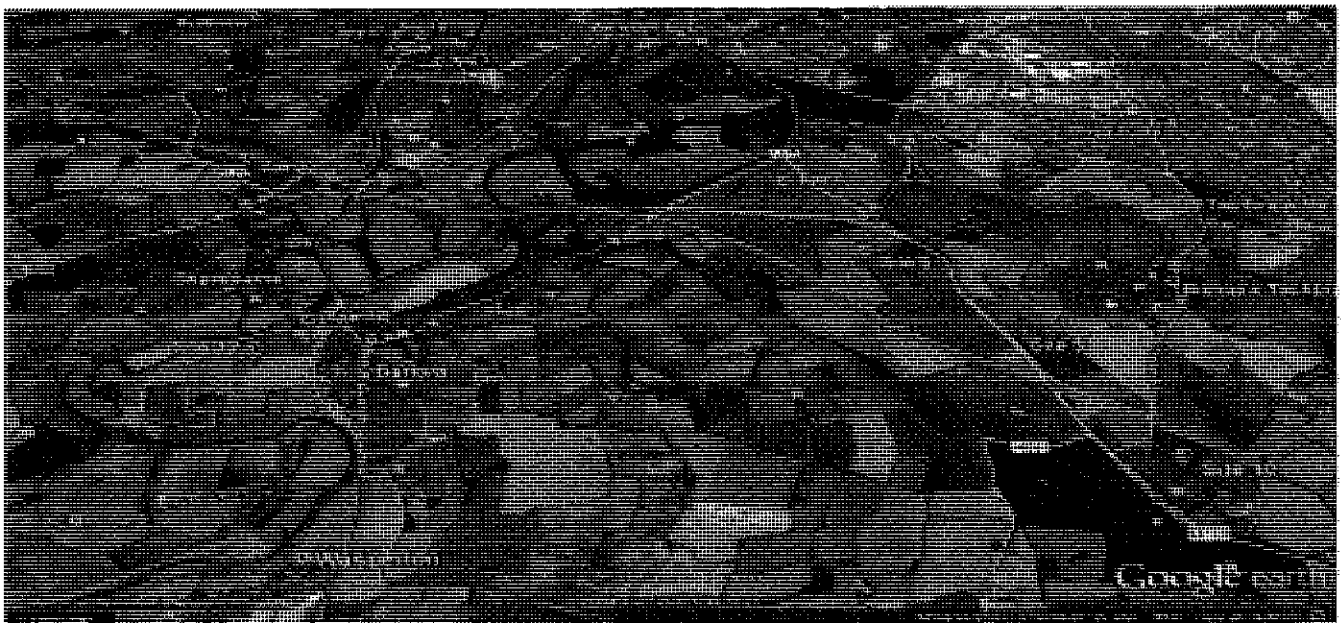
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N/A

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I COMPLETELY DISAGREE WITH ANY PROPOSAL FOR TRAVELLER SITES 12, 16 & 20 AS IF ACTIONED WOULD IMPACT SERIOUSLY ON THE SMALL HAMLET OF SHERBOURNE DUE TO EXCESSIVE PRESSURE ON THE MINIMAL RESOURCES OF THE HAMLET & NEARBY BARFORD VILLAGE

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- SHERBOURNE

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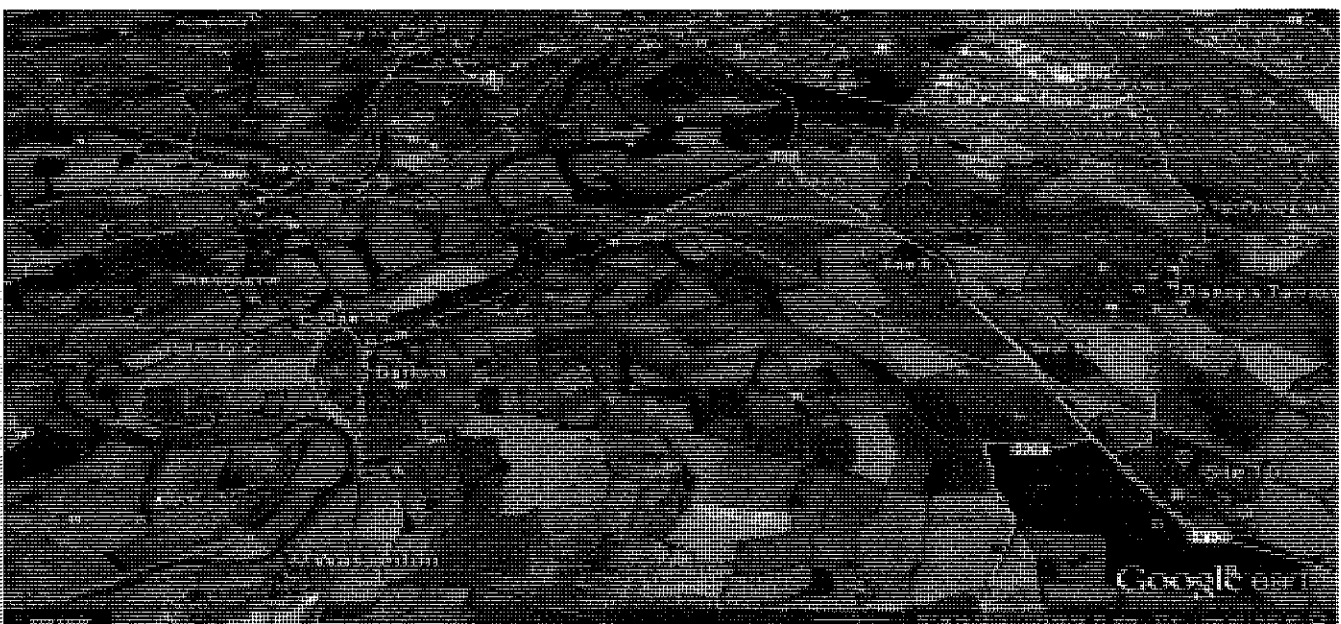
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I TOTALLY DISAGREE WITH HAVING TRAVELLERS SITES IN THIS AREA. THERE ARE NO RESOURCES TO PROVIDE FOR THE NEEDS OF TRAVELLERS IN PEACEFUL RURAL HAMLETS. POLICING IS NOT EVIDENT IN THE AREA AND I WONDER HOW ACTIVITIES WILL BE MONITORED?

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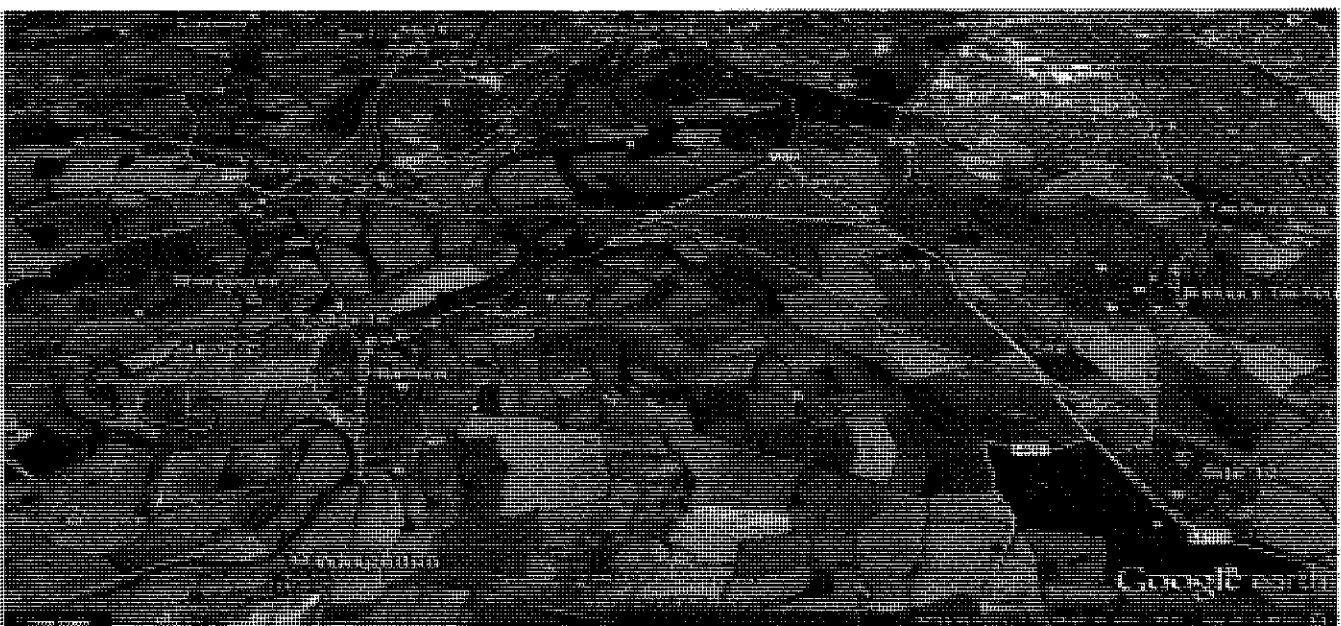
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①

WDC should consider sites 5, 6, 9, 10 as Greenbelt:

~~Site 16 - flood compensation area - containing a permanent central pond + is unsuitable for any form of development~~

~~Site 12/16 - sit within flood risk zone identified by Environment Agency~~

Site 16 - flood compensation area - containing a permanent central pond + is unsuitable for any form of development

Site 12/16 - sit within flood risk zone identified by Environment Agency

- inadequate pedestrian crossing facilities
- 60 mph road very dangerous

⑥

⑦

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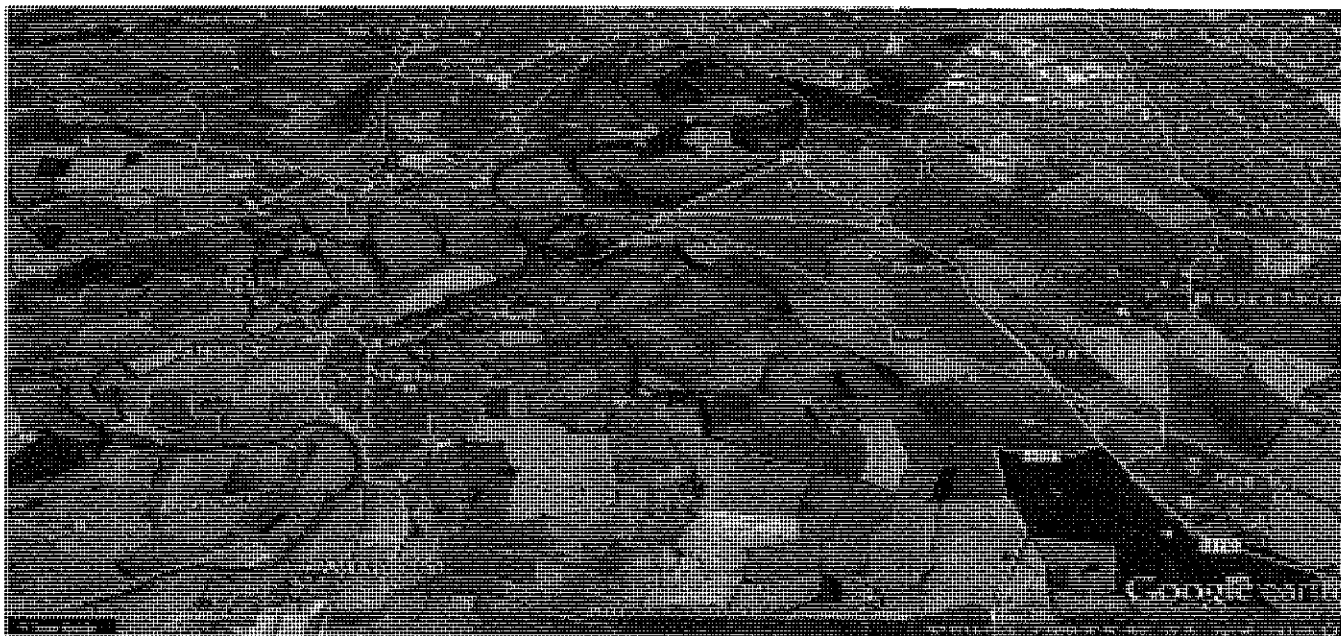
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I am a Sherbourne resident and have been unable to engage in any previous meetings concerning the residential needs of the Travelling community.

However, I have attempted to catch up on-line but met with sparse results to the questions I consider important .

In my opinion your attempt to provide a balanced response to WDC from the information I have seen, puts the cart before the horse.

I can understand the nervousness that the "designated sites" are sited uncomfortably close to our residential area but I am at a loss to understand what it is that concerns our community ?

Are we afraid of the presence of these people ? I certainly want to know what is meant by "Authorised Pitches": Who is going to control the rules and regulations related to the satisfactory behaviour of the site residents and how will this be carried out? Also, what defence have the site residents to the safeguard of their human rights. In other words, what pragmatic laws will govern the operation of these pitches.?

I think the WDC should publicly provide a straightforward reply to these questions before we are asked to respond to the sites of these pitches. Personally, I would be unhappy to agree to ANY authorisation of these proposals unless I was comfortable with answers from both sides.

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① ⑦ ⑧ ⑥

We are very concerned that the proposed site could lead to over development of our small village leading to increased traffic + the loss of beautiful rural areas, as well as increasing noise in this quiet + peaceful area.

Removing the natural drainage will also put increased pressure on an area already very prone to flooding.

Finally, we are also concerned that the site will have a negative impact on house values within the village.

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Please! no more house building in Barford otherwise the village will lose its identity. Traffic is already a headache for the village, parking is a nightmare, cars being parked in quiet roads at times causing chaos. The drainage and sewerage has been a problem in the past.

Regarding Gypsy sites, NO - not in Barford, there are existing Brownfield sites in the area which should be utilized before carving up the countryside which is already being eroded without spoiling the village of Barford.

As a Barford Resident I object to all these proposals in the strongest terms to further housing and Gypsy/Traveller sites.

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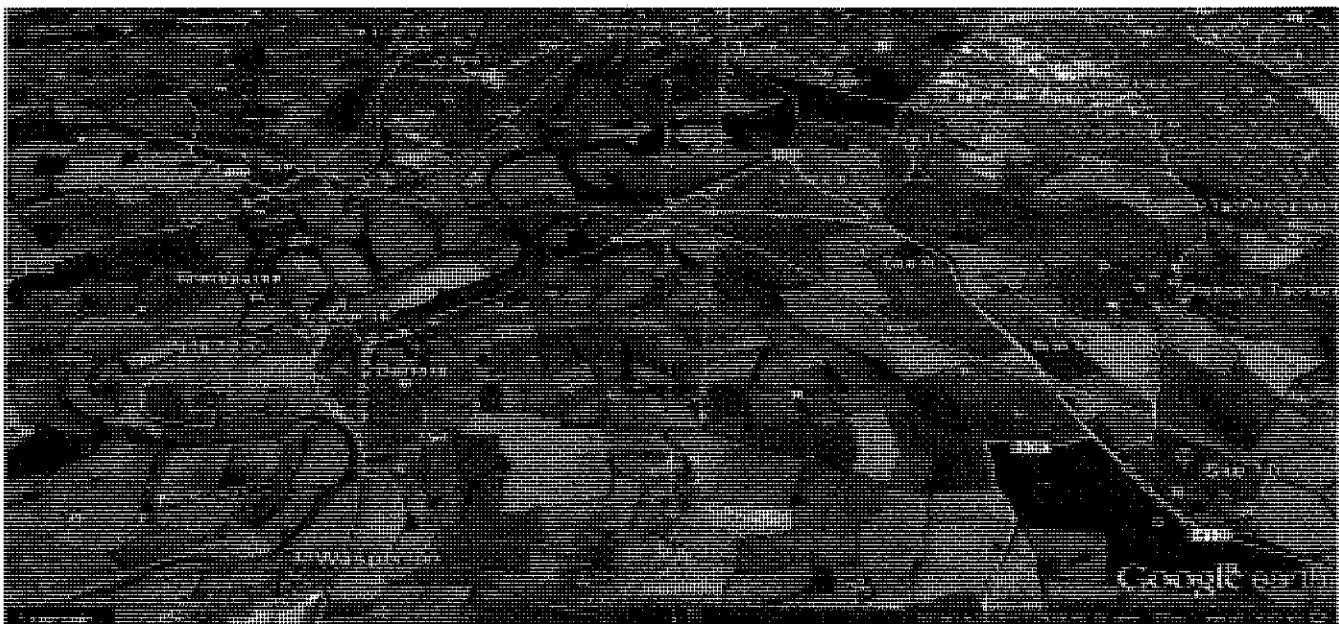
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2

I believe travellers rights are important.
Cultural tolerance is required.
Involving local communities and local
communities supporting travellers is
paramount so that each community
can support each other. Working together
to provide positive co-operation is possible
and effort and responsibility for all
peoples rights should be considered.

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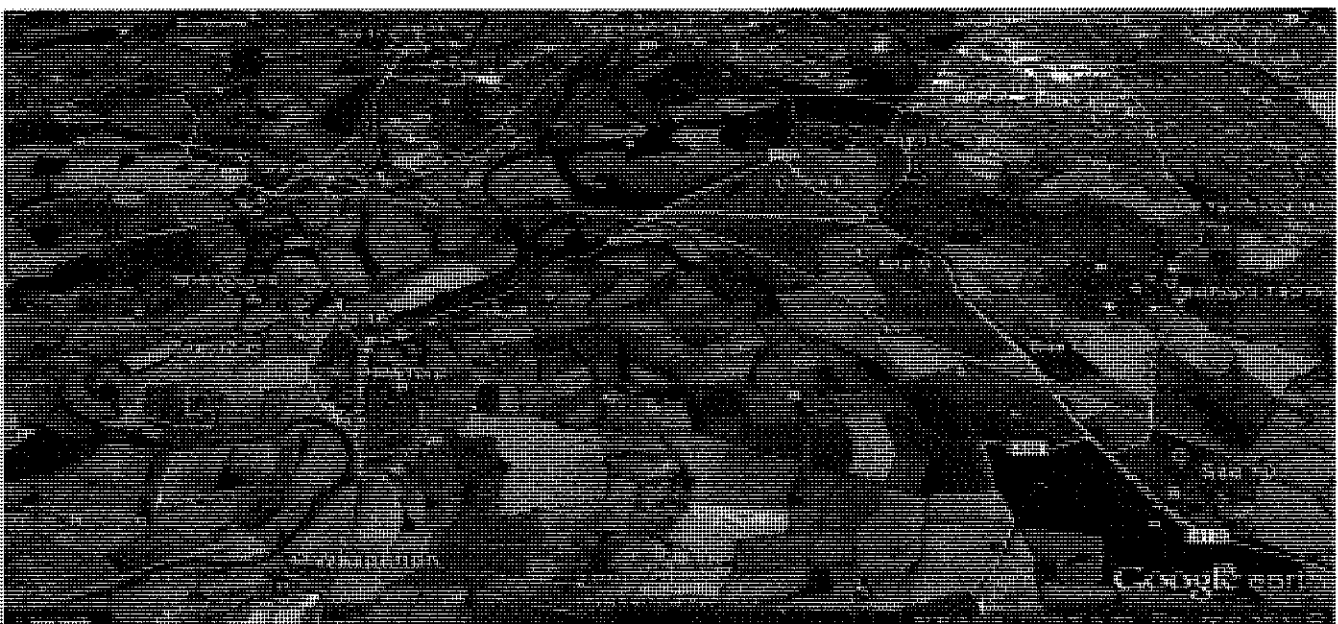
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① ②

I DON'T BELIEVE PERMANENT GYPSY SITES ARE A SOLUTION TO THE HEALTH ISSUES + POOR LIVING CONDITIONS THEY FACE. IF THEY NO LONGER WANT TO TRAVEL OFFER THEM PERMANENT AFFORDABLE HOUSING. THEY WILL NOT INTEGRATE INTO A COMMUNITY LIKE BARFORD IN WHAT WILL ESSENTIALLY BE A SEPARATE TRAVELLERS VILLAGE. BARFORD DOES NOT CONTAIN A DIVERSE RANGE OF RESIDENTS AND I BELIEVE IT TO BE A POOR SOLUTION AND A TOTALLY INAPPROPRIATE LOCATION FOR SUCH A SITE. BRINGING A LARGE GROUP INTO BARFORD WILL HAVE

A NEGATIVE IMPACT ON WHAT IS A THRIVING AND STRONG COMMUNITY.

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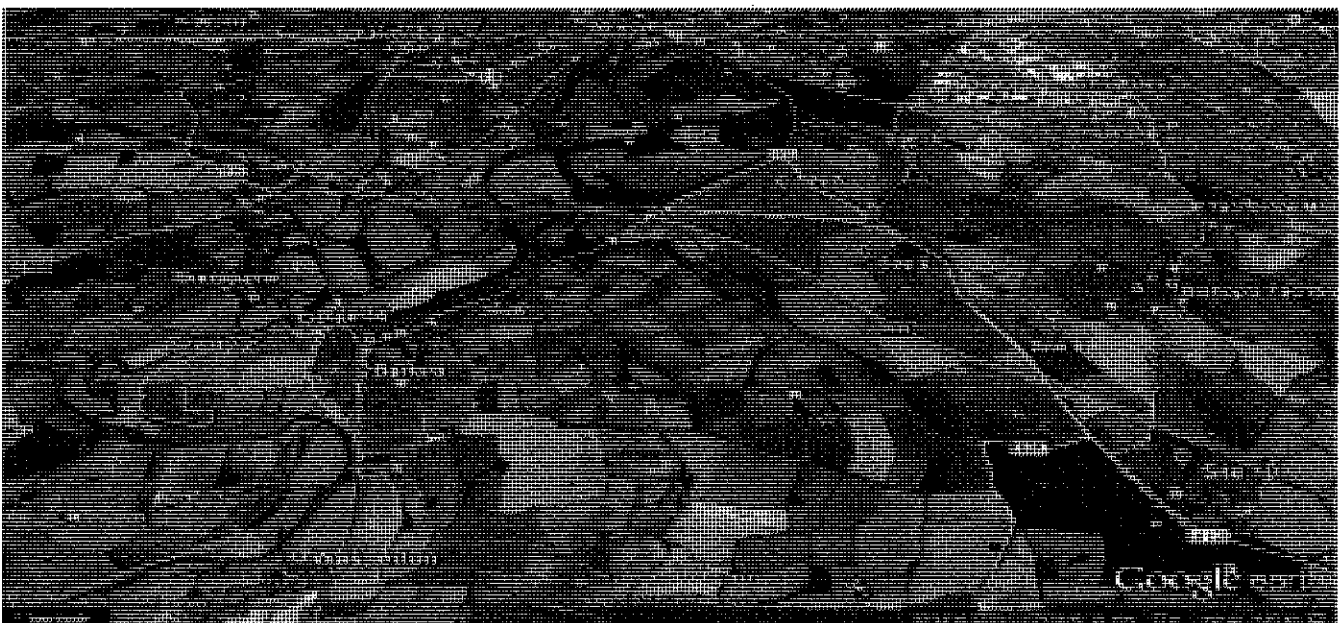
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①

- Terrible for the village image which has a very good reputation.
- House prices will go rock bottom
- we already have a small school... now it will be mixed "ethnics" !!
- Our security at night is questioned !!

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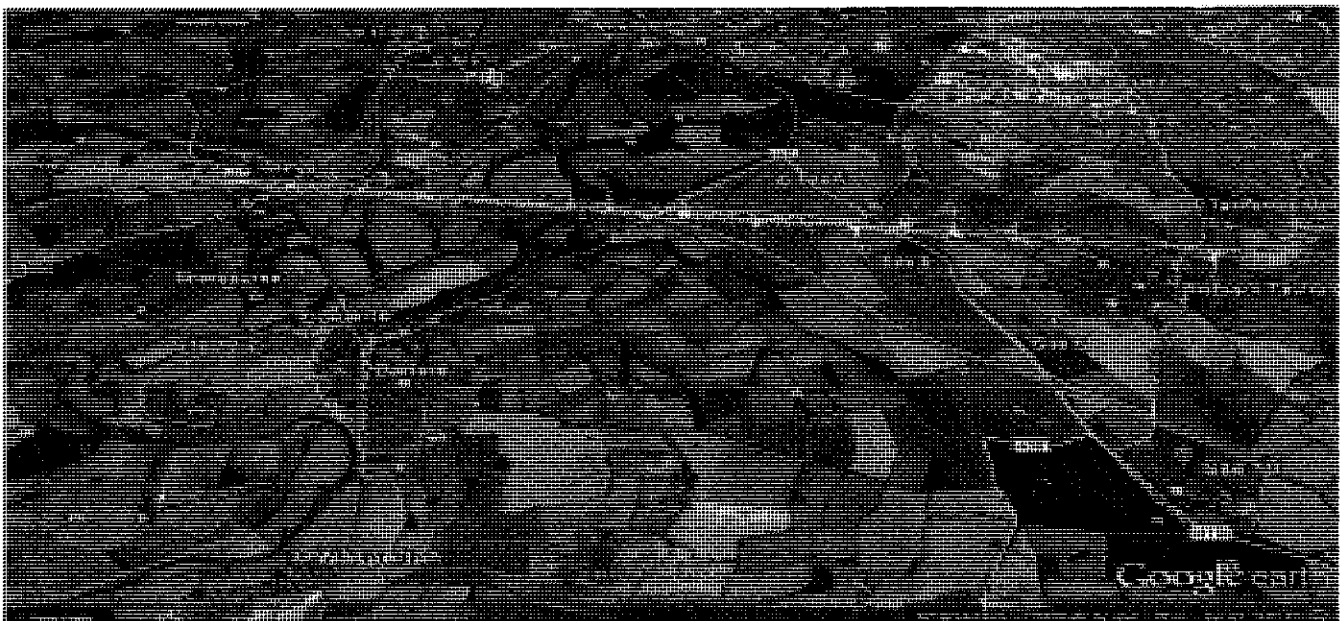
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I think it is an absolute disgrace that they are proposing to ~~come~~ up greenbelt land when I have had to jump through hoops to get a window replaced! If they must provide traveller sites, then use brownfield sites and take the opportunity to tidy up unsightly areas.

