

Cledford Hall Farm Proposed Traveller Transit Site

The construction of a Traveller / Gypsy Transit site is not something that can just happen like any development it has to follow the Policies laid down by Government and the Good Practice Guide for Designing Gypsy and Traveller Sites also a Government Document.

These documents can not be ignored and must be considered when deciding on where to build both residential and transit site, there are there to help both the traveller and settled community and place great emphasis on consultation with all communities.

I will list below the policies and Guidance below and its relationship to Cledford Hall Farm.

Policy A: Using evidence to plan positively and manage development

Policy Details	Relationship to Cledford Hall Site
<p>a) pay 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)</p> <p>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</p> <p>c) use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions.</p>	<p>There has been no real and proper consultation with any part of the local community, with the settled or settled traveller communities</p> <p>Cheshire East Council's <i>Gypsy, Traveller and Travelling Showpeople Site Identification Study</i> which took place in 2014 and was revamped in 2018, shows no evidence of any consultation taking place in Middlewich with either the Settled or Settled Traveller communities. Which means the decision to put forward Cledford Hall Farm site is unsafe.</p> <p>You need to have a consultation to have robust evidence. No consultation took place in Middlewich in 2014 GTAA or 2018 GTAA.</p>

Policy B: Planning for traveller sites

Policy Details	Relationship to Cledford Hall Site
<p>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.</p> <p>Local planning authorities should set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in their area, working collaboratively with neighbouring local planning authorities.</p>	<p>The Development of Cledford Hall Farm is contrary to the NPPF in the following areas: -</p> <p>Achieving Sustainable Development</p> <p style="padding-left: 20px;">1) Paragraph 7</p> <p style="padding-left: 20px;">2) Paragraph 8 section B</p> <p>Strategic Policies</p> <p style="padding-left: 20px;">3) Paragraph 20 section C</p> <p>Preparing and reviewing Plans</p> <p style="padding-left: 20px;">4) Paragraph 31</p> <p>See Appendix 1 Highlighted sections</p> <p>This was carried out by Cheshire East Council, but they dismissed too many potential sites for inconsequential reasons which seem to be more political than practical in the GTAA 2014 report. The report was updated in 2018 but it was still overwhelmingly the 2014 report; it seems to attempt to justify decisions based on the original 2014 report.</p>

Policy Details	Relationship to Cledford Hall Site
<p>Local planning authorities should, in producing their Local Plan:</p> <p>a) identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets</p> <p>b) identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15</p> <p>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)</p> <p>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</p> <p>e) protect local amenity</p>	<p>A, B, C, D, & E have all been covered in the SADPD Document, but again based on the GTAA report of 2018 which is in fact basically the GTAA 2014 document. The GTAA 2018 is a desk top exercise, so it looks like decisions are being made regarding an updated document. In fact, the document is still, in thr main, the GTAA 2014 report. It is still working on out-of-date information and with no consultation with Middlewich settled and traveller communities.</p>

Policy Details	Relationship to Cledford Hall Site
<p>Criteria should be set to guide land supply allocations where there is identified need. Where there is no identified need, criteria-based policies 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.</p> <p>Local planning authorities should ensure that traveller sites are sustainable economically, socially and environmentally. Local planning authorities should, therefore, ensure that their policies:</p> <p>a) promote peaceful and integrated co-existence between the site and the local community</p> <p>b) promote, in collaboration with commissioners of health services, access to appropriate health services</p> <p>c) ensure that children can attend school on a regular basis</p> <p>d) provide a settled base that reduces the need for long-distance travelling and possible environmental damage caused by unauthorised encampment</p>	<p>a) Middlewich is an area with a high number of Settled travellers living on residential camps or in houses, it has taken a long time for the two communities to get along and a transient site will endanger that Community Cohesion.</p> <p>c) Cledford Hall Site does not ensure children’s safety or ability to attend school because there are no pavements from the site in either directions or on both sides of the road.</p> <p>d) Cledford Hall Farm is way off the travelling route and will add to, and not reduce their travelling time and distance.</p>

- 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.