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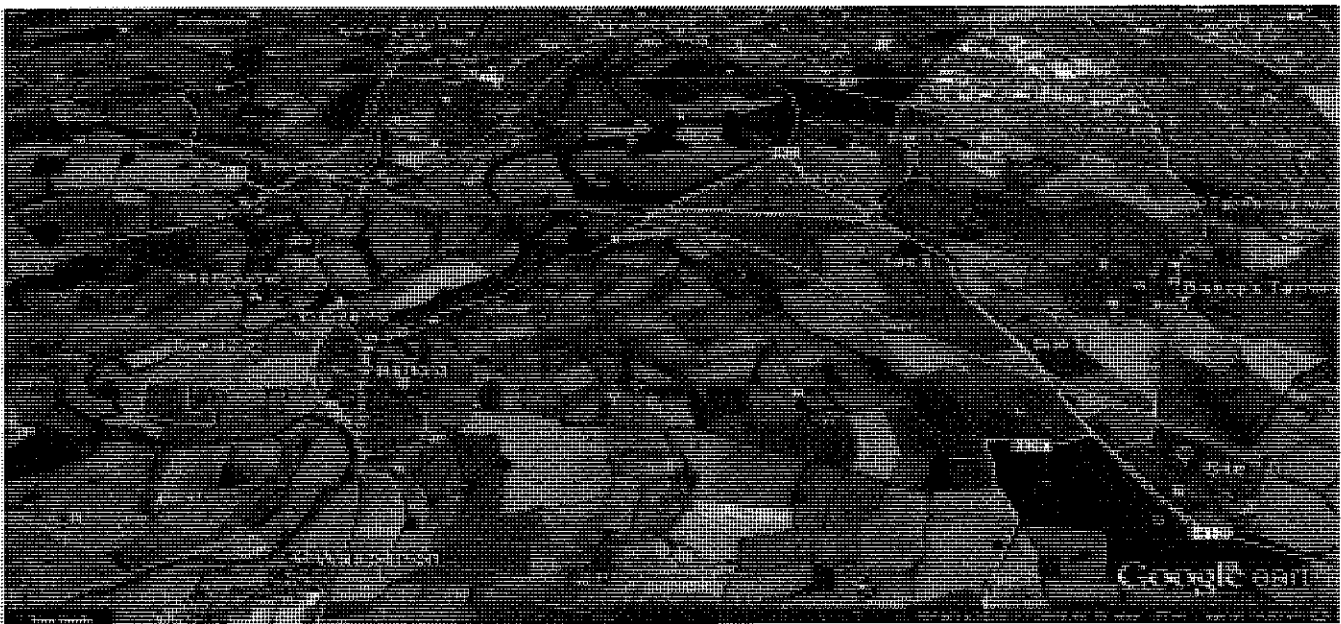
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①

I cannot see our village has the facilities suitable for a traveler site. There is no Docton and an over subscribed school. I surely this will increase traffic. There are better brown site areas nearer Leamington with much more suitable facilities for young families & public transport.

⑤

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① ⑥ ⑦ ⑩

Sites 11, 16. Last winter this area was very wet flooded? Access onto the bypass is tricky. It is a very busy road. I know everyone says "Fine but not a my backyard" but seems to be a heavy contribution of these sites in our area. Will have a dramatic impact on the surroundings.

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flood plain.
water voles - legally protected species
greenhouse gases on some sights
wild deer sightings

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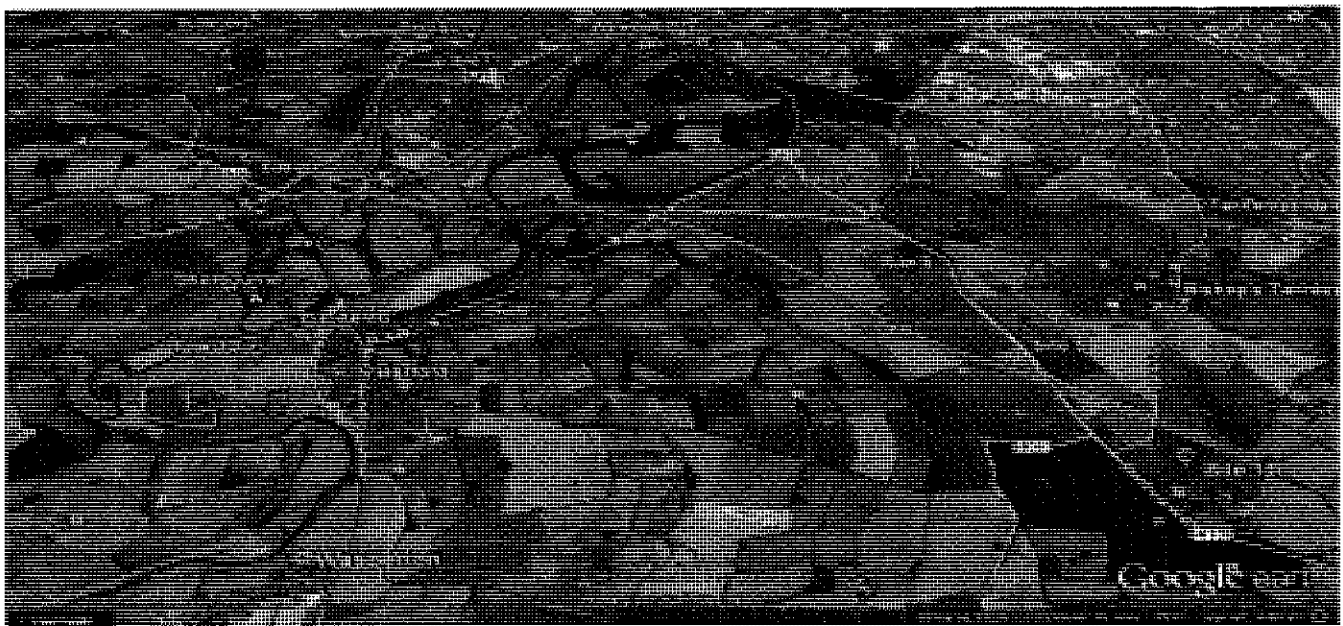
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1

3

Please see enclosed copy;
 New Local Plan comments
 Sites for Gypsies & Travellers

7

12

5

6

8

10

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Warwick District Council Local Plan Revised development strategy

My concern is the location and size of the large developments 6, 7, 9, 11. If ~~these~~ these were to be developed alongside the 4,1800 dwellings proposed by Stratford DC at Lighthorse Heath and Gaydon there would be considerable impact in a number of ways.

The traffic impact upon what are 'ordinary' roads would be immense. Relatively small changes to junctions will make little difference to ease the much increased traffic flows.

The developments will impact upon villages south of Leamington and Warwick making them ever more like suburbs and losing their distinctive character, and social structures and cohesion.

Impact upon schools and local roads will seriously impair the character and environment of these places.

WDC should look again at fairly distributing housing development across the ~~borough~~ district, and allow development to the north of Warwick and Leamington. In this way there would be less impact upon the area adjacent to Warwick Park and allow villages to retain their identity.

Development in sites 6 and 9 will particularly increase Bedford being used as a rat-run to access the M40 at J15. J15 is being used increasingly as an exit for southbound traffic as it is, which then accesses the town via Bedford.

The analysis made to estimate the number of houses needed seems at best a guess. If indeed there is the demand stated for housing per se, what criteria leads the WDC to conclude it will be needed in the district? Particularly in the areas indicated. These developments will necessitate more travel to work and school journeys, more journeys to access services and retail locations, all impacting upon the environment and the use of scarce resources in the coming decades indicated by the New Local Plan.



Warwick District Council Consultation 17/7/13
Sites for Gypsies and Travellers

Site 16, is a flood compensation area and therefore by definition is unsuitable for any kind of development

Site 12, is immediately adjacent to site 16, and much of ~~the~~ this site is also ~~so~~ floods or has land that often gets surface water for extended periods.

Both sites, 16 and 12 have significant wildlife implications should any development occur.

In the 'Salford Report' p 9, para 7.3 it states in quoting site guidelines: 'avoiding areas with high risk of flooding, [have] safe access to road network and provision for turning and surfaces ... sites should be integrated into the landscape without harming its character.'

None of these guidelines can be met on sites 16 and 12 (and many others)

On a number of sites various industrial type processes are likely to occur, creating danger to water courses and the River Avon because of pollution. See below *

~~The~~ Sites 12 & 16 do not have good access and entry and exit is onto an A road, 60 mph speed limit, with poor sight line in either direction. There are a number of accidents that occur on the Barford bypass already, including one fatality as a result of entering and exiting Barford at other junctions.

* Salford Report p 9, para 7.4 '... some sites where can live and work'. In latter ~~cases~~ case will be industrial and polluting processes.

Pedestrian crossings will be necessary, causing their own danger to 'from sites 16 & 12' at Barford

There will be a material impact upon Barford school



and traffic into the village accessing the school, particularly when the proposed new dwellings are built as part of New Local Plan.

There are many brownfield sites better meeting the location and needs criteria as set out in the Salford Report.

It makes better sense to integrate and set aside traveller pitches as part of new developments if it is deemed necessary to go outside of brownfield sites.

Brownfield sites and/or within new developments takes care of access to roads and facilities.

WDC should revisit its plans and include development of sites to the north of Warrick and Leasington, especially when Stratford DC will be proposing developing 4,800 dwellings in the Highthorne Heath and Gaydon areas. This is also important to ensure that villages south of Warrick and Leasington do not become suburbs. The overall traffic increase will be huge and modification of existing roads will not be sufficient.

The Salford Report may have overestimated demand for pitches 2012 - 2026 by using the concept of 'suppressed need' via transfer to pitches from 'bricks and mortar accommodation' already being used by those who identify themselves as Gypsy or Travellers.

The Salford Report p 6 para 4.2 quotes Gypsy and Travellers as ~~being~~ using a 'lifestyle ... to travel and not being able to do so' impacts upon health; Permanent pitches therefore will not be used for all of the year. Alternatively, while absent they may well move onto the pitches as part of their travels.



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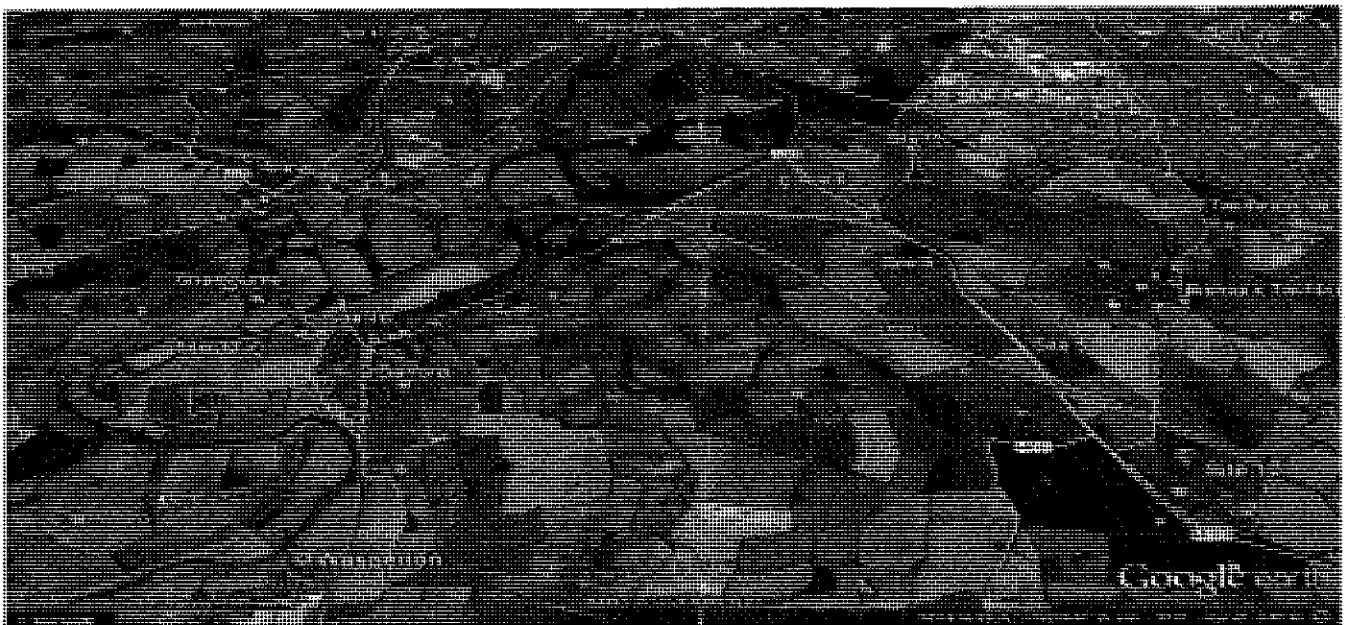
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I WHOLEHEARTEDLY DISAGREE WITH THIS PROPOSAL - IT IS NEITHER APT OR CONDUSIVE TO THE VILLAGE LIFE OF BARFORD) TO CONTINUE IN THE WAY IT HAS ENJOYED OVER MANY YEARS. IT DOES NOT HAVE SUFFICIENT AMENITIES TO COPE WITH THE OCCUPANTS OF A GYPSY COMMUNITY AND I COMPLETELY OPPOSE THIS PLAN. IT WILL RUIN BARFORD) AS WE KNOW IT!!

IN
①

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I am opposed to the proposals for the Gypsy & Traveller sites in our vicinity. I would cite all the reasons listed in the sheet that came ~~with the response form~~ ^{separately as a door drop (see attached)} and like BRA to use these to represent my views in its collective response to WDC.

- ①
- ②
- ③
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- ⑧
- ⑨
- ⑩
- ⑪

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- Prefer not to say

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- Live within 5 – 15 mins of Barford
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Age

- Under 18
- 18 – 45
- 45 – 65
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- Local Business
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I am opposed to the proposals for the Gypsy and Traveller sites in Barford and the surrounding area. I would cite all the reasons listed on the sheet that followed this response form and would like BRA to use these to represent my views in its collective response to WDC.



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MailOnline

£1.2million traveller site scrapped because most families due to move in refused to pay council tax

- Plans included 15 eco plots with attached allotments and composting bins
- But travellers are said to be upset that they must pay council tax
- Cash grant received to transform illegal site near Exeter, Devon
- It means that if the £1.2m revamp is axed the council must pay back the cash

By [Martin Robinson](#)

PUBLISHED: 16:09, 26 June 2013 | UPDATED: 16:12, 26 June 2013

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383

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Britain's first purpose-built campsite for new age travellers is facing the axe after only a handful agreed to move in because residents were told to pay council tax.

Officials were due to spend £1.2million of public money transforming an existing illegal camp into fifteen state-of-the-art eco plots.

They promised communal allotments, a children's play area, a site manager and environmentally friendly features such as composting bins.

But the plans have stalled after one tenth of the itinerants currently there do not want to stay because they will not want to fork out for council tax.





Changes: A £1.2m plan to transform this illegal travellers site at Haldon Hill near Exeter has been scrapped because residents have refused to pay council tax

The council had secured a massive £1.2million grant from the Homes and Communities Agency (HCA) to pay for the camp, described as the first of its type in the country.

It has left Teignbridge Council in Devon facing a £40,000-a-year management bill for an mostly empty site - or handing back the grant to the Government.

But if the council take the grant, build the site but then no-one moves in - the authority may be forced to pay back the £1.2million.

And they say the only way to make that back would be to increase council tax on local residents by 0.7 per cent a year.

A council spokesman said: 'The HCA have advised the council that should the site cease to operate they are entitled to require repayment in full of the £1.12m grant.'

'Assurances have been sought from the HCA that they would not do so but these have not been given.'

'Should the site cease to operate, the land value is likely to be a very small fraction of the grant value, leaving the council at risk of having to repay most if not all of the £1.12m back to the agency.'





Cash: The local council had secured a grant for the site but if the transformation is shelved they may have to pay back the cash

The woodland setting has been used illegally for twelve years at Haldon Hill, a nationally recognised wildlife haven off the A38 near Exeter in Devon.

It became home to caravans, old buses, huts and shelters housing up to 100 travellers causing tensions with the local community.

Following a ten year debate to find a solution Teignbridge District Council won a massive grant to upgrade facilities and make the camp legal.

It expected existing travellers to jump at the chance to stay - with the only condition being they would have to pay rates to contribute to the £40,000 annual running cost.

In return, travellers were asked to sign a lease agreement, pay service charges and council tax.

It is thought there are around 100 people there - made up of 15 families and single dwellers.

The council hoped the families, who have children at local schools, would apply to stay at the new-look camp.

But only 11 people have applied to remain - and nearly all made up of single travellers and not families.





Closed off: The woodland at Haldon Hill has been used illegally by travellers for twelve years



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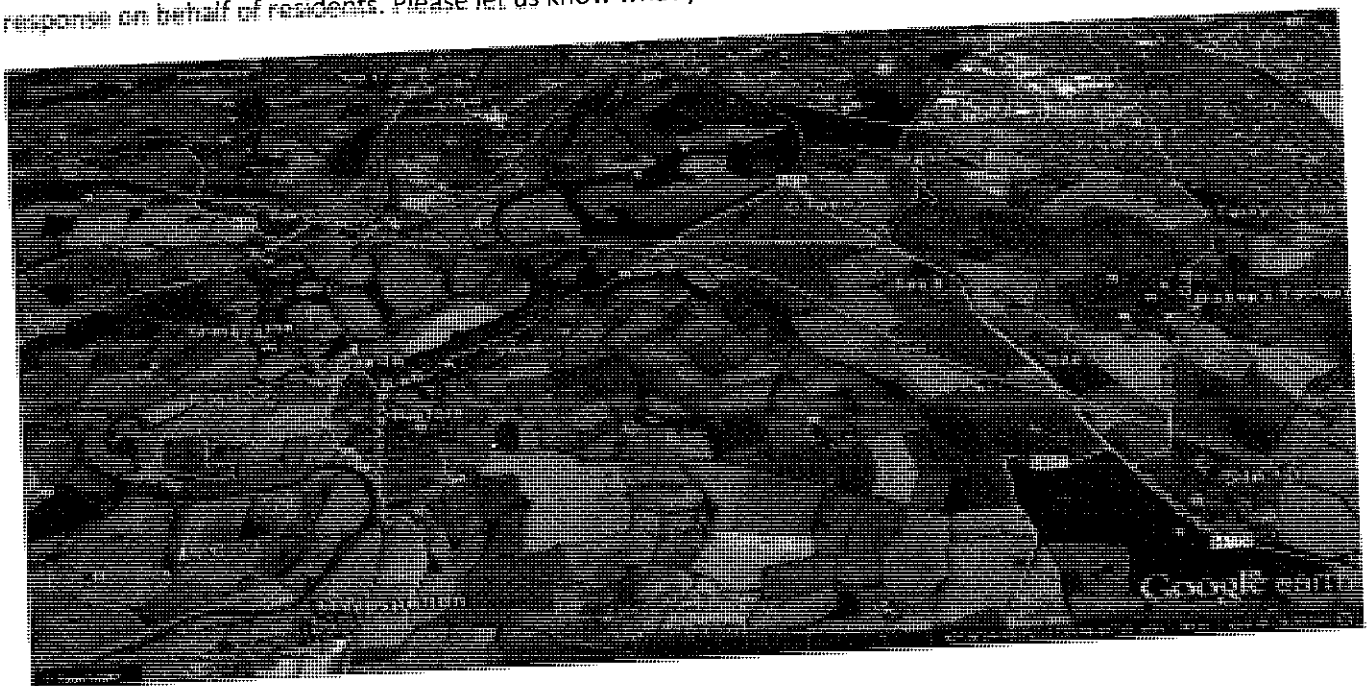
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AS A BARFORD RESIDENT I AM AGAINST
PLANNING PERMISSION FOR GYPSY SITES IN THE
AREA. I AM WORRIED ABOUT CRIME LEVELS,
THE INCREASE IN TRAFFIC, THE PRESSURE ON
THE LOCAL SCHOOL AND) THE DEPRECIATION
IN HOUSE PRICES.

IS THE COUNCIL SURE THAT THE GYPSIES
WILL PAY COUNCIL TAX AND) WATER RATES?

PLEASE SEE ATTACHED)

1

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TRAVELLER & GIPSY SITES

For the avoidance of doubt, I am totally opposed to any sites within the Barford area

The detailed points raised are in no particular order but are all raised in relation to Barford sites

Management of the site:

It is unacceptable that our elected body (Warwick DC/CC) are going to wash their hands of any sites once they have been provided.

Their duty is not just their legal duty to identify sites but their duty to their council-taxpaying constituents.

They should be primarily concerned with maintaining the lifestyle, living standards and amenities of their existing constituents – see next point.

They must stay in control of any sites, wherever they end up in the district.

How else will numbers of caravans, numbers of people, numbers of children (apropos impact on the village school) be policed.

How will the council ensure that the various traveller groups (Gypsies; Irish travellers; New Age Travellers etc) do not fight each other for access and 'ownership' of the pitches?

Does the council seriously think that these groups will live on the same sites in harmony? The council have said they cannot impose a limit on the number of people on the site.

If sites are run by the Traveller community, what is to stop overcrowding and the inevitable 'human rights' argument that more pitches must be provided to keep families together

Amenity:

Those of us in Barford have moved in here largely due to the notion of village life and its close community.

We want to continue to be able to enjoy the considerable amenity of being able to walk around the village and enjoy the views across unspoilt farmland.

We do not want to be forced to look at numerous caravans and the associated detritus of scrap metal, tarmacking equipment and random trucks/vans/pickups. Over the years Barford has managed to accommodate considerable numbers of incomers. However these too are folks who want to be part of the village community and have been happy to integrate into village life, joining the various communities that are fundamental to village life.

By their very nature and culture, it is not possible for Travellers to integrate into village life and this will lead to separate communities and growing hostility.



Barford Nursery and School:

Considerable numbers of parents with children(or who are proposing to have children) have moved into or close to Barford precisely because our school has such a good and well –deserved reputation.

It is unreasonable to the point of unacceptable to force the school to take an indeterminate number of Traveller children into such a small and compact village school.

Choice of Sites:

The box-ticking exercise that has been undertaken which locates three potential sites within Barford is fundamentally flawed.

- The school is full and unable to take the probable input of unknown numbers of Traveller children.
- There are no doctors or surgeries or pharmacies or social services available in Barford
- The post office is not able to provide benefit payments
- The access to the site off Westham Lane is from a major road (A429) which the County has defined as a major trunk route for heavy goods vehicles. There have already been one fatal and at least two serious accidents by locals leaving the existing village exits. Traveller vehicles (Caravans/Trucks/Pickups/SUVs) are large and slow to move off and there is considerable danger in locating a site where future major accidents are inevitable. Even with major expenditure on road re-routing and redesign, this problem will remain.
- The notion that Traveller children will be able to walk to school across a road on which vehicles are approaching at 60+ mph is madness. Or is the council planning to build a bridge at a cost of many tens of thousands of pounds?

Access to River Avon and associated fields: Villagers may not currently have the right to access the above, but 'rights to roam' are a growing theme and we aspire to be able to walk the banks of the Avon within the relatively near future. Locating a Traveller site here will give away our heritage and aspiration. Our representatives should not be doing this. As one person at the meeting in the School Hall said: "Don't we have rights too?"

Farmland: It doesn't take a genius to work out that the forecast increase in the population over the next few years will lead to an increase in the value and the strategic necessity of farmland (this is not a theory ; simply look at the increase in the price of farmland over the last five years.....

The way to integration: Several people have suggested that Traveller sites should be provided as part of the many major house-building projects likely to start in the next few years. The Traveller sites can be built from day one with appropriate facilities. The other families will be buying/renting in the full knowledge of the presence of Travellers. Any school/surgery/pharmacy/social support networks can be sized and provided for the whole of that new community. We were told that this has been successful elsewhere, and this solution seems to be the blindingly obvious solution.



19/7 (P)

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COMMENTS ATTACHED.

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12

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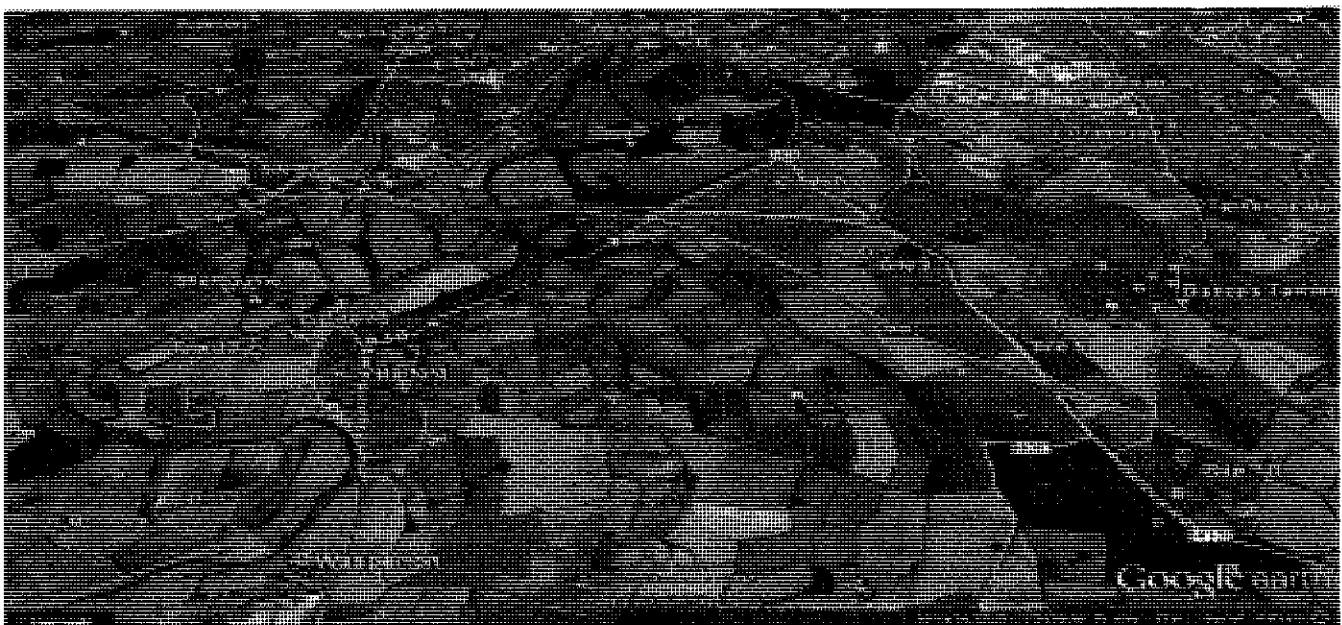
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①
⑥

Site 16 is on a Flood Plane (Say no More)
 Site 12 is also a flood risk, the by-pass is a fast road and is not suitable for a Crossing
 Barford is a lovely corporate village, it took me and my family a lot of hard work to afford to live here (They will be given these rights for no input into village) Gypsies will spoil our village in every way from school to Parks and Pubs. I don't see the need to accommodate them here, if I wanted to put a Caravan in the middle of a Field around here I wouldn't stand a chance, Get rid of the human rights act before it spoils our lovely Country.

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The majority of the sites suggested are totally inappropriate and do not comply with the Council's policy criteria. A brownfield site close to the Warwick/Leamington infrastructure should be found - we have enough supermarkets!

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6
17
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Sites 12 & 16 are at significant risk of flooding.

Sites 6, 9, 10 & 20 are ex-landfill sites and are not suitable for development and/or occupation.

Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 & 20 - car access into and out of these sites is onto A roads is not safe.

Barford St. Peter's school does not have capacity.

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065
12710

THE DEVELOPMENT OF THE SITES IDENTIFIED
IS INAPPROPRIATE FOR THE REASONS ATTACHED.

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Comments to BRA regarding the Gypsy and Traveller Community Consultation

- Sites 12 and 16 – are at significant risk of flooding.
- Sites 12 and 16 – it is not safe to cross the A429 and access the village on foot.
- Sites 6, 9, 10 and 20 – are ex landfill sites are not suitable for development and / or occupation
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – car access into and out of these sites is onto A roads is not safe
- Sites 5, 6, 9, 12, 16 and 20 – development of these sites would result in losing important and valuable farmland
- Sites 5, 6, 9, 10, 12 and 16 – Barford ST Peter's School does not have the capacity to accommodate the additional children that would need a school place
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – the sites are not for sale and not available for development
- Why are the G&T sites not being included in the proposed residential developments in Kenilworth or Warwick and Leamington?

I object to the proposals as I feel that such a fundamental change in government policy on Gypsy & Traveller sites should be influenced by a three month study by Salford University. How can a localised study truly reflect national trends? Also the duration of the study is questionable although the results are not surprising as any rational individual when asked if they wanted freedom to purchase land all over the country and set up a site using grants from the government financed by the taxpayer, would be hard to refuse!

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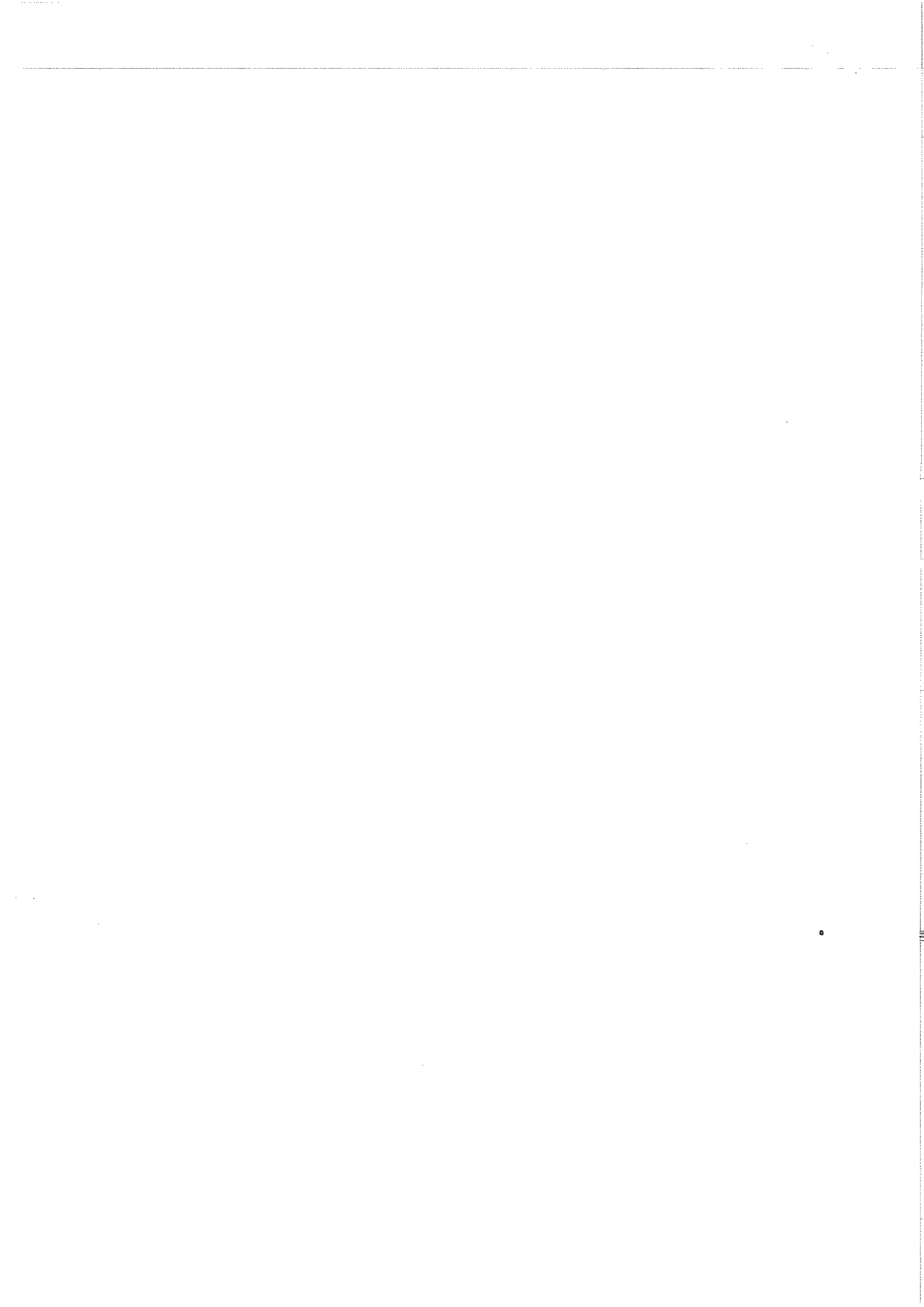
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Southdale
sheets.

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Female

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Live within 5 – 15 mins of Barford

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Age

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18 – 45

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Representative of a local organisation

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TRAVELLER & GIPSY SITES

For the avoidance of doubt, I am totally opposed to any sites within the Barford area

The detailed points raised are in no particular order but are all raised in relation to Barford sites

Management of the site:

It is unacceptable that our elected body (Warwick DC/CC) are going to wash their hands of any sites once they have been provided.

Their duty is not just their legal duty to identify sites but their duty to their council-taxpaying constituents.

They should be primarily concerned with maintaining the lifestyle, living standards and amenities of their existing constituents – see next point.

They must stay in control of any sites, wherever they end up in the district.

How else will numbers of caravans, numbers of people, numbers of children (apropos impact on the village school) be policed.

How will the council ensure that the various traveller groups (Gypsies; Irish travellers; New Age Travellers etc) do not fight each other for access and 'ownership' of the pitches?

Does the council seriously think that these groups will live on the same sites in harmony? The council have said they cannot impose a limit on the number of people on the site.

If sites are run by the Traveller community, what is to stop overcrowding and the inevitable 'human rights' argument that more pitches must be provided to keep families together

Amenity:

Those of us in Barford have moved in here largely due to the notion of village life and its close community.

We want to continue to be able to enjoy the considerable amenity of being able to walk around the village and enjoy the views across unspoilt farmland.

We do not want to be forced to look at numerous caravans and the associated detritus of scrap metal, tarmacking equipment and random trucks/vans/pickups. Over the years Barford has managed to accommodate considerable numbers of incomers. However these too are folks who want to be part of the village community and have been happy to integrate into village life, joining the various communities that are fundamental to village life.

By their very nature and culture, it is not possible for Travellers to integrate into village life and this will lead to separate communities and growing hostility.

Barford Nursery and School:

Considerable numbers of parents with children(or who are proposing to have children) have moved into or close to Barford precisely because our school has such a good and well –deserved reputation.

It is unreasonable to the point of unacceptable to force the school to take an indeterminate number of Traveller children into such a small and compact village school.

Choice of Sites:

The box-ticking exercise that has been undertaken which locates three potential sites within Barford are fundamentally flawed.

- The school is full and unable to take the probable input of unknown numbers of Traveller children.
- There are no doctors or surgeries or pharmacies available in Barford
- The post office is not able to provide benefit payments
- The access to the site off Westham Lane is from a major road (A429) which the County has defined as a major trunk route for heavy goods vehicles. There have already been one fatal and at least two serious accidents by locals leaving the existing village exits. Traveller vehicles (Caravans/Trucks/Pickups/SUVs) are large and slow to move off and there is considerable danger in locating a site where future major accidents are inevitable. Even with major expenditure on road re-routing and redesign, this problem will remain.
- The notion that Traveller children will be able to walk to school across a road on which vehicles are approaching at 60+ mph is madness. Or is the council planning to build a bridge at a cost of many tens of thousands of pounds?

Access to River Avon and associated fields: Villagers may not currently have the right to access the above, but 'rights to roam' are a growing theme and we aspire to be able to walk the banks of the Avon within the relatively near future. Locating a Traveller site here will give away our heritage and aspiration. Our representatives should not be doing this. As one person at the meeting in the School Hall said: "Don't we have rights too?"

Farmland: It doesn't take a genius to work out that the forecast increase in the population over the next few years will lead to an increase in the value and the strategic necessity of farmland (this is not a theory ; simply look at the increase in the price of farmland over the last five years.....

The way to integration: Several people have suggested that Traveller sites should be provided as part of the many major house-building projects likely to start in the next few years. The Traveller sites can be built from day one with appropriate facilities. The other families will be buying/renting in the full knowledge of the presence of Travellers. Any school/surgery/pharmacy/social support networks can be sized and provided for the whole of that new community. We were told that this has been successful elsewhere, and this solution seems to be the blindingly obvious solution.



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Attached is a copy of what I have sent to the District Council.

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Site Site
Site Site

SITES FOR GYPSIES AND TRAVELLERS

I lived for a number of years in Cambridgeshire, which has a very high number of Travellers (1% of the population), so I am used to living near Traveller sites. The councils put efforts into liaising, and much of this work is very productive and successful. But they also take action when appropriate.

Section 7.3 of your Local Plan document sets out criteria for the selection of sites and these seem entirely appropriate. If you apply the criteria, a number of the proposed sites would not be suitable. For example, site 20, which is the site nearest to me. There is no convenient access to a GP surgery or school. (The latter is critical if we want successful integration.) Access would not be safe and the site could spoil the view on the approach to Warwick. This is also Greenbelt Land (see below)*.

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If you apply the 7.3 criteria, a small number of sites will be suitable. The challenge is the additional criterion in 7.4 second bullet point ie 'promotes peaceful and integrated co-existence between the site and the local community', since some local communities are anxious about having the sites nearby. I believe that you should apply the 7.3 criteria and then consider which communities are most likely to assimilate a Traveller site more successfully, so that there is less danger of marginalisation and more of an opportunity for the Traveller community and non-Travellers to come across each other on a regular basis in their daily lives. Hackney and Newham have both recently established sites within the existing settled community and, so far, this is working well. However, these areas already have a more diverse population than the local area, which helps integration. Hence the need to take account of the characteristics of the nearest communities.

*However, if it is acceptable to identify the Greenbelt Land near Sherbourne, because the owner has offered it, then that disregards the reason for having Greenbelt. And if that can be done for this site, then the areas to the north of the district should also be considered. This would avoid all the sites being clustered in the south of the district.

Alternatively, integrating sites within the new housing developments is a very positive option, since integration from the beginning of a new community is likely to be more successful.

③

Local residents have clearly seen and heard about, and possibly experienced, the worst aspects of some Traveller sites. There are, of course, some successful settled traveller sites and these are generally the result of the Travellers' own behaviour and attitudes and effective approaches from the wider community.

So, whilst there are no guarantees that pro-active planning will ensure a Traveller site causes no problems, it is important that all the relevant local councils, agencies and institutions work together to ensure 'the best chance of success'. The key staff who are leading initiatives need to have a genuinely positive attitude and desire to make things work. Focussing on the young people will be critical, since they will form the future Traveller population. So we need planning for successful integration into local schools with traveller children feeling welcomed by staff and other children

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(racism from other children is a key cause for failure to attend), as well as youth work with teenagers. It is then easier to engage parents and in some areas there are examples of travellers becoming school governors and volunteers.

Some might say that there should be no extra cost or effort, but it would be worth it if successful.

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Westham House is outside the village envelope so there is no development along Westham Lane WHATSOEVER according to WDC planning department when we were trying for planning permission to make Westham house into 8 apartments about 3 years ago. This involved moving a few internal walls and nothing was visible outside. It seems that there is a double standard as G and T sites are perfectly acceptable (as far as WDC planners go). Indeed I spoke to David Barber at the exhibition in Morrison's and he agreed. We have changed the use of Westham House to 4 x 2 bedroom apartments for sale/rental, involving a considerable investment and using local builders etc. and were proposing to make a further investment in 4 more luxury apartments later this year. We have been forced to put this on hold until the G and T sites have been decided. Even the threat of this has blighted a pending sale and made even renting the flats much more difficult. We provide employment and accommodation for people working locally so if the site down Westham Lane goes ahead we fear for our livelihood. As a small business struggling in these difficult economic times it seems that "playing the game" and following the rules just does not pay. The cost of the CPO on Tim Morgan's land, new infra-structure (unknown ownership, widening of Westham Lane and unsafe access onto and from the bypass), supply of services and the total disregard for good grade agricultural land, unspoilt countryside and views make this "undeliverable".

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1. Westham Lane is an unadopted single track lane. It would need to be widened with loss of hedgerows and more loss of good grade agricultural land.
2. Access from Westham Lane onto the bypass is dangerous with busy fast, moving traffic (60mph). Pedestrians would have to cross over this road in order to gain access to the village.
3. There are no public storm/ sewage or gas services this side of the bypass. There is no GP in the village.
4. It took us 2 years to gain planning permission to move internal walls only because we are outside the envelope of the village for development. This is WDC double standards at their best, as now they are looking to put permanent G and T sites on the field right next to us.
5. Putting G and T sites in the field next to Westham House which contains apartments for sale and rent will undoubtedly cause noise and disturbance and would create an "eyesore" on the unspoilt landscape. Our business of sales and mostly rentals of apartments would be decimated. We are feeling the effects right now and if the sites become reality we fear the worst for our business. We employ some local tradesmen and people which we would no longer need.
6. WDC have disregarded their own Rural area policies new housing, new employment, safeguarding rural roads and camping and caravan sites. Putting in G and T sites would be a contradiction to their policies.
7. WDC should use existing brown field sites within the Warwickshire area for G and T's and not keep\$ them for redevelopment to make money.
8. WDC should think of integrating the G and T sites in with the proposed new housing developments in Kenilworth, Warwick and Leamington. This would give the G and T's the community and amenities they require such as schools, doctors surgeries, buses and shops. The residents of that new community would be fully aware of the sites when they purchased,not have the sites forced on them after 20 years living in a quiet, peaceful rural community.

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① ③

W.D.C. CONSULTATION ON NEW LOCAL PLAN - SITES FOR GYPSIES & TRAVELLERS

RE: B.R.A.'S REPRESENTATIONS TO W.D.C.'S REVISED DEVELOPMENT STRATEGY, SITES 5, 6, 9, 10, 12, 15, 16, 17, 18, 20.

I CANNOT ADD TO B.R.A.'S SUCCINCT REPRESENTATIONS, AND WISH TO REGISTER MY TOTAL SUPPORT OF WHAT CAN ONLY BE ACKNOWLEDGED AS RATIONAL AND COMMON SENSE OBJECTIONS TO THE PROPOSALS.

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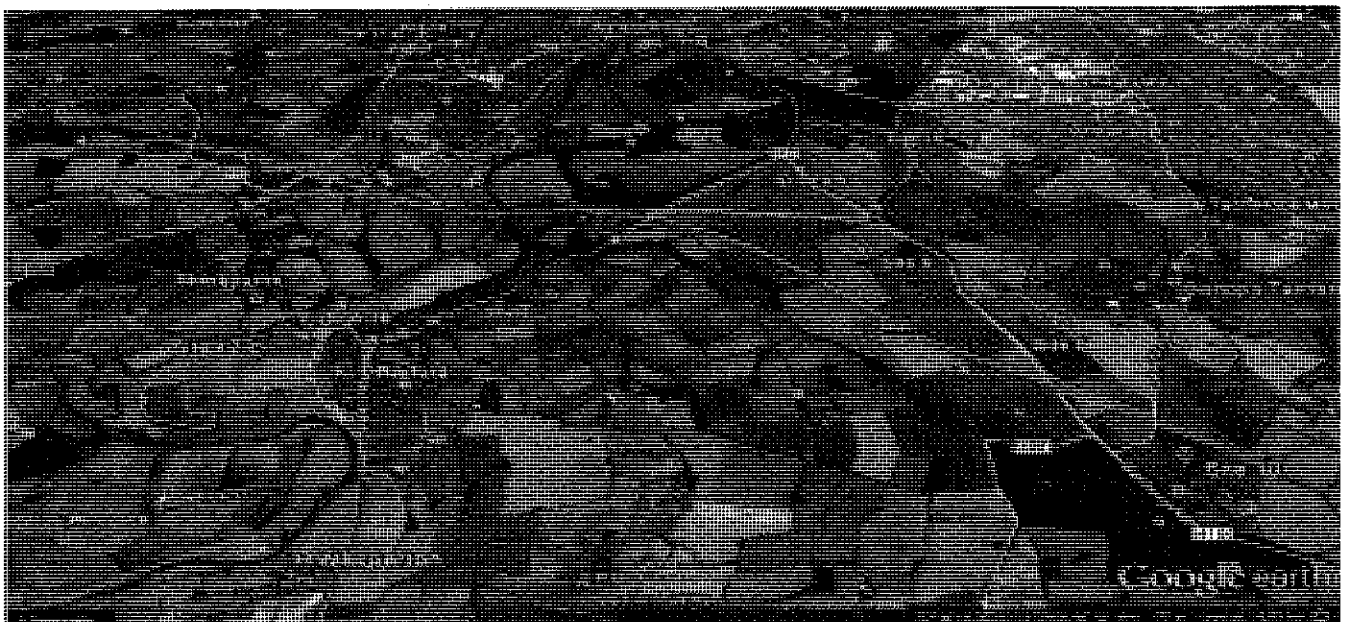
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N/A

Will these be permanent residences for the "Travellers" to remain in permanently? (or will different "Travellers" come and go as they please)

How will the "Travellers" access the sites

What facilities will be provided for the "Travellers" on the sites

How many "Plots" will there be?

Will the "Travellers" have any enforceable requirement to keep the site in an aesthetically & ecologically acceptable condition.

Will the Policing of the area increase once the "Travellers" arrive

Will there be any official liaison group / communication route with residence, Council, Police and "Travellers"

Who will pay for increased insurance premiums once the "Traveller" arrive

Who will pay for the decrease in property values once the "Travellers" arrive

Will our Council Tax reduce once the "Travellers" arrive



Representations to WDC's Consultation Programme on the Revised Development Strategy for both the Local Plan and the Sites for Gypsies and Travellers

- Site 16 – is actually the flood compensation area from the Barford bypass build and contains a permanent central pond and is unsuitable for any form of development
- Sites 12 and 16 – sit within (part) and otherwise immediately adjacent to areas identified by the Environment Agency as having significant flood risk.
- Sites 12 and 16 – a number of residents have reported the existence of water voles in and immediately adjacent to these sites. Water voles are, of course, now a legally protected species.
- Sites 12 and 16 – there is inadequate pedestrian crossing facilities for safe access into the village.
- Sites 6 and 9 – These sites are situated on historic landfills which though closed may still have the potential to release greenhouse gases and are unsuitable for any form of permanent habitation and occupation.
- Sites 10 and 20 - These sites are situated adjacent to historic landfills which though closed may still have the potential to release greenhouse gases and are unsuitable for any form of permanent habitation and occupation.
- Sites 6 and 9 – sit immediately approximate to the Asps which Warwick District Council decided, after further research regarding the landscape and transport impact of development, that site should remain open due its value as a backdrop to the historic Warwick Castle Park. The Revised Development Strategy, therefore, excludes the Asps and should also exclude the adjoining sites 6 and 9 for the same reasons.
- Sites 6 and 9 – there have been a number of reported wild deer sightings on this land and there is a population of deer that roam freely across the Castle grounds on to these 2 sites and beyond.
- Sites 12 and 16 – vehicular access to these sites is from the A429 trunk road which was constructed as a bypass to Barford. It is a 60 mph speed limit road and there have been a significant number of accidents on it since its opening, including a fatality. The existing access into the sites is entirely inadequate.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – vehicular access to these sites is from an already heavily utilised road network. Access and egress to and from these sites to the highways network would not be safe.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – the sites are not sustainable in terms of multi modal accessibility. None of the sites offer the ability to access local community facilities (schools, doctors surgeries etc) on foot or on bike via pedestrian footpaths or cycle routes, or by bus. The only means of accessibility is by car which would place further pressure on the local highway network infrastructure and is unsustainable.
- Sites 5, 6, 9, 12, 16 and 20 – development would lead to an unacceptable loss of farmland and rural employment, rendering the isolated sites (eg site 12) totally unviable.

- Sites 5, 6, 9, 10, 12 and 16 – development would have a material negative impact on the capacity of Barford St. Peter's School, especially given the village's status as a "Secondary Service Village" and it's likely requirement to provide 70-90 new dwellings during the Plan period.
- Sites 5, 6, 9, 12, 16 and 20 – WDC have disregarded their own Rural Area Policies, especially RAPs 1 (New Housing), 6 (New Employment), 10 (Safeguarding Rural Roads) and 15 (Camping and caravan Sites). In all respects the sites fail to meet the policy criteria to allow any form of development.
- Sites 5, 6, 9, 12, 16 and 20 – the development of all of these sites could not take place without a material adverse effect on the landscape and could not be integrated without harming the visual amenity of the sites.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – are not locations which allow peaceful and integrated co-existence with the local community.
- Availability – only 3 of the sites listed are available, namely sites 15, 17 and 18. By definition the remaining sites are not deliverable.
- WDC should have identified brownfield sites within the existing urban areas of Kenilworth, Warwick and Leamington for Gypsies and Travellers. These sites would be more suitable and sustainable, and would enable better integration in to the local community. Despite such sites existing, they are all being proposed for redevelopment for more valuable uses.
- WDC should be requiring Gypsy and Traveller sites are delivered within the proposed major new housing developments in Kenilworth, Warwick and Leamington. This would ensure that the sites could be properly designed in a sustainable fashion and be fully integrated into a local community which will provide facilities such as a school, a doctors surgery and shops which are accessible on foot, on bike, by bus and by car.
- Ecology and Environment – all of the sites have some ecological value and environmental issues which does not appear to have been assessed.
- WDC should revisit its Greenbelt Policy and release sites to the north of Warwick and Leamington which would reduce the pressure to allocate land for all forms of development during the new Local Plan period to the south of the District.
- WDC should consider allocating an area of land to the south of Warwick and Leamington including The Asps and Sites 5, 6, 9, 10 as Greenbelt to provide a 'buffer' to the proposed developments to the south of Warwick and Leamington and/or to extend the proposed Bishops Tachbrook Country Park as far as the Banbury Road near to Warwick Castle Park. This would ensure the villages in the south of the District retain their identity and are not 'swallowed up' by Warwick and Leamington over time.