- e) **The site is less than 450 metres from the ANSA waste hub which is licenced to take 200 thousand tonnes of residential waste over the year from all of Cheshire East. Cledford Hall Farm is affected directly because of the short distance from the site and the fact the prevailing winds are in the direction of the site.**
- The site is also less than 500 metres from TATA Chemicals' Site, British Salt.**
- The site is less than 450 metres from Abbey Logistics, a national bulk carrier.**
- The site is less than 46metres from a Wincanton's 24/7 trailer/lorry and warehouse.**
- h) **The travelling Community and the settled traveller community both do the same kind of work, this will again bring both traveller communities into conflict which will damage the community cohesion which Middlewich has found so hard to establish.**

Policy C: Sites in rural areas and the countryside

Policy Details	Relationship to Cledford Hall Site
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.	This site is situated next to one bungalow and one averaged sized house, this transit site will totally dominate those two houses.

Policy D: Rural exception sites

Policy Details	Relationship to Cledford Hall Site
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	This policy does not relate to transit sites, because the rural exception site policy should seek to address the needs of the local community by accommodating households who are current residents.

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.

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.

See Above

Policy E: Traveller sites in Green Belt

Policy Details	Relationship to Cledford Hall Site
<p>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.</p> <p>Green Belt boundaries should be altered only in exceptional circumstances. If a local planning</p>	<p>Not Applicable</p>

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 plan-making 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.

See Above

Policy F: Mixed planning use traveller sites

Policy Details	Relationship to Cledford Hall Site
<p>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.</p>	<p>Not Applicable</p>

<p>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.</p> <p>Local planning authorities should not permit mixed use on rural exception sites.</p>	<p>Not Applicable</p>
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Policy G: Major development projects

<p>Policy Details</p>	<p>Relationship to Cledford Hall Site</p>
<p>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.</p>	<p>Not Applicable</p>

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Housing

Policy Details	Relationship to Cledford Hall Site
<p>Strategic housing policy objectives</p> <p>9. The Government’s key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. To achieve this, the Government is seeking:</p> <ul style="list-style-type: none"> – To create sustainable, inclusive, mixed communities in all areas, both urban and rural. <p>Planning for housing policy objectives</p> <p>10. These housing policy objectives provide the context for planning for housing through development plans and planning decisions. The specific outcomes that the planning system should deliver are:</p> <ul style="list-style-type: none"> – Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure. 	<p>Cledford Hall Farm will in fact have the opposite effect, shattering community cohesion and leading to distrust between all communities</p> <p>Cledford Hall Farm does not have good access unless you have a car: there is no pavement. Traveller families have on average around 4 children per family unit and the lack of pavement on a dangerous country lane means families will be isolated when the men are out at work.</p> <p>Evidence of any consultation is nowhere to be seen in any</p>

11. PPS3 sets out policies designed to achieve these outcomes, based upon the following concepts and principles:
– Evidence-Based Policy Approach – Local Development Documents and Regional Spatial Strategies policies should be informed by a robust, shared evidence base, in particular, of housing need and demand, through a Strategic Housing Market Assessment and land availability, through a Strategic Housing Land Availability Assessment.

Achieving high quality housing

16. Matters to consider when assessing design quality include the extent to which the proposed development:
Is easily accessible and well-connected to public transport and community facilities and services, and is well laid out so that all the space is used efficiently, is safe, accessible and user-friendly.

Particularly where family housing is proposed, it will be important to ensure that the needs of children are taken into account and that there is good provision of recreational areas, including private gardens, play areas and informal play space. These should be well designed, safe, secure and stimulating areas with safe pedestrian access.

document provided by Cheshire East Council.

Cledford Hall Farm is only safely accessible by car; it is situated on a dangerous country lane (Cledford Lane) with no pavements in either direction on both sides of the road and there are a number of pinch points on Cledford Lane. Therefore walking on this lane with multiple children will be extremely dangerous.

See Above