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for my representations.

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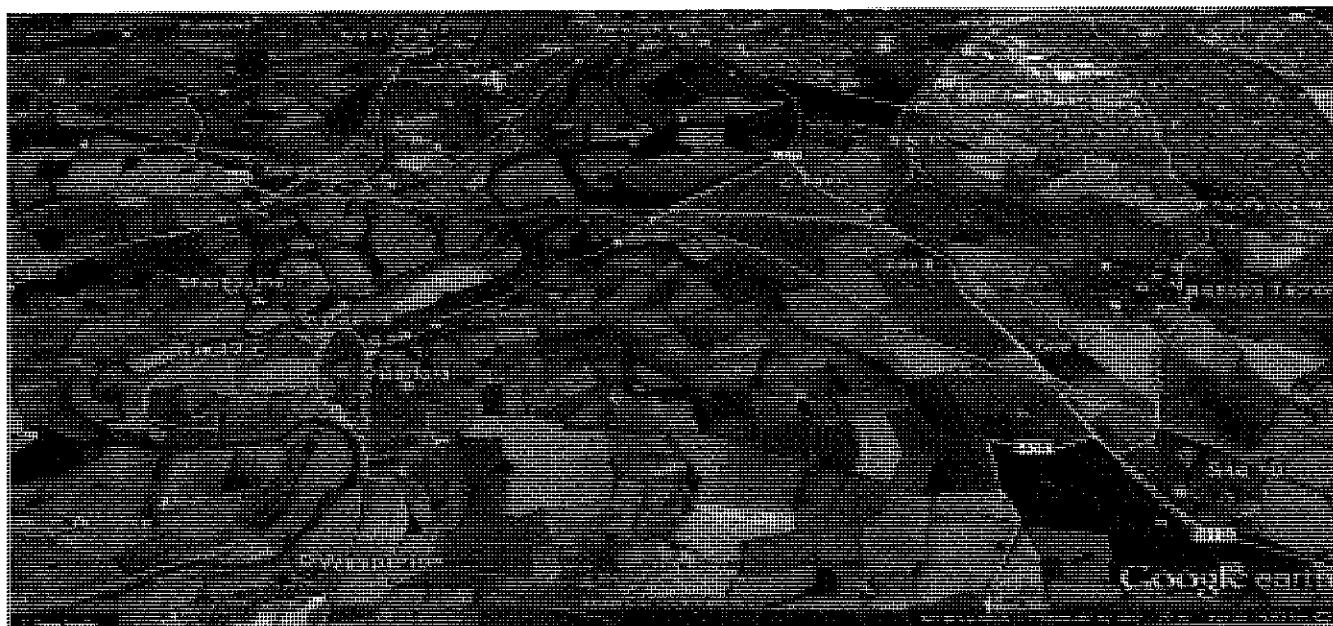
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SITES NOT SUITABLE DUE TO SIZE. LOCATION ROAD ACCESS
VILLAGE INFRASTRUCTURE CANNOT COPE - DRAINS & SCHOOLS
ANTI SOCIAL BEHAVIOURAL PROBLEMS - NOISE DRINK RUBBISH
ANIMALS SANITATION THEFT LACK OF RESPECT FOR VILLAGE
VALUES

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In its present form, this plan is superficial, lacking in substance and supporting evidence. It appears to be unsupported by any successful example, viable financial plan or by any form of environmental impact study. It addresses none of the obvious issues and considerations that such a policy is likely provoke and appears not to enjoy the degree of reflective depth and deliberation as merited by such a potentially contentious scheme. As such, in its current form, it lacks the required breadth of vision, detail and gravitas demanded of such an important and potentially environmentally explosive policy.

Fundamentally, it does not successfully make an argument for the necessity of any traveller and gypsy sites in this area. The case is not made for either the need or the number of sites envisaged. Previous and very recent surveys have identified no need for sites locally and there is no evidence presented to support the sudden and new requirement for 25 pitches in the next 5 years. Geographically, the current preferred sites appear to have been selected with little thought or logic; rather on the fact that they needed to be 'shoe-horned' into the area of council jurisdiction that is not designated green belt, with little thought as to their potential impact on the environment, community, and infrastructure.

There is much about the 'duty' incumbent on the council and, by implication, the community at large, to provide for and integrate with the gypsy and traveller communities. There is no mention of a reciprocal requirement or undertaking on their part. The plan contains no mention of how that peaceful and integrated co-existence is to be ensured. Have any meaningful studies taken place to assess the impact on local facilities and infrastructure? Is there proven and substantiated sufficient local spare capacity to meet the educational, medical, welfare, transport and routine daily needs of this nomadic community without adverse and sustained impact on the local residents? Until such capacity exists or is created, the fundamental elements required of such a scheme do not exist.

A number of recent 'bad press' stories do not engender confidence in the success of such schemes. What steps are in place to ensure that on-site residents be held accountable in the same manner as the local community? Will all occupants be required to contribute financially (council tax, utility bills) to the facilities they enjoy? How will local and national legal requirements be ensured and enforced? What safeguards are envisaged against abuse of the facilities provided? How would any illegal development, expansion, over occupation, damage, lack of routine maintenance and any anti-social behaviour be addressed and prevented? How will the sites be managed, controlled and policed? Would any breaches of the peace, anti-social behaviour and illegal activities be dealt with the full weight of the law? Or, will we discover that, as appears to happen in the almost all cases involving the traveller community on the wrong side of the law, the council and police will be 'powerless to act' and that no action would be taken whilst a long, tortuous and expensive (and often, useless) legal process is launched?

In summary, this present scheme is cavalier in the extreme. Its necessity is not proven and it lacks the required depth of planning and in-place measures to ensure that the over-arching aims of the NPPF are met without a considerable and negative impact on the character and community in this part of the county. It has the potential to blight this part of the council area for the foreseeable future and to bear negatively on those people living in it. The current plan is fatally flawed. Proceeding with it regardless of legitimate opposition and issues raised would be criminal.

The current premise is flawed and, until a proven, reasoned and measured plan is prepared that answers legitimate concerns and addresses the considerable issues involved, the council should take no further arbitrary, slavish and blinkered steps towards compliance.

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Representations to WDC's Consultation Programme on the Revised Development Strategy for both the Local Plan and the Sites for Gypsies and Travellers

- Site 16 – is actually the flood compensation area from the Barford bypass build and contains a permanent central pond and is unsuitable for any form of development
- Sites 12 and 16 – sit within (part) and otherwise immediately adjacent to areas identified by the Environment Agency as having significant flood risk.
- Sites 12 and 16 – a number of residents have reported the existence of water voles in and immediately adjacent to these sites. Water voles are, of course, now a legally protected species.
- Sites 12 and 16 – there is inadequate pedestrian crossing facilities for safe access into the village.
- Sites 6 and 9 – These sites are situated on historic landfills which though closed may still have the potential to release greenhouse gases and are unsuitable for any form of permanent habitation and occupation.
- Sites 10 and 20 - These sites are situated adjacent to historic landfills which though closed may still have the potential to release greenhouse gases are unsuitable for any form of permanent habitation and occupation.
- Sites 6 and 9 – sit immediately approximate to the Asps which Warwick District Council decided, after further research regarding the landscape and transport impact of development, that site should remain open due its value as a backdrop to the historic Warwick Castle Park. The Revised Development Strategy, therefore, excludes the Asps and should also exclude the adjoining sites 6 and 9 for the same reasons.
- Sites 6 and 9 – there have been a number of reported wild deer sightings on this land and there is a population of deer that roam freely across the Castle grounds on to these 2 sites and beyond.
- Sites 12 and 16 – vehicular access to these sites is from the A429 trunk road which was constructed as a bypass to Barford. It is a 60 mph speed limit road and there have been a significant number of accidents on it since its opening, including a fatality. The existing access into the sites is entirely inadequate.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – vehicular access to these sites is from an already heavily utilised road network. Access and egress to and from these sites to the highways network would not be safe.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – the sites are not sustainable in terms of multi modal accessibility. None of the sites offer the ability to access local community facilities (schools, doctors surgeries etc) on foot or on bike via pedestrian footpaths or cycle routes, or by bus. The only means of accessibility is by car which would place further pressure on the local highway network infrastructure and is unsustainable.
- Sites 5, 6, 9, 12, 16 and 20 – development would lead to an unacceptable loss of farmland and rural employment, rendering the isolated sites (eg site 12) totally unviable.

- Sites 5, 6, 9, 10, 12 and 16 – development would have a material negative impact on the capacity of Barford St. Peter's School, especially given the village's status as a "Secondary Service Village" and it's likely requirement to provide 70-90 new dwellings during the Plan period.
- Sites 5, 6, 9, 12, 16 and 20 – WDC have disregarded their own Rural Area Policies, especially RAPs 1 (New Housing), 6 (New Employment), 10 (Safeguarding Rural Roads) and 15 (Camping and caravan Sites). In all respects the sites fail to meet the policy criteria to allow any form of development.
- Sites 5, 6, 9, 12, 16 and 20 – the development of all of these sites could not take place without a material adverse effect on the landscape and could not be integrated without harming the visual amenity of the sites.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – are not locations which allow peaceful and integrated co-existence with the local community.
- Availability – only 3 of the sites listed are available, namely sites 15, 17 and 18. By definition the remaining sites are not deliverable.
- WDC should have identified brownfield sites within the existing urban areas of Kenilworth, Warwick and Leamington for Gypsies and Travellers. These sites would be more suitable and sustainable, and would enable better integration in to the local community. Despite such sites existing, they are all being proposed for redevelopment for more valuable uses.
- WDC should be requiring Gypsy and Traveller sites are delivered within the proposed major new housing developments in Kenilworth, Warwick and Leamington. This would ensure that the sites could be properly designed in a sustainable fashion and be fully integrated into a local community which will provide facilities such as a school, a doctors surgery and shops which are accessible on foot, on bike, by bus and by car.
- Ecology and Environment – all of the sites have some ecological value and environmental issues which does not appear to have been assessed.
- WDC should revisit its Greenbelt Policy and release sites to the north of Warwick and Leamington which would reduce the pressure to allocate land for all forms of development during the new Local Plan period to the south of the District.
- WDC should consider allocating an area of land to the south of Warwick and Leamington including The Asps and Sites 5, 6, 9, 10 as Greenbelt to provide a 'buffer' to the proposed developments to the south of Warwick and Leamington and/or to extend the proposed Bishops Tachbrook Country Park as far as the Banbury Road near to Warwick Castle Park. This would ensure the villages in the south of the District retain their identity and are not 'swallowed up' by Warwick and Leamington over time.

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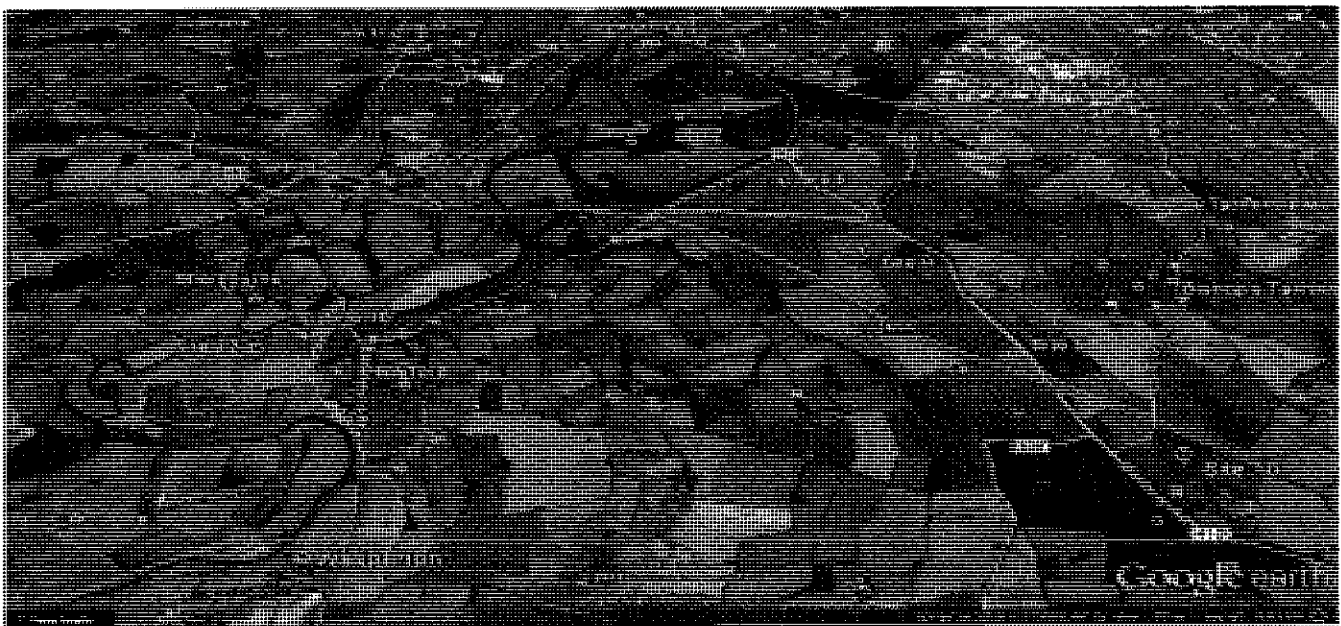
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② ① ⑩ ⑥ ⑦ ⑫

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THE DEVELOPMENT OF THE SITES IN QUESTION
IS NOT APPROPRIATE FOR THE REASONS
ATTACHED.

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Comments to BRA regarding the Gypsy and Traveller Community Consultation

- Sites 12 and 16 – are at significant risk of flooding.
- Sites 12 and 16 – it is not safe to cross the A429 and access the village on foot.
- Sites 6, 9, 10 and 20 – are ex landfill sites are not suitable for development and / or occupation
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – car access into and out of these sites is onto A roads is not safe
- Sites 5, 6, 9, 12, 16 and 20 – development of these sites would result in losing important and valuable farmland
- Sites 5, 6, 9, 10, 12 and 16 – Barford ST Peter's School does not have the capacity to accommodate the additional children that would need a school place
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – the sites are not for sale and not available for development
- Why are the G&T sites not being included in the proposed residential developments in Kenilworth or Warwick and Leamington?

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17

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①

We are totally against the development of Gypsy camps in the area of Barford, for the following reasons.

It is a village of natural beauty, with fine and very diverse architecture. By placing mobile homes or caravans in the area would completely destroy what has been constructed over many hundreds of years through the flow lines of the architecture. Caravans amongst brick built houses would not blend in. These sites would not blend in, which is one of the criteria. ⑫

The outline plots for the gypsy camps are in sight of the river Avon, in a very sought after area, which would command very high land prices. By placing caravans in this area makes a mockery of the planning process and the use of very desirable land. These vans could not be integrated into the landscape without harming the character of the area. Another criteria point.

Gypsy's do not integrate into local communities, and do not contribute anything to the community spirit. They are, by definition loaners and do not wish to integrate into communities.

When there are gypsy fairs in towns or villages, the police presence is increased and public houses close for the time they are in the area.

Site 16 and site 12 are on the outskirts of the village of Barford, which does not have a doctor's surgery, poor transport links and very little work availability. The criteria for a site is that these are available. ⑤ ⑦

The Avon does flood, so careful placing of any site would be needed, therefore these sites would be in danger unless very expensive measures are taken. Again the criteria states that there should not be near / on a flood plane. ⑥

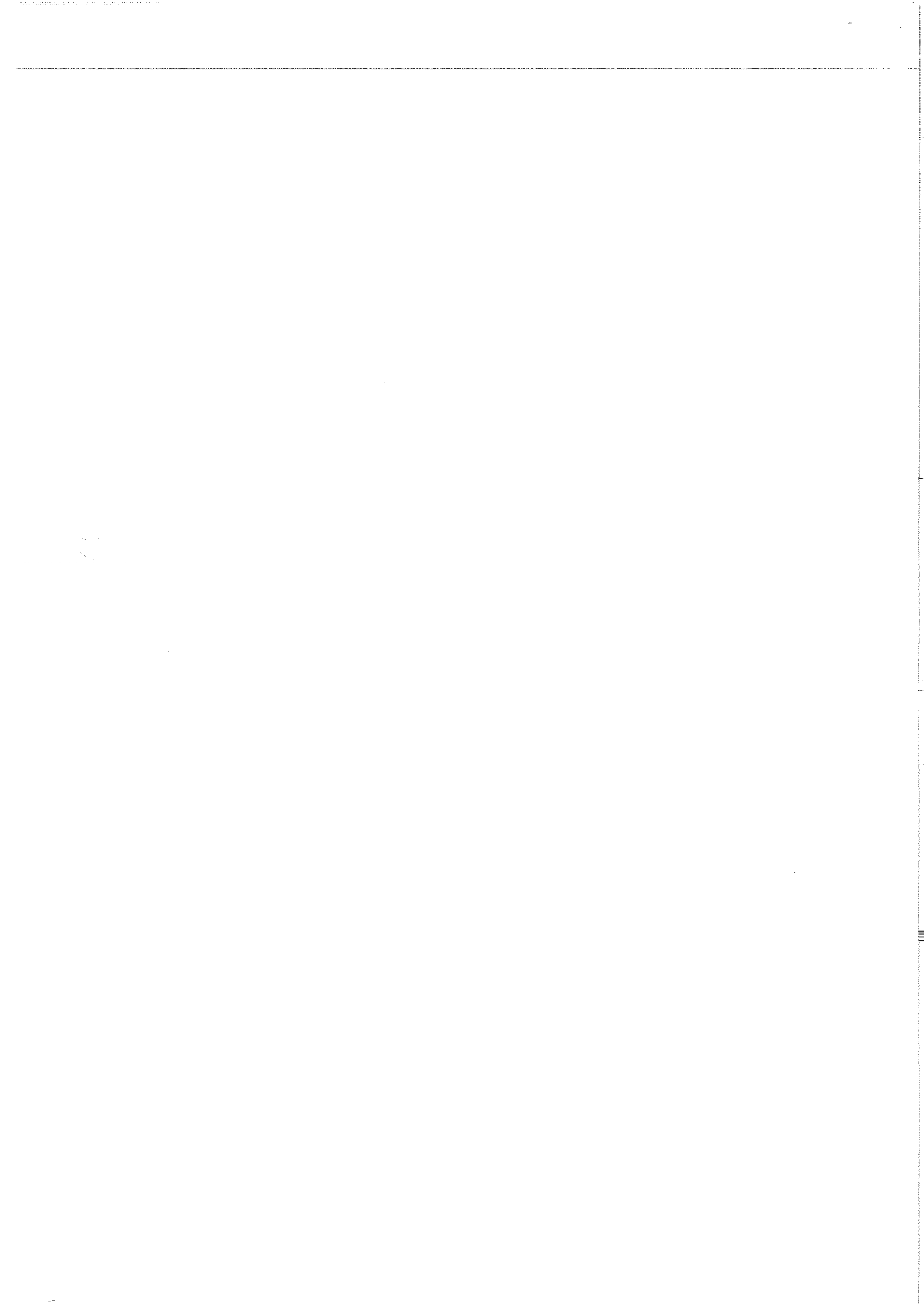
The criteria states that utilities could be easily accessible. Major infrastructure would be needed in order to service these sites. ⑨

The criteria states that the sites should have safe access to the road network. The access from the proposed sites 16 and 12 is highly dangerous, as the road to the site would go straight onto a very fast moving by-pass, where the speed limit is 50mph, and there is no reason for any vehicle not to travel at any speed less than the limit. Extra car access would add danger to this road, and there is no provision for pedestrians, unless major engineering works are undertaken.

A criteria point states that the site should not be in areas where there is the potential for noise and other disturbance. The proposed sites are adjacent to a fast road. ⑩ ⑧

A criteria point states that the occupants of gypsy sites have traditional lifestyles, therefore omitting travel to work journeys. Many of us would be interested to know what this is, and how it contributes to the sustainability of the sites. ⑫

The local school is highly successful and full. The introduction of an unknown number of extra pupils would place enormous strain on the planning process of the school.



①

My personal experience with the travelling gypsy community has always been of a negative nature. Although I feel its unfair to categorise, I am yet to experience a positive meeting.

If the travelling gypsy community were to move nearby I would be fearful of my ~~possessions~~ possessions and general safety of myself and my children. How could public safety be ensured to the local residents? It would leave me no option but to sell my house and move away.

I feel the main problem between permanent residents and the travelling gypsy community is a major culture clash, and think its unfair to force permanent paying residents to feel nervous about leaving their houses unattended or even having to face confrontation with these unpredictable people.

Therefore I object

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Please see attached Document

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Site 20-

This site is unsuitable to support a travelling gypsy community for many reasons-

1. This site falls within the Barford primary school catchment area. Barford school is already FULL with pupils from the local permanent residency. Adding the travelling gypsy community to this area will result in the school being over subscribed and over crowded with pupils. Most children in the travelling gypsy community are not well educated and consistently under perform at school bringing down the quality of education at the school. This is confirmed by the statistics published by Warwick District Council regarding the average GCSE results for pupils from the travelling community being at 7% compared to the national average of 45%. If the travelling gypsy site were to be developed it would cause a lot of local permanent residence to source education for their children elsewhere to ensure that their children retain the best education. Barford school would then lose its high quality educational standards.
2. The A46 bypass at Sherbourne to J15 M40 was done for two reasons the first to help traffic flow. The second was to help prevent Sherbourne village from flooding with the water that runs off the A46. This was done by redirecting the water to parts of the suggested site. This will lead to inadequate living conditions and potentially dangerous situations.
3. Site access off the B4465 will lead to increased large vehicle traffic onto a twisty and narrow B road potentially causing more crashes.
4. This site is used regularly by local people to walk and exercise. By converting this into a travelling gypsy community it will prevent other people using the land.
5. The impact on the equity of the local permanent residency will be catastrophic. By introducing the travelling gypsy community it will drastically reduce the appeal of the villages of Sherbourne and Barford which will impact the house prices. This is then likely to leave many people including myself with properties that have mortgages that are then greater than the property value. This will then leave local permanent residency with financial problems and a bitterness towards the travelling gypsy community.
6. There is a lack of local police to patrol the area given the increase in residency if the travelling gypsy community were to be at this site.
7. Most local residency including myself would hate to see the travelling gypsy community in the area of Sherbourne and Barford as many local residency have worked incredibly hard to create a pleasant and peaceful permanent community. By introducing the travelling gypsy community it will bring the area down and leave many local residence including myself disgusted. I have to work hard and pay council tax and pay my mortgage to live in this pleasant area yet the travelling gypsy community will be given it at no cost with all facilities free. I see this as an insult to the permanent residents of Sherbourne and Barford.

Site 12-

This site is unsuitable to support a travelling gypsy community for many reasons-

1. This site falls within the Barford primary school catchment area. Barford school is already FULL with pupils from the local permanent residency. Adding the travelling gypsy community to this area will result in the school being over subscribed and over crowded with pupils. Most children in the travelling gypsy community are not well educated and consistently under perform at school bringing down the quality of education at the school. This is confirmed by the statistics published by Warwick District Council regarding the average GCSE results for pupils from the travelling community being at 7% compared to the national average of 45%. If the travelling gypsy site were to be developed it would cause a lot of local permanent residence to source education for their children elsewhere to ensure that their children retain the best education. Barford school would then lose its high quality educational standards.
2. The access to the site from the A429 will lead to accidents. The A429 at the position of the site is a 60MPH road, there have already been fatal crashes along this stretch of the A429 due to junctions on a fast section of road. Local permanent residency already have concerns over the safety of the bypass around Barford by introducing a travelling gypsy community with access off the A429 it will lead to increased large vehicle traffic entering and exiting onto a dangerous stretch of road leading to increased crashes.
3. The impact on the equity of the local permanent residency will be catastrophic. By introducing the travelling gypsy community it will drastically reduce the appeal of the villages of Sherbourne and Barford which will impact the house prices. This is then likely to leave many people including myself with properties that have mortgages that are then greater than the property value. This will then leave local permanent residency with financial problems and a bitterness towards the travelling gypsy community.
4. There is a lack of local police to patrol the area given the increase in residency if the travelling gypsy community were to be at this site.
5. Most local residency including myself would hate to see the travelling gypsy community in the area of Sherbourne and Barford as many local residency have worked incredibly hard to create a pleasant and peaceful permanent community. By introducing the travelling gypsy community it will bring the area down and leave many local residence including myself disgusted. I have to work hard and pay council tax and pay my mortgage to live in this pleasant area yet the travelling gypsy community will be given it at no cost with all facilities free. I see this as an insult to the permanent residents of Sherbourne and Barford.

Site 16-

This site is unsuitable to support a travelling gypsy community for many reasons-

1. This site falls within the Barford primary school catchment area. Barford school is already FULL with pupils from the local permanent residency. Adding the travelling gypsy community site to this area will result in the school being over subscribed and over crowded with pupils. Most children in the travelling gypsy community are not well educated and consistently under perform at school bringing down the quality of education at the school. This is confirmed by the statistics published by Warwick District Council regarding the average GCSE results for pupils from the travelling community being at 7% compared to the national average of 45%. If the travelling gypsy site were to be developed it would cause a lot of local permanent residence to source education for their children elsewhere to ensure that their children retain the best education. Barford school would then lose its high quality educational standards.
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3. This land is flood land for the river Avon and it is flooded every year. To make this a travelling gypsy community site will be dangerous.
4. The impact on the equity of the local permanent residency will be catastrophic. By introducing the travelling gypsy community it will drastically reduce the appeal of the villages of Sherbourne and Barford which will impact the house prices. This is then likely to leave many people including myself with properties that have mortgages that are then greater than the property value. This will then leave local permanent residency with financial problems and a bitterness towards the travelling gypsy community.
5. There is a lack of local police to patrol the area given the increase in residency if the travelling gypsy community were to be at this site.
6. Most local residency including myself would hate to see the travelling gypsy community in the area of Sherbourne and Barford as many local residency have worked incredibly hard to create a pleasant and peaceful permanent community. By introducing the travelling gypsy community it will bring the area down and leave many local residence including myself disgusted. I have to work hard and pay council tax and pay my mortgage to live in this pleasant area yet the travelling gypsy community will be given it at no cost with all facilities free. I see this as an insult to the permanent residents of Sherbourne and Barford.

Site 9-

This site is unsuitable to support a travelling gypsy community for many reasons-

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3. There is a lack of local police to patrol the area given the increase in residency if the travelling gypsy community were to be at this site.
4. Most local residency including myself would hate to see the travelling gypsy community in the area of Sherbourne and Barford as many local residency have worked incredibly hard to create a pleasant and peaceful permanent community. By introducing the travelling gypsy community it will bring the area down and leave many local residence including myself disgusted. I have to work hard and pay council tax and pay my mortgage to live in this pleasant area yet the travelling gypsy community will be given it at no cost with all facilities free. I see this as an insult to the permanent residents of Sherbourne and Barford.

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A study for the Council was undertaken by Salford University and identified a requirement for 31 permanent pitches to be provided in the District over a 15 year period, of which 25 should be provided within the first 5 years. In addition there is a need for a 12 pitch transit site.

Using a series of criteria, the Council have identified 20 sites and/or areas of search, which are shown on the map below.

11 sites and/or areas of search are within 3 miles of Barford.

We would like to know what you think about these proposals. The consultation document, which sets out the criteria and the site boundaries, can be viewed on the Council's website www.warwickdc.gov.uk. Paper copies will also be available at Barford St Peter's School Fete on Saturday, 6th July 2013.

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Gender

Male

~~Female~~

~~Prefer not to say~~

Location

Live in Barford

~~Live within 5 mins drive of Barford~~

~~Live within 5 – 15 mins of Barford~~

~~Live more than 15 mins drive from Barford~~

~~Prefer not to say~~

Age

Under 18

18 – 45

45 – 65

Over 65

Are you responding as a:

Local resident

Local Business

Local Councillor

Representative of a local organisation

Please do not provide additional personal information.

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- *Very few of the proposed sites are suitable for G&T accommodation – even less desirable.*
- *The GT12 and GT16 confusion is inexcusable and unacceptable – they get “crossed-over” in the SA!*
- *G&T sites should NOT be considered any differently to any built development sites – indeed there are significant reasons to believe that the criteria applied should be stricter – eg caravans are at greater risk in flooding situations.*
- *Many of the proposed sites would never currently be considered for built development – evidenced by their not appearing in the main NLP proposals.*
- *This brings us to a major principle – G&T sites should be considered along with AND WITHIN the NLP*
- *G&T sites should be included within new development areas – such as the massive swathes proposed south of Warwick and Leamington – where they can be properly designed, provided at an early stage and fully integrated with their surroundings rather than parachuted into a settled community. This would make planning sense, would be acceptable to the major developers – they agree! – and most importantly would actually be best for the G&T community*
- *The consultation carried out by Salford University to measure Permanent G&T site needs is not remotely convincing. Their sampled population may well not be representative of actual need and would appear to be simply ticking a consultation tick-box. There are empty sites to the north of the district.*
- *The Sustainability Appraisal has clearly been dumbed down by its traffic light scoring system rather than the more conventional numeric scoring. The fact that on certain criteria some sites score wildly different extremes but are not averaged is bizarre! The fact that GT16 is scored as it is must cast the final doubt on this whole consultation – by objective assessment of the Sustainability Appraisal results for that site it would appear to rank in the top THREE despite being a flood compensation area!*
- *Once again the Greenbelt issue is providing problems and requiring a district wide requirement to be shoe-horned into the small area south of Warwick/Leamington. Again this requires a more realistic and imaginative approach to how WDC deals with Greenbelt policies.*



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1 I would prefer not to have a GT site too near the village – certainly not two; particularly if the village is on the route between. Village services are stretched already.

2 Good that Barford housing is now in the lower category. BUT these numbers should be a maximum build within the village over the period. Primarily because of limited village services, and ability of a community to absorb additional resident numbers

3 County Highways should do a thorough forecast of all changes that will cause additional traffic through the village particularly at commuting times. CH do not seem to take account of 'unintended consequences'. Changes that have affected Church St/High St have been the growth of Warwick Technology Park and semi-pedestrianising Warwick town centre. Drivers now come from north of Warwick (eg Kenilworth) as well as from the south and use Barford as a bypass to get to south Leamington and Warwick. Improving the junction of the A425 and the A4100 will only encourage more drivers to use this route. There should be an exit from the southbound M40 alongside the 'Banbury Spur' exit to join the A425 in a **EASTBOUND ONLY** direction.

4 Extending the number of houses beside the A4100 by such an enormous amount will make this many times worse and is not convenient for places of employment. This will mean that there will be another significant increase in commuter traffic. Large house building areas should be built nearer and with easy access to employment centres eg Coventry.

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Live within 5 – 15 mins of Barford

Live more than 15 mins drive from Barford

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18 – 45

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Gipsy's Tramps and Thieves – did Cher know the truth about travellers?

I totally disagree with the proposals for so called traveller's community within the 2013 plan.

From the Councils own information:-

"There are four sites in total, currently run by local authorities in Warwickshire. There are also many private sites within the county. "

12

These sites are sufficient to serve the current and future needs of the official traveller community identified as being within the Warwickshire area.

Thus there is no need for further sites for true travellers and all current legal requirements are being met.

Identifying more sites is not therefore necessary but purely a political plan

True travellers as their name implies - travel, and they do. The problems with the current population of false travellers is that they do not want to travel but create their own fixed communities on green belt land and do it by law breaking, intimidation and all methods necessary including force and blackmail.

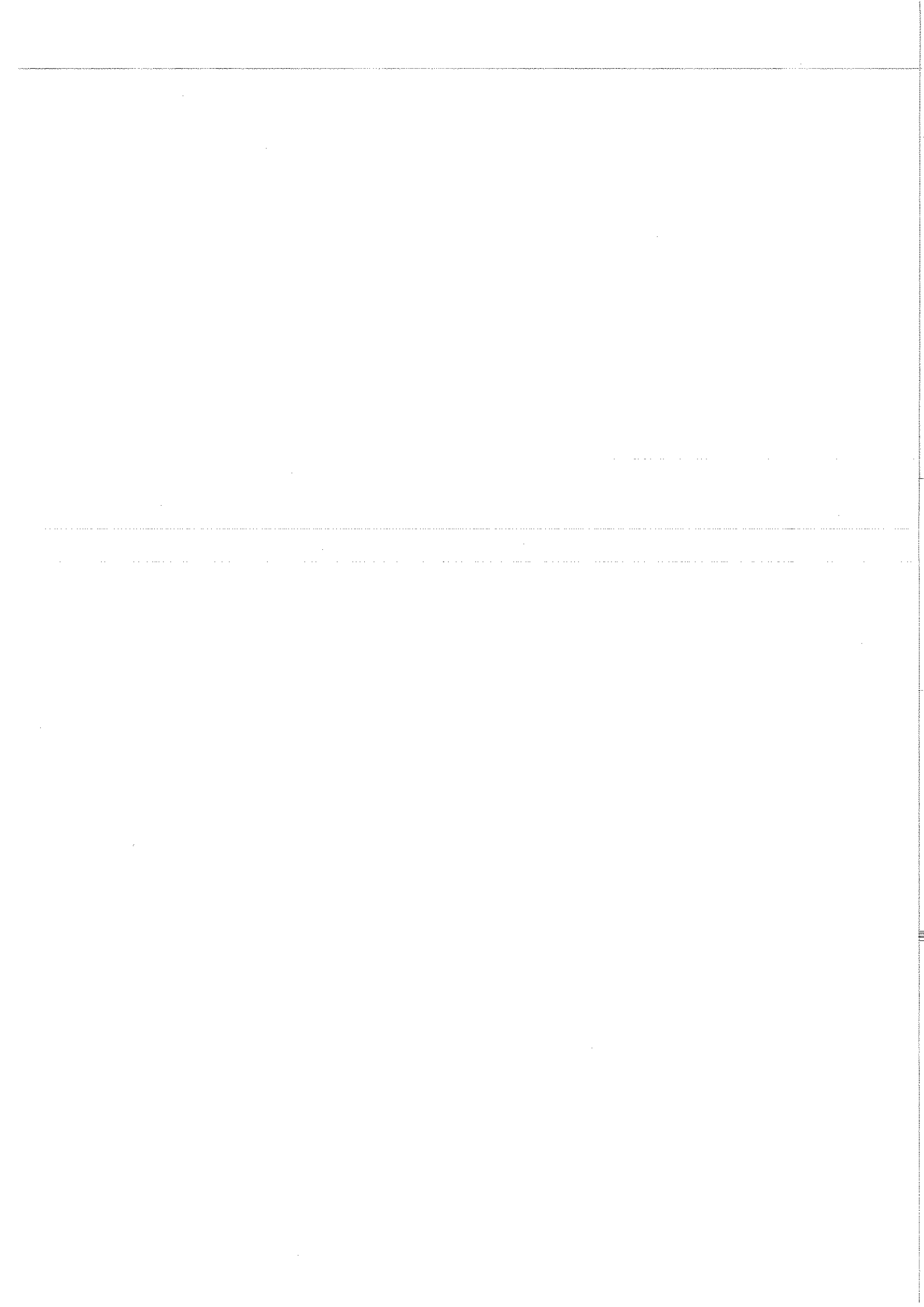
The law breakers should have already lost the right to be in any plan, but now the council have become complicit in their crimes and seem to be far worst than the original perpetrators.

The new sites that are being planned are for the group of travellers evicted from the illegal site identified as 13 on the consultation map. The 2013 plan is a blue print to assist and reward these illegal land developers who hide under the true traveller's legal cloak.

To save face, the Council wish to provide a suitable travellers site that they already have identified and can give planning permission to. However the site must NOT be site 13, as that was the illegal site from which the travellers have been evicted. There may be others in a similar situation.

The architects of the plan know the local population do not want the law breaking travellers developing non bricks and mortar sites within their communities, therefore the 2013 Plan and consultation communications / meetings are using blatant, tactical wording in presentation literature to promote inter community battles over sites.

Nobody wants a traveler's encampment. They know it means trouble, and the council know people will fight to remain Traveler free.



Thus we have a situation where:

"Outside consultants have reported"

(meaning the council are not taking any responsibility for what has been reported). The council could have simply used the Traveller Accommodation Needs Assessments guidance notes, issued in 2007, to carry out the assessment themselves. However the Council would then not have been able to use the "not us, it's in the consultants report" (actual words spoken at a consultation) as an excuse.

"Within their report the consultants thank the Council for their support"

Of course the council supported the consultants, the consultants were told what the council wanted in the report and the consultants duly delivered – as all client requested consultant reports do.

"The need exists for permanent sites for the "old people" and "families with children"

What happened to these so-called Travelers buying houses to house themselves, and the associated costs, like the rest of society is obliged to do?

" 20 possible sites have been identified, we need 31 pitches, which shall we select?"

This consultants report identifies that the **need** exists - now let's set community against community and have a particular attack on Barford which will have to defend itself. The arguments about **which** site to choose will therefore distract attention from the real discussion ie the **need** for any sites at all..

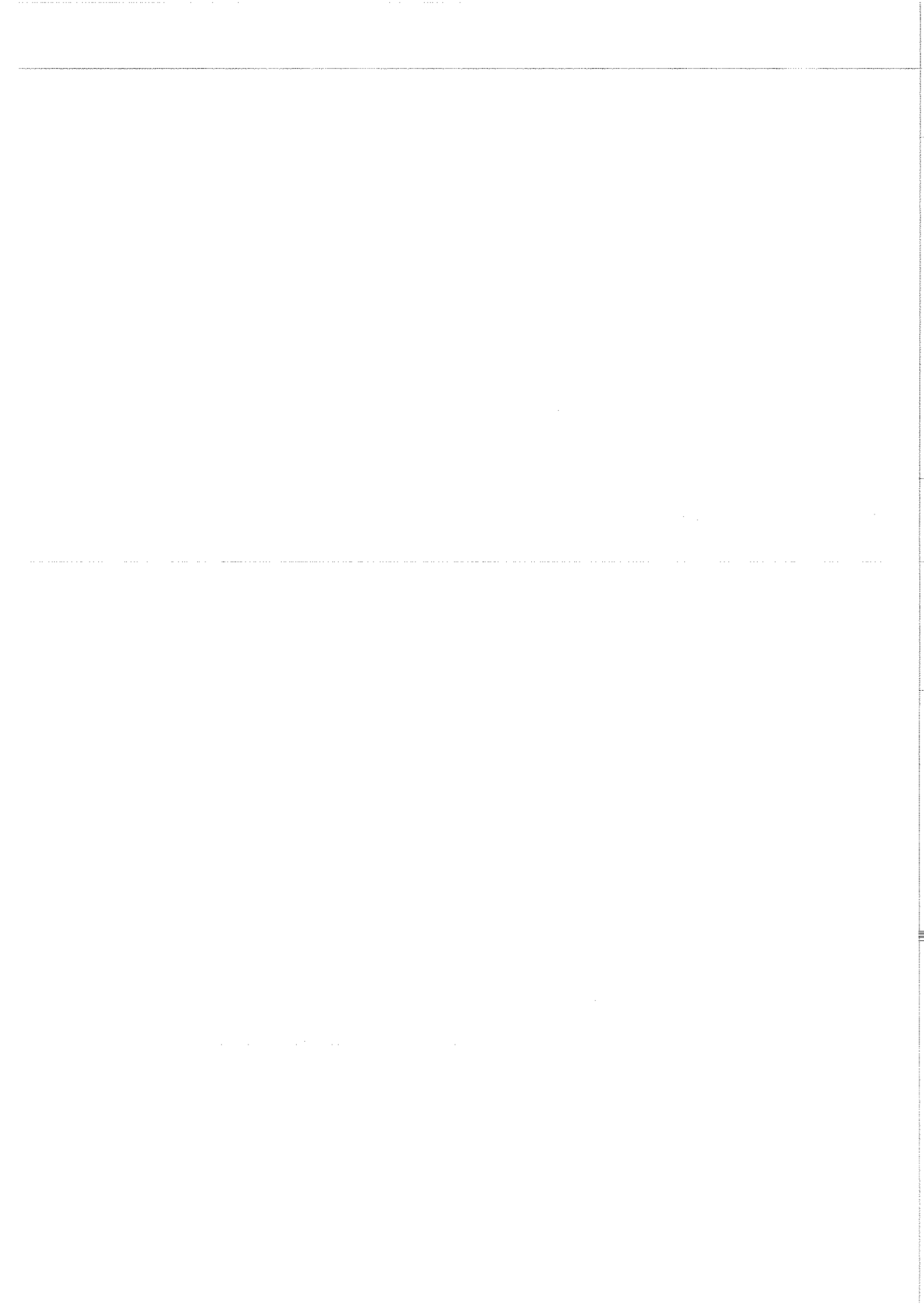
Very serious action will have to be taken in regard to the council's identification of sites and the legality of how the sites were identified and put into the public domain. The report said that some were council sites and others private. The councils own rules prohibit spending on new social housing and thus cannot finance new camp sites for renting tor travellers.

At the consultation it was said that many were picked out of the air by the planning office because they met some of the requirements on the planning department's list. Many private land owners had no idea the council were planning to use their land and totally object to the proposals.

The planning officer at the consultation freely admitted many of the sites have been eliminated and she implied that the ones required have already been chosen.

We have all now seen that the Council and its Planning Department have developed this plan to fight the tax paying public and to make their own lives simpler.

The consultations are thus a sham.



*Opposition action must be taken to have the traveller element of the 2013 Plan withdrawn **in total** and not just to identify reasons for **individual sites'** unsuitability. To only identify unsuitable sites will just play into the political manipulators hands..*

Planning manipulation should not be used to legalize the illegal acts. Travellers that persist in breaking the planning laws should end up in jail or subject to prohibitive fines. They should not be rewarded by a state funded holiday campsite. I'm sure the Council would not hesitate to refuse any kind of planning permission if I wanted to carve up a piece of greenbelt for a clean, private house, but it is apparently acceptable to have an unsightly camp for people who do not have any input into paying for facilities, or any respect for the areas they choose to occupy.

Mitchell and Marie Haberfield

*The Linhay
5 Farriers Court
Wasperton
CV35 8EB*



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The process:-

I don't believe we are being given the truth - at the residents meeting, WDC said the 'research' by Salford Uni took place over 4 months. Page 8 of their document 'Gypsy, Traveller and Travelling Showpeople Accommodation Needs Assessment: Warwick' states 'The fieldwork took place over an eight week period...'

The pictures in the documentation from WDC appear to be of holiday caravans, not G+T sites.

We are only being given one month to digest this, and read all the information and submit our views - whereas WDC appear to have been 'researching' and planning this for over a year.

Concerns:-

- absence of visibility around crime rates. At the meeting when we asked for statistics we were told (c/c'd).

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- Prefer not to say

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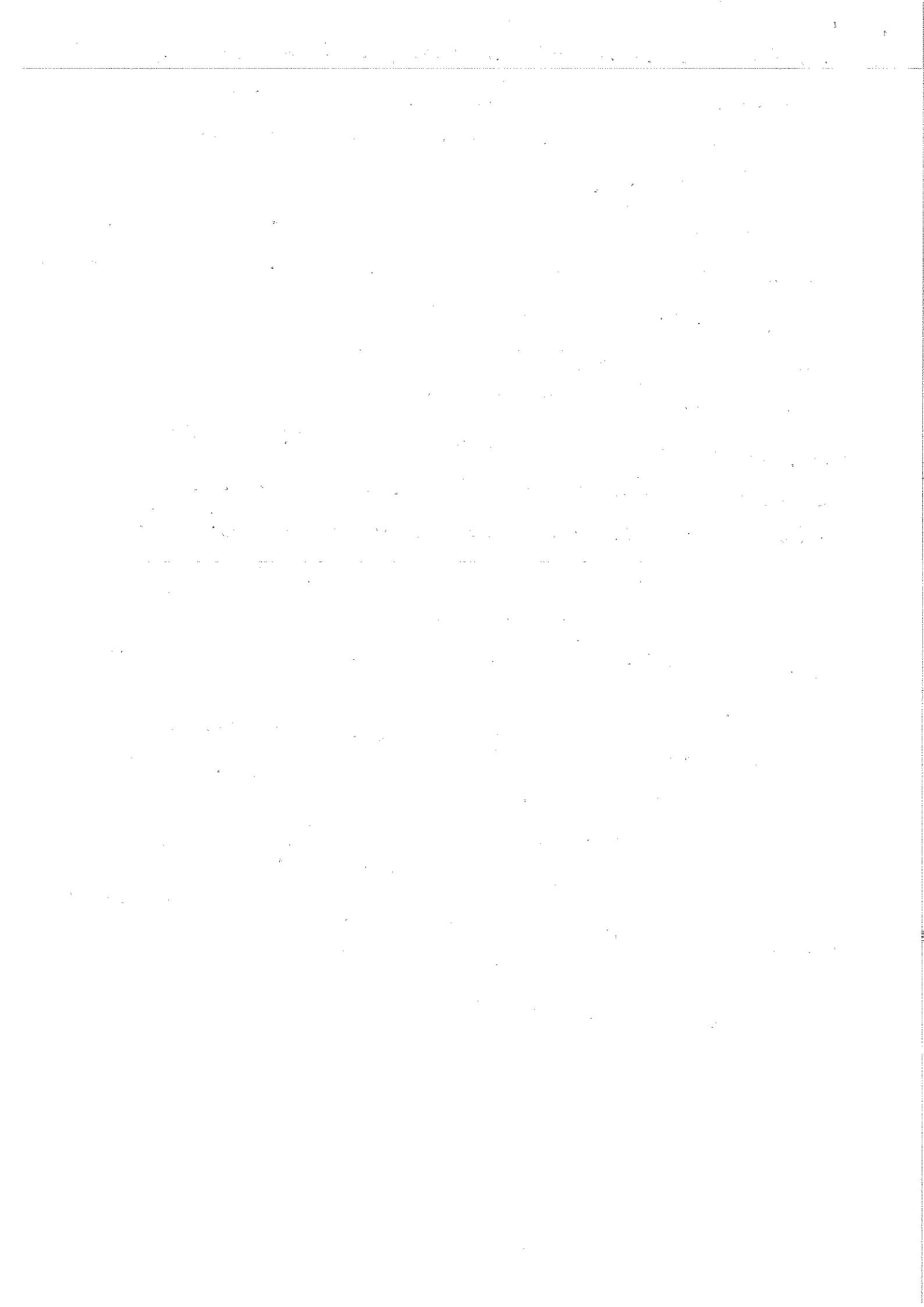
there are none available / not to hand / there are no permanent sites in Warwick.

No consideration had been given to looking outside Warwick, or indeed using transient sites as a comparative baseline. It is not acceptable to miss this information out, when presenting a proposal which may have a fundamental impact on the existing residents.

- Infrastructure - roads in particular; no consideration to how G+T vehicles will add to the existing traffic in and around Barford, or indeed, how such large vehicles will safely exit from the Barford bypass (not easy in a normal car).

↳ Schools - believe that St Peters is already full / oversubscribed. I read somewhere that priority for places has to be given to G+T children?

- Impact on the landscape, and historical character of Barford doesn't appear to have been given consideration.



Strategic approach to Travellers sites recommended

Landowners, farmers and householders are being urged to adopt a more strategic approach when faced with the prospect of a local authority traveller site or an unlawfully developed traveller site in their neighbourhood.

Matthew Knight, Senior Partner with leading law firm Knights, and a specialist in planning and agricultural law, has comprehensively reviewed the options available in an article 'Planning Policy and Travellers', published recently in Farm Law. "Traveller sites are a contentious issue for any community, particularly sites that are unlawfully developed," said Mr Knight. "Successful opposition to proposed sites or halting the development of an unlawful site is achievable but affected residents need to think strategically to influence the local planning authority. It is vital to fully understand the planning process, work closely with the planning authority and to campaign effectively and persuasively."

There are key stages in the planning authority's consultation process for proposed traveller sites when a farmer, landowner or householder can become involved and influence the authority's decision. Objections given the most serious consideration are those that relate specifically to the site selection criteria and that clearly demonstrate why a particular site is not suitable. Important concerns are likely to be access, traffic flow and road safety, conservation or environmental issues and issues relating to the demands placed on local infrastructure.

"It is crucial to strike a balanced and impartial tone as objections that appear to be motivated by prejudice or are based on false assumptions will be swiftly dismissed," observed Mr Knight. "There will usually be a shortlist of proposed locations and it is always sensible to express support for one of the sites as the local authority is under an obligation to provide housing for gypsies and travellers as part of its housing strategy."

Unlawfully developed sites, where the gypsies or travellers are legal owners of the land, pose a more complex and frustrating problem. Affected residents are usually reliant on the local planning authority to prevent the development proceeding further and to remove any development in breach of planning control.

"The key here is immediate action. Local planning authorities have a range of enforcement and other powers available to them. Affected residents can assist by making the authority aware of possible developments and by persuading them to make the most appropriate use of their enforcement powers."

If a local planning authority is aware of a possible development it can withdraw permitted development rights on the land under an Article 4 Direction, requiring full planning permission for any works done to the land, including pegging out of pitches and laying hardcore on tracks. This will then allow residents to formally object to the application during the consultation period.

If an unlawful development has already started, the authority can issue a temporary stop notice, effectively bringing any work to a halt or an offence is committed. This should be served at the same time as an enforcement notice, requiring the travellers to remedy the work done and return the site to its original condition. Serving both notices at the same time is important as enforcement notices take 28 days to come into effect. Although enforcement notices carry a right of appeal (which suspend the enforcement notice until the appeal process is concluded) the stop notice still remains in force.

Other options open to the local planning authority include obtaining a planning injunction through the High Court (or relevant County Court) preventing caravans, vehicles or materials being moved on site, or taking default action against travellers who do not comply with an enforcement notice. Affected residents need to be aware that planning authorities are often reluctant to take default action for fear of judicial review challenges being made upon human rights or other grounds.

It is also common for travellers to seek retrospective planning permission for unlawful developments in an attempt to legitimise a site. In one sense this should be welcomed as it gives a community the opportunity to formally object to the development. The same strategy used to oppose proposed local authority traveller sites should be adopted.

"Opposing proposed local authority traveller sites or halting unlawfully developed traveller sites is never straightforward," concludes Mr Knight. "However, landowners, farmers and householders can avoid lengthy disputes by noticing and reporting warning signs. Local rumours or deliveries of building supplies to previously undeveloped land should never be ignored but reported to the planning authority at the earliest stage."

Media enquiries should be directed to:

Matthew Knight	or	Andrew Kendall
Senior Partner		Managing Director
Knights Solicitors		Kendalls Communications
Tel: 01892 537311		Tel: 01394 610022
knights@knights-solicitors.co.uk		andrew.kendall@kendallscom.co.uk

[Back]

Do we have local councillors who are in agreement with residents?

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Handwritten notes in the right margin, including the word "Society" and other illegible text.

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- Site 16. This is a flood compensation area and is cannot be used for any form of development.
- Sites 12 and 16. These are within areas which have been identified by The Environment agency of having significant flood risk
- Sites 12 and 16. Water Voles have been reported in areas immediately adjacent to these sites. Water Voles are a legally protected species.
- Sites 12 and 16. There are inadequate pedestrian crossing facilities for safe access into the village.
- Sites 6 and 9. These sites are situated on historic landfills which though closed may still have the potential to release greenhouse gasses and are unsuitable for any form of permanent habitation and occupation.
- Sites 10 and 20. Both are adjacent to historic landfills which, though closed, may still have the potential to release greenhouse gases and are unsuitable for any form of permanent habitation and occupation.
- Sites 6 and 9. Both sit immediately approximate to the Asps which WDC decided after further research regarding the landscape and transport impact of development, that the site should remain open due to its value as a backdrop to the historic Warwick Castle Park, The Revised Development Strategy, therefore, excludes the Asps and should also exclude the adjoining sites 6 and 9 for the same reasons.
- Sites 6 and 9. There have been a number of reported wild deer sightings on this land and there is a population of deer that roam freely across the Castle grounds to these 2 sites and beyond.
- Sites 12 and 16. Vehicular access to these sites is from the A429 trunk road which was constructed as a bypass to Barford. It is a 60 mph speed limit road and there have been a significant number of accidents since its opening, including a fatality. The existing access to the sites is entirely inadequate.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20. Vehicle access to these sites is from an already heavily utilised road network. Access and egress to and from these sites to the highways network would not be safe.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20. The sites are not sustainable in terms of multi modal accessibility. None of these sites offer the ability to access local community facilities (schools, doctors etc) on foot or bike via a pedestrian footpaths or cycle routes, or by bus. The only means of accessibility is by car which would place further pressure on the local highway infrastructure and is unsustainable.
- Sites 5, 6, 9, 12, 16 and 20. Development would lead to an unacceptable loss of farmland and rural employment, rendering the isolated sites (eg site 12) totally unviable.
- Sites 5, 6, 9, 10, 12 and 16. Development would have a material negative impact on the capacity of Barford St. Peter's School, especially given the village's status as a 'Secondary Service Village' and its likely requirement to meet 70-90 new dwellings during the Plan period.
- Sites 5, 6, 9, 12, 16 and 20. WDC have disregarded their own Rural Area Policies, especially RAPS1 (New Housing), 6 (New Employment), 10 (Safeguarding Rural Roads) and 15 (Camping and Caravan sites). In all respects the sites fail to meet the policy criteria to allow any form of the development.
- Sites 5, 6, 9, 16 and 20. The development of all these sites could not take place without a material adverse effect on the landscape and could not be integrated without harming the visual amenity of the sites.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20. These are not locations which allow peaceful and integrated co-existence with the local community.
- Availability. Only 3 if the sites listed are available, namely 15, 17 and 18. By definition the remaining sites are not deliverable.
- WDC should have identified brownfield sites within the existing urban areas of Kenilworth, Warwick and Leamington for Gypsies and Travellers. These sites would be more suitable and sustainable, and would better enable integration in to the local community. Despite such sites existing, they are being proposed for redevelopment for more valuable uses.
- WDC should be requiring Gypsy and Traveller sites are delivered within the proposed major new housing developments in Kenilworth, Warwick and Leamington. This would ensure that the sites could be properly designed in a suitable fashion and be fully integrated into a local community which will provide facilities such as school, a doctors surgery and shops which are accessible on foot, on bike, by bus and by car.
- Ecology and Environment. All of the sites have some ecological value and environmental issues which does not appear to have been assessed.
- WDC should revisit its Greenbelt Policy and release sites to the north of Warwick and Leamington which would reduce the pressure to allocate land for all forms of development during the new Local Plan period to the south of the District.
- WDC should also consider allocating an area of land to the south of Warwick and Leamington including The Asps and Sites 5, 6, 9, 10 as Greenbelt to provide a 'buffer' to the proposed developments to the south of Warwick and Leamington and/or to extend the proposed Bishops Tachbrook Country Park as far as the Banbury Road near to Warwick Castle Park. This would ensure the villages in the south of the District retain their identity and are not swallowed up by Warwick and Leamington over time.

Barford Residents Association Community Consultation

Warwick District Council is currently consulting local people on sites suitable to accommodate the permanent residential needs of the Gypsy and Traveller Community and Travelling Show People. This consultation, which is running alongside that for the Local Plan, **closes on 29th July 2013.**

A study for the Council was undertaken by Salford University and identified a requirement for 31 permanent pitches to be provided in the District over a 15 year period, of which 25 should be provided within the first 5 years. In addition there is a need for a 12 pitch transit site.

Using a series of criteria, the Council have identified 20 sites and/or areas of search, which are shown on the map below.

11 sites and/or areas of search are within 3 miles of Barford.

We would like to know what you think about these proposals. The consultation document, which sets out the criteria and the site boundaries, can be viewed on the Council's website www.warwickdc.gov.uk. Paper copies will also be available at Barford St Peter's School Fete on Saturday, 6th July 2013.

The Barford Residents association are planning to put together a response on behalf of local people. To do this, we need to know what you think. Please share your thoughts and views with us on the comments form on the rear of this leaflet and drop it into one of our special collection points located at the Barford Village Shop.

We will then identify the issues raised and compile these into a report which we will send to the District Council in response to the consultation. We recognise that not everyone in the village will 'share the same views' and it is important that we provide a balanced and representative response. **Please let us have your views no later than Friday 19th July 2013.**

Comments

Your comments are important to us. It is important that we are able to provide a balanced and representative response on behalf of residents. Please let us know what you think in the box overleaf.

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

Male ✓

Female

Prefer not to say

Location

Live in Barford ✓

Live within 5 mins drive of Barford

Live within 5 – 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Under 18

18 – 45

45 – 65 ✓

Over 65

Are you responding as a:

Local resident ✓

Local Business

Local Councillor

Representative of a local organisation

Please do not provide additional personal information.

Any information provided will only be used in connection with this consultation. We will not collect or store personal information. Copies of each comments form will be included in an Appendix which will form part of our report to the District.

Taken from the memory of race relations websites.

Localism, populism and the fight against sites

November 8, 2012 — Comment



Written by [Ryan Erfani-Chellani](#)

Action groups and 'residents' associations have, in recent months, been using all kinds of legal technicalities to stop Gypsy and Traveller settlements, in some cases with the express backing of local authorities.

Using the Localism Act, local 'residents' groups^[1] are emerging to fight, usually successfully, against Traveller and Gypsy attempts to establish legal sites – and all this despite the fact that local authorities have failed to provide the necessary statutory pitches.

Around 80 per cent of the UK's Gypsies and Travellers live on authorised sites. The remaining 20 per cent on unauthorised sites either live on land they own but without the correct planning permission, or on land they do not own. Of the additional 5,821 pitches estimated as required between 2006 and 2011/12, under a third were in fact built.^[2]

There is now a new impetus and residents groups are being formed to fight sites through local planning processes. Such fights are taking place against sites proposed by local authorities or by families, where there are, as yet, no Gypsies or Travellers on site. And fights are also against Gypsy or Traveller families who are applying for planning permission to change the use of land that they own to make it suitable for residence.^[3] There are also, of course, fights against families simply living on land that they do not own.

Why this surge in numbers of anti-Gypsy and Traveller site groups now? There has long been opposition to site provision, but the Localism Act has compounded the problem. Claiming to 'return decisions on Traveller site provision to local authorities who are best placed to know the needs of their communities',^[4] the Act removes all means for them to do so. Under Labour, regional strategies, based on intense consultation, determined the specific duty of each local authority to provide

<http://www.irr.org.uk/news/localism-populism-and-the-fight-against-sit...> 18/07/2013

for Gypsies and Travellers, which at least gave some measure of the degree to which local authorities were committed to serving Gypsy and Traveller needs. By removing the regional strategy framework, the [Traveller Solidarity Network](#) has warned that the coalition is responsible for significantly reducing the number of bids for sites and funding.^[5] Academics Joanna Richardson and Andrew Ryder have raised concerns about a structure that suggests people should be empowered to help themselves, but then 'take[s] away the planning and financial framework to help deliver this.'^[6] This is predicted to grow worse. According to the [Irish Traveller Movement in Britain](#), needs assessments, the new evidence base for site provision, are being haphazardly rushed through for a March 2013 deadline.

Under the previous government, where local authorities failed to meet Gypsy and Traveller housing needs, there was still the possibility of intervention from central government.^[7] Now, targets for provision have been scrapped, and the ultimate decision over contested planning cases has been delivered unchecked to local politicians, vulnerable to manipulation by popular lobby groups. The failure of local authorities to meet the needs of Gypsy and Traveller communities now receives no higher rebuke. In 2011, representatives of Gypsy and Traveller organisations expressed fears that this new decentralised system, which eliminated 'bureaucratic' accountability measures, would leave service provision 'at the mercy of the vagaries of local politics'.^[8] The prevalence of local action groups, and the gains they have made, suggests that such fears are well founded.

One result of 'localism' is that, with no fear of reproach from central government, councillors and 'residents' have an unprecedented freedom of action. Sometimes this freedom sees council officers and councillors attempting to do right by their local Gypsy and Traveller populations, but placed under enormous strain by residents' campaigns. But in other cases, councillors are now able to make quick political capital from anti-Gypsy and Traveller sentiment. A government that has failed to enforce a duty on its local authorities to look after its Gypsy and Traveller populations has allowed popular residents' campaigns to become a more successful means of rejecting potential sites.



<http://www.irr.org.uk/news/localism-populism-and-the-fight-against-sit...> 18/07/2013

Meriden RAID national conference for anti-site campaigners, January 2011

Anti-site action groups

The following are examples of recently formed anti-Gypsy/Traveller site action groups (often, but not always, working with the support of local authorities), with the express aim of securing the eviction of families or the rejection of site proposals, challenging them on planning and development grounds:

- **Meriden, Solihull:** Meriden Residents Against Inappropriate Development (RAID), whose spokesman David McGrath is an ex-Tory councillor, set up a 24-hour vigil camp protest. Its efforts have seen Gypsy families served with eviction notices from land that they owned. Meriden RAID has attempted to organise a national coalition of anti-Gypsy and Traveller site campaigners, and in January 2011 it laid on a national conference to establish connections between residents fighting Gypsy/Traveller sites throughout the UK. [9] Its website states: 'If you are defending your area against inappropriate development – including housing developments – email us and we will see if we can help. We have access to a range of experts.' [10]
- **Hockley Heath, Solihull:** In July/August 2011, Solihull Council announced plans for possible sites for Gypsies and Travellers in the area, one of the proposals being for a pitch on School Road, Hockley. Hockley Heath Community Residents Against Inappropriate Development (HH-CRAID) was set up in November 2011 and the group applied to the parish council for a grant of £6,500. In February, the Hockley Heath Residents' Association newsletter showed that this grant had been awarded and that the money was to be used to pay David McGrath of Meriden RAID for a report. However, in July 2012, it was revealed in *Private Eye* that this offer of funds was later retracted after an equalities lawyer pointed out that such a grant would be in contravention of the Equalities Act 2010. [11]
- **Beaumont Leys, Leicester:** The LE4 Action Group has campaigned against Leicester City Mayor Peter Soulsby's plans to establish three sites in the northwest of the city. They have successfully gathered 2,700 signatures (although only 713 were from residents of the city), ensuring that the council must debate the locations of the sites, potentially taking the process back to the drawing board. A decision was due in October 2012. [12]

broader legislation



Anti-site meeting in Coppenthal, Crewe. From left, Councillor Peggy Martin, Councillor Derek Bebbington, Edward Timpson MP, CATS chairman Glen Perris and John Jones

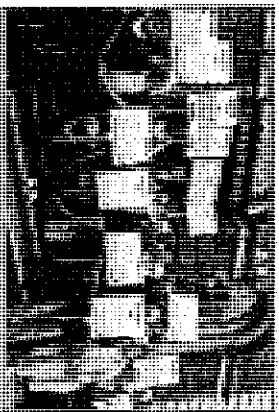
- **Crewe, Cheshire:** After Cheshire East Council announced that it planned to build two plots, residents set up Crewe Campaign Against Traveller Sites (CATS) in October 2011. Within a week it had raised £2,000 with the intention of hiring a solicitor who had fought legal battles against similar proposals in south England. [13] Members managed to raise a 5,400-strong petition, with an accompanying letter, which CATS chairman Glen Perris, along with Edward Timpson MP, Councillor Derek Bebbington and ex-Councillor John Jones presented to David Cameron. [14] The letter took pains to state that CATS was not a racist group, but that it opposed the site because of its 'improper use of tax-payers' money, the existing housing deficit and the failure to follow a transparent fair and proper process'. [15] At a fundraiser in aid of legal action, at which Timpson was present, the group received 'substantial pledges'. In the face of this pressure, Cheshire East councillors withdrew the application in April 2012. Lib Dem Councillor Derek Hough lamented that 'it's not difficult to work up a depth of feeling against this community ... we are letting them down'. [16]
- **Pickmere, Cheshire:** In May 2012, the Dolan family appealed to Cheshire East Council against the rejection of an earlier application to make their temporary Spinks Lane site a permanent one. In response, Pickmere Parish Council and Pickmere Area Residents Group (PARG) contacted residents in Winslow (see below) seeking support. [17] and circulated a letter locally in which they 'urgently appeal to you all (again) to express your comments regarding this inappropriate and unnecessary development', stating that it 'is most helpful when making any comments to restrict your feedback to the planning issues'. [18] The letter directed residents on the most 'highly relevant issues, which would provide powerful evidence to the Planning Committee'. The Dolans' appeal was rejected in August 2012. [19]

valuable comments on the report

press



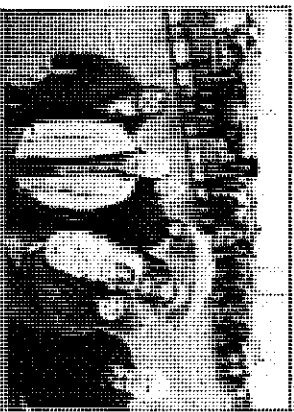
- **Attleborough, Norfolk:** Breckland Council's proposals to find fifteen new Gypsy and Traveller pitches prompted the formation of residents' action group Question Local Attleborough Traveller Sites (QLATS). Hundreds attended QLAT's first meeting, during which a letter of support and advice from Crewe CATS (see above) was discussed. The local mayor arranged a public meeting in October 2012 to discuss the plans.^[20]
- **Newent, Gloucestershire:** In 2009, Travellers moved onto land that they owned on Southend Lane, Newent. Although they were denied permission to use the land as a housing site, they were given temporary permission to stay until 31 January 2012, by which point the council should have provided an alternative site. This didn't happen. As January approached, Newent Residents Against Inappropriate Development (RAID) began to apply pressure to have the Travellers evicted.^[21] Mayor of Newent and Tory Councillor Len Lawton drew comparisons between Southend Lane and Dale Farm, and he assured residents that he would remove the Travellers. As the deadline approached, the Southend Lane Travellers submitted a new planning application, infuriating spokesman for Newent RAID, Tory MP for Forest of Dean, Mark Harper, and Councillor Lawton, who saw the application as a 'delaying tactic'.^[22] The district council assured residents that it would make use of changes to planning policies since 2010 to ensure the Travellers were removed. By mid-February, residents had sent almost forty objection letters to the council.^[23] and on 20 February 2012, council officers served the Travellers enforcement notices, giving them six months to leave. By April, the council indicated that it would use updates to the National Planning Policy Framework (to refuse to recognise retrospective planning applications) so as to make it more difficult for Travellers to appeal decisions.^[24]



Stanton Wick Action Group

- **Stanton Wick, Somerset:** On 14 September 2012, the Stanton Wick Action Group (SWAG) successfully pushed Bath and North East Somerset Council to drop plans for Gypsy and Traveller sites in Stanton Wick, Radstock and Keynsham.^[25] SWAG was represented in a group of claimants, including members of other local action groups Bath Old Road Action Group (BORAG)

and Keynsham Action Group (KAG), that threatened the council with a costly judicial review, challenging the way in which potential sites had been selected.^[26] Liberal Democrat Councillor Tim Ball of the Homes and Planning Department removed the proposed sites in the area from a long-list of potential sites. The claimants' solicitor, Matthew Knight of Knights Solicitors, is described as a specialist in Gypsy and Traveller related issues. His website offers advice to anti-Gypsy and Traveller site campaigners: 'Successful opposition to proposed sites or halting the development of an unlawful site is achievable but affected residents need to think strategically to influence the local planning authority. It is vital to fully understand the planning process, work closely with the planning authority and to campaign effectively and persuasively.'^[27]



Stanley Action

- **Stanley, Wakefield:** Proposals for a ten-pitch site in Castle Gate, Stanley, were submitted to Wakefield Council in January 2012. In response, hundreds of objections were written to the council, and a new residents' group, Stanley Action, was formed.^[28] Stanley Action reportedly sent out thousands of letters, outlining their objections and mobilising against the site. One of its founder members, Wendy Gibb, told the *Wakefield Express* that 'the most important thing is to make everyone aware of this and how they can object'. By October 2012, after gaining support from the local Carlton Village Residents' Association, the plans had attracted over 1,200 objections.^[29]
- **Pendery, Swansea:** In September 2012, over 400 residents attended a meeting called by ward councillors in order to oppose the creation of any new sites in the area, following Swansea Council's decision to establish a second permanent site in Lansamlet.^[30] The site was one of five potential sites, along with one in Milford Way in Penlan, where residents set up the Leo's Community Action Group (LCAAG). After holding a rally in May 2012, LCAAG later presented a petition to the Swansea Civic Centre with over 1,000 signatures in October 2012. The council is still searching for a second permanent site.^[31]

- **Flackwell Heath, Buckinghamshire:** Flackwell Heath Residents Against Inappropriate Development (RAID) are currently fighting planning applications by two Traveller families to Wycombe District Council (see below).

Residents' Associations

Pre-existing residents' associations can provide objectors with a ready structure of local influence, resources and links to local government. Often they have taken the lead in campaigns against sites, and, in some cases, provided a loose-knit group of opposition with the structure, influence and direction that it formerly lacked. In others, they have teamed up with local action groups to re-invigorate their efforts.

- **Flackwell Heath, Buckinghamshire:** In July 2012, two Traveller families put in planning applications to Wycombe District Council. Flackwell Heath Residents Against Inappropriate Development (RAID) acted immediately. Successfully lobbying the district council to extend the closing date for neighbour comments, Flackwell Heath RAID leafleted most of the village with nearly 2,000 copies of a notice that detailed how and on what grounds residents should issue complaints, resulting in 474 local objections.^[32] (Flackwell Heath RAID was also monitoring the similar situation in Wilmslow, Cheshire.) After gaining coverage in the local newspaper, the *Bucks Free Press*, RAID began to receive statements of support from individual ward councillors.^[33] With the backing of local authority officials, the Flackwell Heath Residents' Association (FHRA) allowed RAID to make use of its name and resources to distribute a poster objecting to the planning application.^[34] Wycombe District Council's Natural Environment Officer ruled that while he 'would generally consider the site suitable for this type of development in landscape terms I do not regard the proposal as acceptable', and the parish council objected to the plans. By August, RAID had 'employed the services of Mark Thackeray at Walsingham Planning to provide a full and objective report on the planning application', which it then submitted to the district council, which subsequently recommended that the application be refused.^[35] On 31 August, officers and councillors at a planning meeting voted unanimously to reject the site. The Travellers appealed, and a new application to the district council is awaiting consideration.^[36]
- **Tonbridge, Kent:** In July 2012, Hadlow Park Residents' Association (HPPRA) secretary Richard Prince spoke to the local newspaper, the *Tonbridge Courier*, to oppose an application to Tonbridge Borough Council by Terry Wilson. Wilson's application was to site a caravan and mobile home on land that he owned on Cemetery Lane, Hadlow. One resident feared the site would lead to a 'full-scale Gypsy encampment'^[37] (for more details see below).
- **Windsor, Berkshire:** In January 2011, over 250 residents, including members of Old Windsor Residents' Association (OWRA), attended a parish council meeting to complain about Gypsy and Traveller accommodation on Burfield

Local Councils
Cooper's

Windsor

Road.^[38] An application for five pitches by Fred Sines was met with fierce objection and, in a letter to the Chief Executive Officer of the Royal Borough of Windsor and Maidenhead, the chairman of OWRA questioned Sines' official Gypsy status and objected to the site being built on greenbelt land.^[39] By 20 March 2011, parish councillor and planning officer Malcolm Beer had resigned after receiving criticism for entering into discussions with Sines about the site.^[40] In April, council officers recommended refusing the site after receiving 152 letters of objection. Among those council officers who voted against the site was Councillor Lyne Jones, a member of OWRA.^[41] The application was subsequently withdrawn.

- **Alderbury, Wiltshire:** In July 2012, Alderbury and Clarendon Residents Group (ACRG), along with Wiltshire Council, celebrated after a government planning inspector rejected David Cooper's plans to turn land that his family had owned for almost forty years into a four pitch site for eight caravans to house his family.^[42] The decision was made on the basis that development of the site would spoil the view of local listed buildings, and an inquiry questioned the Gypsy status of Cooper's daughters. Cooper was reportedly also ordered to pay costs to ACRG and Wiltshire Council over delays to the inquiry.^[43]

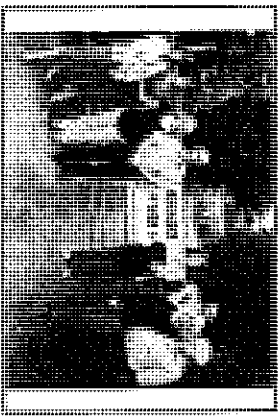
Council-advised campaigns

In addition, there are instances in which it appears that councils have taken the lead in directing the efforts of loose-knit groups of angered residents towards more proactive methods of contesting sites. In some instances, the council has been involved in the running of meetings, during which the audience is told how best to make a complaint, sometimes through the use of template letters complaining about planning issues. Complainants are advised to rewrite such complaints in their own voice, and to avoid personal and emotive complaints.

- **Langstone, Newport:** Plans to create Gypsy and Traveller sites in Newport attracted such fierce opposition that a special meeting was convened to discuss them. Although the council issued a press release publicising the meeting, a council spokesperson told IRR News they did not know who organised it.^[44] According to a councillor, there was a worry that a new Labour administration had placed all proposed sites in Tory wards. Anti Gypsy and Traveller site action groups were reportedly set up as a result of the 600-strong meeting, where only one person present was in favour of the plans. According to a council representative, the chair of the meeting did not tolerate racist statements being made from the floor, but at one point a picture of a particularly bad looking Traveller site was projected, prompting the only person in favour of the sites in attendance to say that it was an extreme example. It was now, according to the councillor, an issue of site suitability – residents were concerned for the safety and wellbeing of the Travellers. The meeting heard directions on how best to launch an official objection to planned



sites through the proper channels [45] After receiving 7,000 complaints, Newport City Council announced it had found five potential sites, although it steered clear of Langstone [46]



Upper Telston Lane Residents' Association outside the Hopgarden Farm site

- **Oxford, Kent:** In January 2010, Ann Wenham, a Romany Gypsy, applied for temporary planning permission for two caravans on land that she owned on Hopgarden Farm, just off Telston Lane in Oxford. Over 200 residents objected to Sevenoaks District Council's planning committee. One resident told the *Sevenoaks Chronicle* that 'we knew straight away what they were and we contacted the council' [47] Throughout early 2010, email correspondence reveals that there were concerns from the parish council that if Councillor John Edwards-Winsor spoke on behalf of the objecting members of Upper Telston Lane Residents' Association (UTLRA), he could be reported to the standards board for having a prejudicial interest (Edwards-Winsor is both a councillor and a member of UTLRA). [48] In July 2010, the application was turned down. Wenham appealed, leading twelve households to buy six acres of land surrounding the site, for fear that it would spread. [49] In February 2011, government planning inspector Stuart Reid hosted a planning meeting which saw thirty local protestors object. Planning officers recommended that the application be turned down. Wenham appealed again after complying with the officers' recommendations. The residents of Telston Lane responded by posting leaflets to 500 homes around the village [50] (There are just forty-two houses on Telston Lane.)
- **Smithy Fen, Cambridgeshire:** Travellers living on land they own were served with an injunction taken out by South Cambridgeshire District Council. Six of the families living on the Smithy Fen site appealed the decision, prompting opposition from local residents. Some of these residents used to be part of the now-inactive Cottenham Residents' Association (also known as Middle England in Revolt) which was established to oppose the arrival of the first Travellers into Smithy Fen in 2003. [51] South Cambridgeshire District

case concerning caravans.

Council arranged a meeting for these residents and informed them as to how to launch complaints. Subsequently, the Travellers' appeal was rejected. Tory Councillor Mervyn Loynes, a former member of the council's planning committee, which was in part responsible for the outcome of the case, was recently found to have breached equality laws when he said he would like to put a minefield around the site [52] (For more information, see the Traveller Solidarity Network.) [53]

Planning officers overruled

It is common for planning officers to recommend that planning permission applications be given the go-ahead. But in some cases councillors at planning committee meetings choose to ignore such recommendations and reject applications instead. Emboldened by the strength of local hostility to Gypsy and Traveller site proposals, the decision is ultimately not resolved according to best planning procedures, although objections to sites usually refer to those grounds.

petition for planning permission

- **Bardwell and Stanton, Suffolk:** On 7 July 2012, Stanton Parish Council held an extraordinary meeting to cater for 154 members of the public. After a vote initiated by an audience member, it was revealed that only one person in attendance was in favour of the proposals for a one-pitch site on Glassfield Road [54] Parish councillors decided that they would write a letter of objection to St Edmundsbury Borough Council. Despite a recommendation that the site be approved from officers of the borough council's development control committee, in August 2012 councillors rejected the application. [55]
- **Mole Valley, Surrey:** In January 2011, residents of River Lane complained to a meeting of Mole Valley District Council's executive committee about a temporary Gypsy site where occupants were seeking permanent planning permission after the council had failed to find alternative housing for them. [56] In July 2011, Mole Valley's MP Sir Paul Beresford raised the site as a subject for parliamentary debate, saying he was worried that 'the local authority may use a sympathy consideration'. [57] A 700-strong petition added pressure on the council to find an alternative site rather than allow the occupants to remain on River Lane [58] Despite Mole Valley District Council planning officers' recommendations that the site receive permanent planning permission, councillors voted to reject it. Susan King, who lives on the site, vowed to stay, saying 'those councillors have wrecked our Christmas and our futures and our children's futures' [59] King launched an appeal in February 2012 which Eric Pickles, Secretary of State for Communities and Local Government, decided to assess himself. A planning inquiry, which will report to Pickles, is yet to determine the outcome. According to the district council, Pickles' decision has been delayed. [60]
- **Salters Lane, Darlington:** On 19 April 2012, over 100 people at a meeting to oppose six potential pitches formed a residents' action group. In July, at a meeting of the council's planning committee, councillors threw out bids for



two sites accommodating four families in the village of Salters, rejecting the recommendation of planning officers to approve them, and in spite of the fact that no formal complaints had been submitted. The principal planning officer drew attention to the county's shortfall of official sites, but councillors implied that more sites would put off business. A spokesman for the families said 'we are talking about three families here who just want to have somewhere to live without being moved on by the police' [61]

Letter-writing campaigns

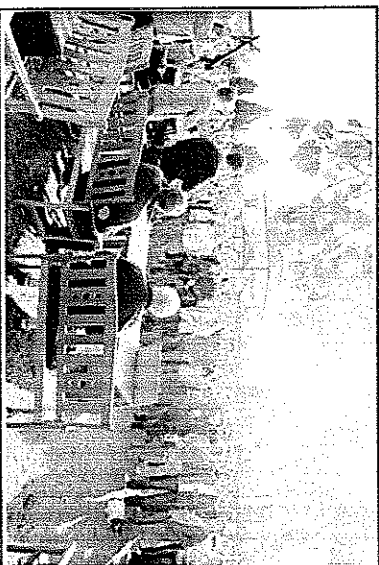
One of the tools that campaigners against sites use is organising of letters of objection to be sent to the local authority. These letters are often written with guidance provided in council-backed meetings or, in the case of better-resourced and organised groups, under the direction of hired planning professionals. They frequently take the form of a standard letter or template that is altered slightly by each complainant. In some cases, it appears that the number of letters being sent vastly outnumber the number of people realistically likely to be affected by a development.

- **Tonbridge, Kent:** On 28 June 2012, Philip Hurling, a chartered town planner, sent a letter to Richard Prince, the secretary of Hadlow Park Residents' Association (HPRA) outlining eleven ways in which a site application by Terry Wilson on Cemetery Lane could be fought on planning grounds. Prince replied to Hurling, stating that when directing others to complain about the site 'the only thing we need to do is recommend that they adapt ideas here and there in their own words as far as possible to avoid giving the impression of a "standard letter"'. Prince then forwarded this information to Hadlow Parish Council. [62] The next day, on 29 June 2012, news of the campaign had reached the *Tonbridge Courier*. Throughout early July, a number of neighbour complaints were made to Tonbridge & Malling Borough Council about the site (all variations on reasons laid out by town planner Hurling) [63] The Planning and Environment Committee reassured HPRA that 'the Council is wholly against the extension of the use of this site'. The council's planning officers gave the application the green light, however the Planning and Environment Committee refused it stating that Hadlow Parish Council 'does not believe that the justifications of the planning officers are valid' [64]
- **Wilmslow, Cheshire:** After Cheshire East Council released plans to create permanent sites, the local *Wilmslow Express* announced 'Gypsy' home is coming to land near you' [65] Over 100 residents then attended a town council planning meeting to complain - channeling their energy into fighting an application by John Allan for one pitch on Moor Lane. [66] Throughout April 2012, residents embarked on a door-knocking campaign to encourage opposition, writing to George Osborne for support, and as a result Wilmslow, Chorley and Mobbetley parish councils voted against the plan. [67] As news of the proposed site reached the *Daily Mail*, which highlighted the 700 objections

made by 'residents in Premier League Stars' exclusive home town', Cheshire East Council's Northern Planning Committee rejected the bid on 4 July 2012. [68]

- **Horram, Sussex:** In October 2011, a family of Travellers lost an application to stay on land at Meadows Farm, after Wealdon District Council responded to fifty-two complaints from local residents and Horam and Chiddingfold parish councils. Ms Moxon, who lived on the site, said that 'the main troublemaker used to chat to me over the fence but the minute the word gypsy was mentioned that was it' [69]
- **Farringdon, Devon:** In January 2012, an application for more pitches on a site at Princes' Paddock by the Doran family received over 170 objection letters from locals, and objections from Farringdon Parish Council, worried that the granting of one more pitch on the site would create an 'unbalanced mix' of communities. Parish council chairman Alan Pearce and residents' association chairman Tony Sayers both oppose the plans [70]

This list is by no means exhaustive.



Anti-site meeting in Crewe, 15 October 2011

While there is nothing new in local objections to Gypsy and Traveller sites, it appears that campaigns are becoming more organised and coordinated. In January 2011, Meriden RAID's national conference for people fighting against sites around the UK attracted some seventy-five delegates [71] Groups have been writing to each other to offer campaigning strategies, sharing tactics and forging coalitions. A legal infrastructure appears to have developed, and action groups are claiming to have access to a shared network of planning and legal experts. Often such a collaboration finds common purpose with local government and acts to the same end. And if and when this tactic fails, local authorities are now using the Localism Act (which under the guise of eliminating overly-bureaucratic central government gives local authorities the final say on local development decisions) to veto applications. This is

use of localism Act

especially clear when the issue is planning suitability –when the opinion of those qualified to evaluate site suitability is refused and refused by local politicians.

A picture is emerging of isolated Gypsy and Traveller families, with little support and limited funds, up against the best legal and expert advice available, working in tandem with the machinations of local politics. Localism has put the power back into communities in one sense – the power to buy expertise and bully the powerless.

Related links

[Irish Traveller Movement in Britain](#)

[Traveller Solidarity Network](#)

[National Federation of Gypsy Liaison Groups](#)

[Read an IRR News story: 'Dale Farm: children's welfare'](#)

[Read an IRR News story: 'Middle England's last stand'](#)

[Read an IRR News story: 'Notes on the new Conservative Traveller policy'](#)

Recommend 86 Sent

Tweet 32

[1] Although these groups refer to themselves as 'residents' groups, the terminology is itself discriminatory, implying that Gypsies and Travellers are not residents of the area that they live in. [2] Equality and Human Rights Commission, 2010. [3] According to the EHRC, 90 per cent of planning applications by Gypsies and Travellers are rejected, compared to a national average of 20 per cent. [4]

'Planning for traveller sites', Department for Communities and Local Government, April 2011. [5] *Fight for Sites: A call to action*, Traveller Solidarity Network, 2012.

[6] Joanna Richardson and Andrew Ryder, 'Setting the context: Gypsies and Travellers in British society', in *Gypsies and Travellers: Empowerment and inclusion in British society* (Bristol, Policy Press, 2012). [7] Sarah Cenlyn, Margaret Greenfields, Joanna Richardson, Andrew Ryder, Patrice Van Cleemput,

'A Critique of UK Coalition Government Policy on Gypsy, Roma and Traveller Communities', Equality and Diversity Forum, June 2011. [8] Department for Communities and Local Government Select Committee, 2011, quoted in *Gypsies and Travellers: Empowerment and inclusion in British society*. [9] *Telegraph*, 15 January 2011. [10] For a fuller account, see Johnny Howarth's short film *The battle for Meriden green belt*, the *Guardian*, 2010. [11] In an email dated 30 January 2012,

Hockley Heath Parish Council revealed that in: 'December 2011 / January 2012 – Hockley Heath Residents Association verbally requested a grant of up to £10,000 to

<http://www.irr.org.uk/news/localism-populism-and-the-fight-against-sit...> 18/07/2013

help fund planning consultants fees which would be incurred in developing material to fight against [my emphasis] a village green belt site being considered for a Gypsy and Travellers Site. Local residents wished to engage experts to give detailed planning reasoning to assist with fighting this application should the opportunity arise. The Parish Council heard the application at the December 2011 meeting and said that it would go out to secure 3 quotes from Planning Consultants to see what the cost would be. At the January 2012 Parish Council meeting, it was brought to the Parish Council's attention that the Association had already engaged a consultant at a cost of £6,595 plus VAT. The Parish Council had received 2 quotes for

planning circa £1,300 and circa £5,000. It was felt that for the work proposed, the quote for £6,595 was reasonable and would be approved should an application be received.' [12] *Leicester Mercury*, 12 September 2012. [13] *Stoke Sentinel*, 22 November 2011. [14] *Crews Chronicle*, 23 November 2011. [15] 'Crews Against Traveller Sites: hate group or action group?', suite101.com. [16] *Crews Chronicle*, 25 April 2012. [17] wiltslow.co.uk, 17 May 2012. [18] Letter circulated by PARC, available online here (word document). [19] *Northwich Guardian*, 20 August 2012. [20] *Eastern Daily Press*, 24, 12 July 2012. [21] *Gloucester Citizen*, 28 October 2011. [22] *Gloucester Citizen*, 1 February 2012. [23] *Gloucester Citizen*, 16 February 2012. [24] *Gloucester Citizen*, 10 April 2012. [25] Stanton Wick Action Group, Press Release, 14 September 2012. [26] *Somerset Guardian*, 16 August 2012. [27] Knights Solicitors, 'Strategic approach to Travellers sites recommended', [28] *Wakefield Express*, 19 March 2012. [29] *Wakefield Express*, 18 October 2012. [30] *South Wales Evening Post*, 19 October 2012. [31] *South Wales Evening Post*, 30 October 2012. [32] Flackwell Heath RAID blog, 31 July 2012. [33] Flackwell Heath RAID blog, 8 August 2012. [34] Flackwell Heath RAID blog, 9 August 2012.

[35] Flackwell Heath RAID blog, 21 August 2012. [36] *Bucks Free Press*, 17 October 2012. [37] *Tonbridge Courier*, 27 July 2012. [38] *Windsor Observer*, 28 January 2011. [39] *Windsor Observer*, 19 February 2011. [40] *Windsor Observer*, 20 March 2011. [41] *Windsor Observer*, 10 April 2011. [42] *Salisbury Journal*, 5 July 2012. [43] Development Control Services, 29 June 2012. [44] Information obtained by telephone and email correspondence. [45] From a telephone conversation with a councillor, 21 September 2012. [46] *South Wales Argus*, 23 October 2012. [47] *Severnocks Chronicle*, 20 January 2010. [48] Information obtained by Freedom of Information requests to Oxford Parish Council, received 26 September 2012. [49] *Severnocks Chronicle*, 4 February 2012. [50] *Severnocks Chronicle*, 3 July 2012. [51] *Daily Telegraph*, 15 August 2004. [52] BBC News, 13 September 2012. [53] Traveller Solidarity Network, Smithy Fen. [54] Minutes of the extraordinary meeting of Stanton Parish Council, 7 July 2011. [55] *Bury Free Press*, 25 August 2012. [56] *Leatherhead Advertiser*, 11 January 2011. [57] *Leatherhead Advertiser*, 22 July 2011. [58] *Leatherhead Advertiser*, 1 December 2011. [59] *Leatherhead Advertiser*, 5 December 2011. [60] *Leatherhead Advertiser*, 22 June 2012. [61] *Northern Echo*, 10 July 2012. [62] Information about email correspondence obtained by the Institute of Race Relations on 12 September 2012 via Freedom of Information requests. [63] Planning documents and neighbour responses, Tonbridge and Malling Borough Council, available here. [64] Email from

<http://www.irr.org.uk/news/localism-populism-and-the-fight-against-sit...> 18/07/2013



David Carey, Chair of HPC's Planning and Environment Committee, to Barry Tubbs, Chair of HPRFA, 2 August 2012. [65] *Whinslow Express*, 29 September 2011. [66] *Whinslow*, 24 April 2012. [67] *Whinslow Express*, 10 May 2012. [68] *Daily Mail*, 5 July 2012. [69] *Sussex Courier*, 14 October 2011. [70] *Exeter Express and Echo*, 19 January 2012. [71] *Coventry Telegraph*, 17 January 2011.

The Institute of Race Relations is precluded from expressing a corporate view: any opinions expressed are therefore those of the authors.

Comments

November 21, 2012
[gerry oates](#):

The late Vaclav Havel who led his country to the amazing Velvet Revolution was a proponent of inclusion rather than discrimination and this is still the official stance of the 47 nations which make up the Council of Europe. Some of these are emerging nations with little or no history of democracy but do subscribe to the United Nation's declaration of Human rights nevertheless. Mature democracies like France, Spain and Italy sometimes fall short and have been admonished by the commissioners for letting the side down and this year GB Minister, Eric Pickles, was hauled over the coals by Thomas Hammarberg for disgraceful lapses at Dale Farm, Essex.

"A sign of a true democracy, Vaclav Havel used to say, is the way it treats minorities"

July 18, 2013

Catherine Howes:

I'm from Stanley and I'd like to say you're very biased and you know absolutely nothing about the 'residents' you are trying to portray in a bad light. My 84 year old grandma has a house close to local fields and rural land where the same travellers often pitch their homes. One night my sister and I were staying over and as it was a weekend we were up very late. We saw someone walk by the conservatory and try the door. Obviously we were terrified but we ran to the window to see who our intruder was, it was one of the travellers. He had come to burgle our home via the same route (well hidden with a wall and foliage) that we had been burgled just a few weeks earlier (Same person or coincidence in this area of very low crime?). He rejoined his companions in the street when he realised the house wasn't unguarded, the other two had been trying all the houses in the street and had a woman's handbag, and some jackets that police later told us had been taken from the back of a family's car they had smashed into. Our friend in the police told us this was the same problem every time the 'travellers' arrived in Stanley, so maybe, just maybe, if the travellers who like to stay in Stanley had more respect for the people who have to live here permanently, they would get some respect in turn? Good and bad exist <http://www.itr.org.uk/news/localism-populism-and-the-fight-against-sit...> 18/07/2013

in all races and unfortunately these traveller teenagers and the people who brought them up to be this way have only themselves to blame for not getting their permanent pitches, which would be on our rapidly disappearing greenbelt can I add.

Write a comment

Comment

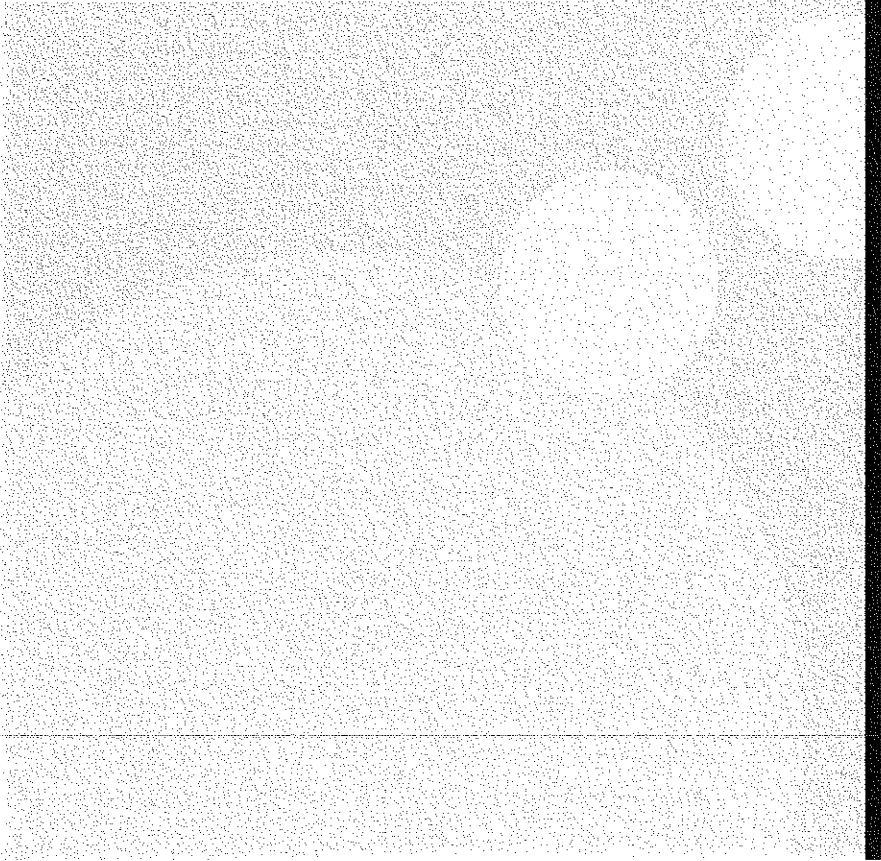
Name

Email (will not be published)

Website



Planning policy for traveller sites



Planning policy for traveller sites

*couple of comment highlighted above
may be of use.*

Planning policy for traveller sites

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Any enquiries regarding this document/publication should be sent to us at:

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Telephone: 030 3444 0000

March, 2012

ISBN: 978-1-4098-3405-2



Introduction

1. This document sets out the Government's planning policy for traveller sites.² It should be read in conjunction with the National Planning Policy Framework.
2. Planning law requires that applications for planning permission must be determined in accordance with the development plan³, unless material considerations indicate otherwise⁴. This policy must be taken into account in the preparation of development plans, and is a material consideration in planning decisions.⁵ Local planning authorities preparing plans for and taking decisions on traveller sites should also have regard to the policies in the National Planning Policy Framework so far as relevant.
3. The Government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.
4. To help achieve this, Government's aims in respect of traveller sites are:
 - that local planning authorities should make their own assessment of need for the purposes of planning
 - to ensure that local planning authorities, working collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
 - to encourage local planning authorities to plan for sites over a reasonable timescale
 - that plan-making and decision-taking should protect Green Belt from inappropriate development
 - to promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites
 - that plan-making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective

¹ See Annex 1 for the definition of traveller for the purposes of this statement.
² This policy replaces *ODPM Circular 01/2006: Planning for Gypsy and Traveller Caravan Sites and Circular 04/2007: Planning for Travelling Showpeople*.
³ Section 38(1) of the Planning and Compulsory Purchase Act 2004
⁴ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990
⁵ Sections 19(2)(a) and 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990. In relation to neighbourhood plans, under section 35B and C and paragraph 8(2) of new Schedule 4B to the 2004 Act (inserted by the Localism Act 2011 section 116 and Schedules 9 and 10) the independent examiner will consider whether having regard to national policy it is appropriate to make the plan.

- for local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies
- to increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- to reduce tensions between settled and traveller communities in plan-making and planning decisions
- to enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure for local planning authorities to have due regard to the protection of local amenity and local environment.

5. To benefit those engaged in planning for traveller sites, specific planning policies for traveller sites are clearly set out in this separate document. The Government intends to review this policy when fair and representative practical results of its implementation are clear. It is intended to incorporate a version of this policy within the National Planning Policy Framework at that stage, having taken account of the results of its implementation.

Using evidence

Policy A: Using evidence to plan positively and manage development

6. In assembling the evidence base necessary to support their planning approach, local planning authorities should:
 - a) pay particular attention to early and effective community engagement with both settled and traveller communities (including discussing travellers' accommodation needs with travellers themselves, their representative bodies and local support groups)
 - b) co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan working collaboratively with neighbouring local planning authorities
 - c) use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions.

ONE MONTHS WORK OR AGREEMENT IS NOT A GOAL

↳ dispersible! & sweat fieldwork?

Plan-making

Policy B: Planning for traveller sites

7. Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. To this end, they should be consistent with the policies in the National Planning Policy Framework, including the presumption in favour of sustainable development and the application of specific policies in the Framework and this planning policy for traveller sites.
8. Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople⁶ which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities.
9. Local planning authorities should, in producing their Local Plan:
 - a) Identify and update annually, a supply of specific deliverable sites⁷ sufficient to provide five years' worth of sites against their locally set targets
 - b) Identify a supply of specific, developable⁸ sites or broad locations for growth, for years six to ten and, where possible, for years 11-15
 - c) Consider production of joint development plans that set targets on a cross-authority basis, to provide more flexibility in identifying sites, particularly if a local planning authority has special or strict planning constraints across its area (local planning authorities have a duty to cooperate on planning issues that cross administrative boundaries)
 - d) Relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density.
 - e) ~~protect local amenity and environment~~ *no evidence of need.*
10. Criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies

⁶ See Annex A for definitions of 'pitch' and 'plot'.
⁷ To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that development will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites (have long term phasing plans).
⁸ To be considered developable, sites should be in a suitable location for traveller site development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

3

should be included to provide a basis for decisions in case applications nevertheless come forward. Criteria based policies should be fair and should facilitate the traditional and nomadic life of travellers while respecting the interests of the settled community.

11. Local planning authorities should ensure that traveller sites are sustainable economically, socially and environmentally. Local planning authorities should, therefore, ensure that their policies:
 - a) promote peaceful and integrated co-existence between the site and the local community
 - b) promote, in collaboration with commissioners of health services, access to appropriate health services
 - c) ensure that children can attend school on a regular basis
 - d) provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment
 - e) provide for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any travellers that may locate there or on others as a result of new development
 - f) ~~avoid placing undue pressure on local infrastructure and services.~~
 - g) ~~do not locate sites in areas at high risk of flooding, including functional floodplains; given the particular vulnerability of caravans~~
 - h) reflect the extent to which traditional lifestyles (whereby some travellers live and work from the same location thereby omitting many travel to work journeys) can contribute to sustainability.

Policy C: Sites in rural areas and the countryside

12. When assessing the suitability of sites in rural or semi-rural settings, local planning authorities should ensure that the scale of such sites does not dominate the nearest settled community.

Policy D: Rural exception sites

13. If there is a lack of affordable land to meet local traveller needs, local planning authorities in rural areas, where viable and practical, should consider allocating and releasing sites solely for affordable traveller sites, including using a rural exception site policy for traveller sites that should also be used to manage applications. A rural exception site policy enables small sites to be used, specifically for affordable traveller sites, in small rural communities⁹, that would not normally be used for traveller sites.

⁹ Small rural settlements have been designated for enfranchisement and right to acquire purposes (under Section 17 of the Housing Act 1996) by SI 1997/620-25 inclusive and 1999/1307.

4

Rural exception sites should only be used for affordable traveller sites in perpetuity. A rural exception site policy should seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection, whilst also ensuring that rural areas continue to develop as sustainable, mixed, inclusive communities.

Policy E: Traveller sites in Green Belt

14. Inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development.
15. Green Belt boundaries should be altered only in exceptional circumstances. If a local planning authority wishes to make an exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the planning process and not in response to a planning application. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.

Policy F: Mixed planning use traveller sites

16. Local planning authorities should consider, wherever possible, including traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents. Local planning authorities should consider the scope for identifying separate sites for residential and for business purposes in close proximity to one another if mixed sites are not practicable.
17. Local planning authorities should have regard to the need that travelling showpeople have for mixed-use yards to allow residential accommodation and space for storage of equipment.
18. Local planning authorities should not permit mixed use on rural exception sites.

Policy G: Major development projects

19. Local planning authorities should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site. Local planning authorities are entitled to expect the applicant to identify and provide an alternative site, providing the development on the original site is authorised.

5

Decision-taking

Policy H: Determining planning applications for traveller sites

20. Planning law requires that applications for planning permission must be determined in accordance with the development plan¹⁰, unless material considerations indicate otherwise¹¹.
21. Applications should be assessed and determined in accordance with the presumption in favour of sustainable development and the application of specific policies in the National Planning Policy Framework and this planning policy for traveller sites.
22. Local planning authorities should consider the following issues amongst other relevant matters when considering planning applications for traveller sites:
 - a) the existing level of local provision and need for sites
 - b) the availability (or lack) of alternative accommodation for the applicants
 - c) other personal circumstances of the applicant
 - d) that the locally specific criteria used to guide the allocation of sites in plans or which form the policy where there is no identified need for pitches/plots should be used to assess applications that may come forward on unallocated sites
 - e) that they should determine applications for sites from any travellers and not just those with local connections
23. Local planning authorities should strictly limit new traveller site development in open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas respect the scale of, and do not dominate the nearest settled community, and avoid placing an undue pressure on the local infrastructure.
24. When considering applications, local planning authorities should attach weight to the following matters:
 - a) effective use of previously developed (brownfield), untidy or derelict land

¹⁰ Section 38(1) of the Planning and Compulsory Purchase Act 2004; this includes adopted or approved development plan documents i.e. the local plan and neighbourhood plans which have been made in relation to the area (and the London Plan)

¹¹ Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990

6

- b) sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness
 - c) promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children
 - d) not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community
25. Subject to the implementation arrangements at paragraph 28, if a local planning authority cannot demonstrate an up-to-date five-year supply of deliverable sites, this should be a significant material consideration in any subsequent planning decision when considering applications for the grant of temporary planning permission¹².
26. Local planning authorities should consider how they could overcome planning objections to particular proposals using planning conditions or planning obligations including:
- a) limiting which parts of a site may be used for any business operations, in order to minimise the visual impact and limit the effect of noise
 - b) specifying the number of days the site can be occupied by more than the allowed number of caravans (which permits visitors and allows attendance at family or community events)
 - c) limiting the maximum number of days for which caravans might be permitted to stay on a transit site.

Policy 1: Implementation

27. This planning policy comes into effect on the same day as the National Planning Policy Framework.
28. The policy set out in paragraph 25 only applies to applications for temporary planning permission for traveller sites made 12 months after this policy comes into force.
29. The implementation policies set out in the National Planning Policy Framework will apply also to plan-making and decision-taking for traveller sites. In applying those implementation provisions to traveller sites, references in those provisions to policies in the National Planning Policy Framework should, where relevant, be read to include policies in this planning policy for traveller sites.

¹² Policy on the use of temporary permissions is set out in Circular 1/1996: The Use of Conditions in Planning Permission. This states that there is no presumption that a temporary planning permission should become permanent.

Annex 1: Glossary

1. For the purposes of this planning policy "gypsies and travellers" means:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
2. For the purposes of this planning policy, "travelling showpeople" means:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.
3. For the purposes of this planning policy, "travellers" means "gypsies and travellers" and "travelling showpeople" as defined above.
4. For the purposes of this planning policy, "pitch" means a pitch on a "gypsy and traveller" site and "plot" means a pitch on a "travelling showpeople" site (often called a "yard"). This terminology differentiates between residential pitches for "gypsies and travellers" and mixed-use plots for "travelling showpeople", which may/will need to incorporate space or to be split to allow for the storage of equipment.

⑦⑦

Due to no form delivered to my door,
my response is attached to my neighbour's
form.

I am firmly opposed to the proposals. The
roads will not sustain the permanent
nature of extra occupation within the
surrounding areas of Sherborne.

The Council have been informed of the
100% opposition to this proposal.

① What contingencies are in place for when
criminality arises? Is extra policing
being funded?

② Who will be checking on the environ-
mental issues arising from the sites?

③ Do you have a plan for when things
have not gone according to your hope
i.e. Can the sites be removed at a +
when you realise it has had a detri-
mental effect on the local communities

that you are here to serve. ???

GENDER

MALE
+ FEMALE

LOCATION

WITHIN 5 mins.
drive of Barford

AGE

BOTH
18-45

RESPONDING AS
LOCAL RESIDENT

Barford Residents Association Community Consultation

Warwick District Council is currently consulting local people on sites suitable to accommodate the permanent residential needs of the Gypsy and Traveller Community and Travelling Show People. This consultation, which is running alongside that for the Local Plan, **closes on 29th July 2013.**

A study for the Council was undertaken by Salford University and identified a requirement for 31 permanent pitches to be provided in the District over a 15 year period, of which 25 should be provided within the first 5 years. In addition there is a need for a 12 pitch transit site.

Using a series of criteria, the Council have identified 20 sites and/or areas of search, which are shown on the map below.

11 sites and/or areas of search are within 3 miles of Barford.

We would like to know what you think about these proposals. The consultation document, which sets out the criteria and the site boundaries, can be viewed on the Council's website www.warwickdc.gov.uk. Paper copies will also be available at Barford St Peter's School Fete on Saturday, 6th July 2013.

The Barford Residents association are ~~planning to put together a response on behalf of local people.~~ To do this, we need to know what you think. Please share your thoughts and views with us on the comments form on the rear of this leaflet and drop it into one of our special collection points located at the Barford Village Shop.

We will then identify the issues raised and compile these into a report which we will send to the District Council in response to the consultation. We recognise that not everyone in the village will 'share the same views' and it is important that we provide a balanced and representative response. **Please let us have your views no later than Friday 19th July 2013.**

Comments

Your comments are important to us. It is important that we are able to provide a balanced and representative response on behalf of residents. Please let us know what you think in the box overleaf.

① ⑥ ⑩ ⑤ ⑩ ⑦ ⑤ ⑫

- Site 16. This is a flood compensation area and is cannot be used for any form of development.
- Sites 12 and 16. These are within areas which have been identified by The Environment agency of having significant flood risk
- Sites 12 and 16. Water Voles have been reported in areas immediately adjacent to these sites. Water Voles are a legally protected species.
- Sites 12 and 16. There are inadequate pedestrian crossing facilities for safe access into the village.
- Sites 6 and 9. These sites are situated on historic landfills which though closed may still have the potential to release greenhouse gasses and are unsuitable for any form of permanent habitation and occupation.
- Sites 10 and 20. Both are adjacent to historic landfills which, though closed, may still have the potential to release greenhouse gases and are unsuitable for any form of permanent habitation and occupation.
- Sites 6 and 9. Both sit immediately approximate to the Asps which WDC decided after further research regarding the landscape and transport impact of development, that the site should remain open due to its value as a backdrop to the historic Warwick Castle Park, The Revised Development Strategy, therefore, excludes the Asps and should also exclude the adjoining sites 6 and 9 for the same reasons.
- Sites 6 and 9. There have been a number of reported wild deer sightings on this land and there is a population of deer that roam freely across the Castle grounds to these 2 sites and beyond.
- Sites 12 and 16. Vehicular access to these sites is from the A429 trunk road which was constructed as a bypass to Barford. It is a 60 mph speed limit road and there have been a significant number of accidents since its opening, including a fatality. The existing access to the sites is entirely inadequate.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20. Vehicle access to these sites is from an already heavily utilised road network. Access and egress to and from these sites to the highways network would not be safe.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20. The sites are not sustainable in terms of multi modal accessibility. None of these sites offer the ability to access local community facilities (schools, doctors etc) on foot or bike via a pedestrian footpaths or cycle routes, or by bus. The only means of accessibility is by car which would place further pressure on the local highway infrastructure and is unsustainable.
- Sites 5, 6, 9, 12, 16 and 20. Development would lead to an unacceptable loss of farmland and rural employment, rendering the isolated sites (eg site 12) totally unviable.
- Sites 5, 6, 9, 10, 12 and 16. Development would have a material negative impact on the capacity of Barford St. Peter's School, especially given the village's status as a 'Secondary Service Village' and its likely requirement to meet 70-90 new dwellings during the Plan period.
- Sites 5, 6, 9, 12, 16 and 20. WDC have disregarded their own Rural Area Policies, especially RAPS1 (New Housing), 6 (New Employment), 10 (Safeguarding Rural Roads) and 15 (Camping and Caravan sites). In all respects the sites fail to meet the policy criteria to allow any form of the development.
- Sites 5, 6, 9, 16 and 20. The development of all these sites could not take place without a material adverse effect on the landscape and could not be integrated without harming the visual amenity of the sites.
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20. These are not locations which allow peaceful and integrated co-existence with the local community.
- Availability. Only 3 if the sites listed are available, namely 15, 17 and 18. By definition the remaining sites are not deliverable.
- WDC should have identified brownfield sites within the existing urban areas of Kenilworth, Warwick and Leamington for Gypsies and Travellers. These sites would be more suitable and sustainable, and would better enable integration in to the local community. Despite such sites existing, they are being proposed for redevelopment for more valuable uses.
- WDC should be requiring Gypsy and Traveller sites are delivered within the proposed major new housing developments in Kenilworth, Warwick and Leamington. This would ensure that the sites could be properly designed in a suitable fashion and be fully integrated into a local community which will provide facilities such as school, a doctors surgery and shops which are accessible on foot, on bike, by bus and by car.
- Ecology and Environment. All of the sites have some ecological value and environmental issues which does not appear to have been assessed.
- WDC should revisit its Greenbelt Policy and release sites to the north of Warwick and Leamington which would reduce the pressure to allocate land for all forms of development during the new Local Plan period to the south of the District.
- WDC should also consider allocating an area of land to the south of Warwick and Leamington including The Asps and Sites 5, 6, 9, 10 as Greenbelt to provide a 'buffer' to the proposed developments to the south of Warwick and Leamington and/or to extend the proposed Bishops Tachbrook Country Park as far as the Banbury Road near to Warwick Castle Park. This would ensure the villages in the south of the District retain their identity and are not swallowed up by Warwick and Leamington over time.

In order that we can show that our response is representative of the local area, please circle the relevant categories below:

Gender

Male

Female ✓

Prefer not to say

Location

Live in Barford ✓

Live within 5 mins drive of Barford

Live within 5 – 15 mins of Barford

Live more than 15 mins drive from Barford

Prefer not to say

Age

Under 18

18 – 45 ✓

45 – 65

Over 65

Are you responding as a:

Local resident ✓

Local Business

Local Councillor

Representative of a local organisation

Please do not provide additional personal information.

Any information provided will only be used in connection with this consultation. We will not collect or store personal information. Copies of each comments form will be included in an Appendix which will form part of our report to the District.



① ⑦ ⑤ ⑥ ⑩ ⑫ ⑬

I object to the proposed Local Plan and G&T sites for the following reasons

- Sites 12 and 16 – it is not safe to cross the A429 and access the village on foot.
- Sites 6, 9, 10 and 20 – are ex landfill sites are not suitable for development and / or occupation
- Sites 5, 6, 9, 10, 12, 15, 16, 17, 18 and 20 – car access into and out of these sites is onto A roads is not safe
- Sites 5, 6, 9, 12, 16 and 20 – development of these sites would result in losing important and valuable farmland
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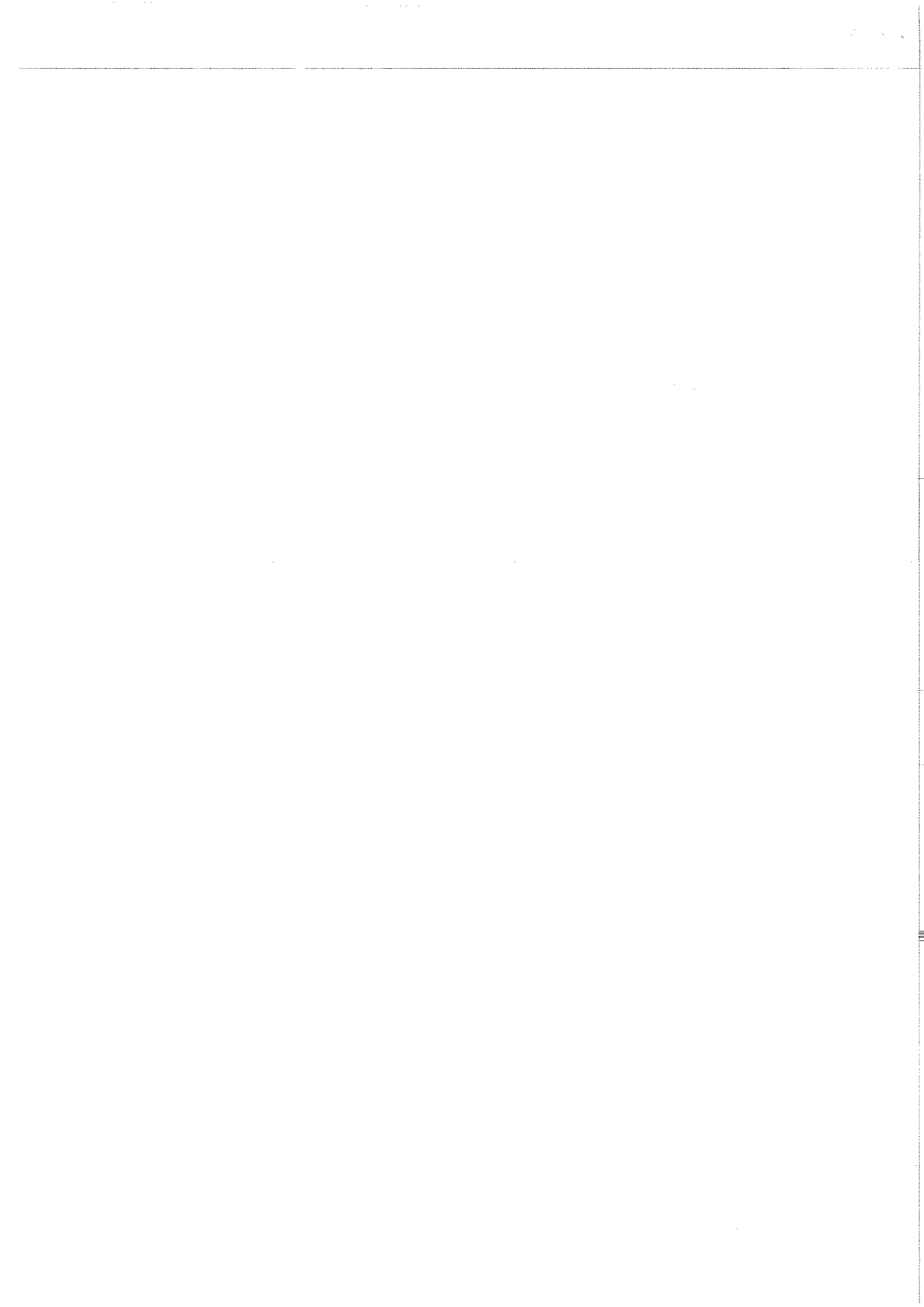
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①

Ref: Gypsy sites

Having raised two children in an inner city area when they finally flew the nest we decided to down size and move to rural Warwickshire and Barford fitted the bill, it has close links to motorway and transport networks, a fabulous pub and a good community village spirit, since moving here there has been two planning applications for further housing which I'm sure will be granted eventually and now a proposed Gypsy encampment.

It's a well known fact that when Gypsies move into an area crime and anti social behaviour increases due to there inabilities to integrate or abide by the law of the land, there main source of income is from the sale of scrap metal, installing dodgy drives and clearing garden rubbish which gets dumped at the roadside for the local council to remove. Surely an inner city site would be more suitable where there are large quantities of scrap metal and copper cables to be found with plenty of scrap merchants ready to buy them.

I've noticed over the last few years houses in Barford don't seem to sell very quickly and I feel the main reason for this is it is no longer a place people want to live, it's in danger of losing its village status and becoming a town due to the amount of expansion proposed and with a Gypsy encampment to boot I for one will be trying to move to more a rural Warwickshire village!!!

Yours sincerely

A disgruntled resident

**Barford Resident's Association Community Consultation/Warwick DC
Consultation on New Local Plan**

The following comments are based on what I believe should be a long term view, something which we, in this country, have often failed to appreciate. As such they relate to a situation which is likely to occur, both in my time and long after my time and are therefore not based on short term local prejudice or "nimbyism".

These comments are built upon four observations:

- a) That the UK, in the shorter term, is likely to come under increasingly serious pressure from the economic demands of China which itself will struggle to meet the demands of an increasingly affluent population.
- b) That a similar position is likely to occur with other emerging economies in South America, in the medium term.
- c) In the longer term, the economies of Africa will present similar challenges.
- d) Climate change, affected at least in part by increasing industrialization around the world, appears to me to be a reality.

These four factors will then impact upon the following issues:

- 1) The UK's food supply
- 2) The UK's metals and rare elements supplies.
- 3) The UK's energy supplies.
- 4) The UK's atmospheric/weather conditions.

All of these then have consequences for the planning decisions made not only about sites for Gypsy and Traveller communities but also general house building in the following ways:

- 1. Food Supply** I believe that in the future, the UK will struggle to meet its own food demands and will have to pay increasingly higher prices on world markets as competition increases for food. We were not able to meet food demand during World War 2, despite people working the land intensively so any building, **including** access to sites, which takes away any agricultural land, no matter how small, is, in my opinion, a very serious mistake and one which future generations will live to regret. (Sites 5,6,9,12 and 20)
- 2. Metal and Rare Elements Supply** Some of the sites are on historic landfill sites. Others will have talked about the dangers to health of building on these sites. However, my concern is rather that these sites may, in the future, be needed for landfill mining. UK companies, and others, are already mining old landfill sites, in Belgium I believe, to recover things which were once thrown away, either because the technology did not exist to recycle or because people's views were too short term to appreciate the necessity of consuming less and discarding less. It is, in my view, madness to build upon a landfill site because we may need it in the future to recover metals, rare or otherwise, and other items. That we may need to embrace such things here is witnessed by the fact that the French company, Veolia, has developed the technology to extract rare elements from road sweepings. It is not a great leap of imagination

to realise that we may well need elements currently in landfill, as the pressure from such things on the international markets becomes very great. (Sites 6, 9, 10 and 20)

3. **Energy Supplies** Landfill sites also contain a great deal of plastic. Projects are already afoot to generate energy supplies from municipal rubbish tips as well as landfill sites, by burning old plastics and it may become necessary to contemplate something similar locally, in order to fill our energy gap, which I believe, may well be closer than people realise. (Sites 6, 9, 10 and 20)
4. **Atmospheric/Weather Conditions** It must be obvious to most people of a certain age that weather conditions have become more unpredictable, with more flooding and greater extremes of temperature. Anyone who, therefore, decides to develop a site on a flood compensation area, should, in the future be held culpable for wilfully exacerbating an entirely predictable problem. Flood plains should be sacrosanct. (Site 16).

Another problem related to that of flooding, is the possibility of increased traffic descending and ascending Wasperton Lane. This lane is extremely narrow and already dangerous as a consequence. Safety is further hampered by horse riders on the lane accompanied by dogs running loose. If there were to be increased traffic on this road, for example, using it as a "rat run" from the A429 to the M40 area, then it seems inconceivable to me that this road could be left as it is. It would need to be widened at considerable cost. However, much of the road on the lower half is bordered by drainage ditches, an absolute necessity as recent wet weather has shown. The field (prime agricultural land) at the bottom on the left as you descend and for which a planning application has been made for building housing, was waterlogged/under water for a number of weeks earlier in the year. Building in places which might encourage greater traffic is therefore likely to cause greater flooding and increased accidents. It should also be noted that the junction at Wasperton Lane and Wellesbourne Road is extremely dangerous because of the parking allowed close to the junction. People cannot clearly see, when they attempt to turn into Wasperton Lane, from either direction, whether something is coming down the Lane and a head-on collision is an accident waiting to happen, having had four near misses myself. (Potential increased traffic from Sites 12, 16, 6, 9, 5 and 10) Other very serious traffic problems related to the new by-pass and the sharp turn offs have, no doubt, been raised by other people and should not be underestimated.

These are the reasons why I consider careful consideration should be given to the development of the sites to which I have referred above. However, I do think it important the Traveller communities are given access to sustainable sites and that there should be closer investigation of other brown field sites which are not on landfill and do not pose other health hazards, such as derelict housing or factory sites.

Resident, Dugard Place, Barford

Barford Residents Association Community Consultation

Warwick District Council is currently consulting local people on sites suitable to accommodate the permanent residential needs of the Gypsy and Traveller Community and Travelling Show People. This consultation, which is running alongside that for the Local Plan, **closes on 29th July 2013.**

A study for the Council was undertaken by Salford University and identified a requirement for 31 permanent pitches to be provided in the District over a 15 year period, of which 25 should be provided within the first 5 years. In addition there is a need for a 12 pitch transit site.

Using a series of criteria, the Council have identified 20 sites and/or areas of search, which are shown on the map below.

11 sites and/or areas of search are within 3 miles of Barford.

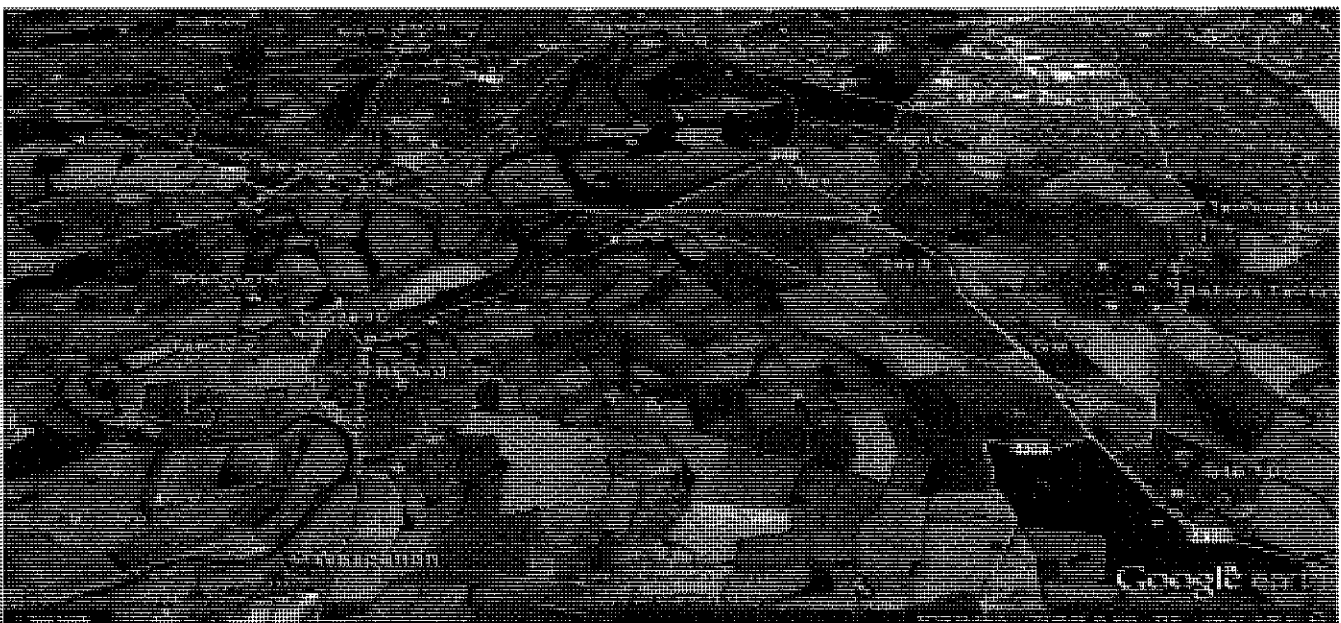
We would like to know what you think about these proposals. The consultation document, which sets out the criteria and the site boundaries, can be viewed on the Council's website www.warwickdc.gov.uk. Paper copies will also be available at Barford St Peter's School Fete on Saturday, 6th July 2013.

The Barford Residents association are planning to put together a response on behalf of local people. To do this, we need to know what you think. Please share your thoughts and views with us on the comments form on the rear of this leaflet and drop it into one of our special collection points located at the Barford Village Shop.

We will then identify the issues raised and compile these into a report which we will send to the District Council in response to the consultation. We recognise that not everyone in the village will 'share the same views' and it is important that we provide a balanced and representative response. **Please let us have your views no later than Friday 19th July 2013.**

Comments

Your comments are important to us. It is important that we are able to provide a balanced and representative response on behalf of residents. Please let us know what you think in the box overleaf.



the two

1 I would prefer not to have a GT site too near the village – certainly not two; particularly if the village is on the route between Village services are stretched already.

2 Good that Barford housing is now in the lower category. BUT these numbers should be a maximum build within the village over the period. Primarily because of limited village services, and ability of a community to absorb additional resident numbers

3 County Highways should do a thorough forecast of all changes that will cause additional traffic through the village particularly at commuting times. CH do not seem to take account of 'unintended consequences'. Changes that have affected Church St/High St have been the growth of Warwick Technology Park and semi-pedestrianising Warwick town centre. Drivers now come from north of Warwick (eg Kenilworth) as well as from the south and use Barford as a bypass to get to south Leamington and Warwick. Improving the junction of the A425 and the A4100 will only encourage more drivers to use this route. There should be an exit from the southbound M40 alongside the 'Banbury Spur' exit to join the A425 in a **EASTBOUND ONLY** direction.

4 Extending the number of houses beside the A4100 by such an enormous amount will make this many times worse and is not convenient for places of employment. This will mean that there will be another significant increase in commuter traffic. Large house building areas should be built nearer and with easy access to employment centres eg Coventry.

12

7

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