

Traveller Sites Document – Additional Pitches Consultation

We would like to know your views on additional sites that are being considered for residential Travellers as part of the Travellers' Sites Development Plan Document.

An initial desk top assessment of the sites has taken place, and they are deemed to have potential, subject to consultation and further technical assessment. Please refer to the maps in the additional sites consultation document for the location and proposed number of pitches.

This questionnaire is also available to complete online at the following web address:
www.herefordshire.gov.uk/traveller-sites-consultation

1. Land at Oakfield, Nash End Lane, Bosbury

Do you agree that this could be a suitable site for up to 4 additional residential traveller pitches?

- Yes
No

If no, please explain.....

.....

Do you have any further comments on this site?

- Yes

Please explain.....

.....

2. Land at Stoney Street, Madley

Do you agree that this could be a suitable site for up to 10 residential traveller pitches?

- Yes
No

If no, please explain..... *THERE HAS NEVER BEEN A DEMONSTRATED*

NEED AT THIS SITE......

Q2 continued...

Do you have any further comments on this site?

Yes

Please explain... SEE ATTACHED.
.....
.....

3. Do you have any suggestions of alternative or additional sites to help meet the need for pitches and plots in Herefordshire?

Yes:

(If you have more detail, please complete the site submission form at www.herefordshire.gov.uk/traveller-sites-consultation)

No

4. Do you have any other comments on the consultation that are not covered by these questions?

Yes SEE ATTACHED
.....
.....
.....

No

(Please use additional section at the back of the questionnaire if you need extra space for comment on any of the questions.)

Please complete your contact details.

Name: A FOWLER-WRIGHT

Address:

.....
..... Postcode.....

Tel No:

Email:

Do you wish to be kept informed of future planning policy consultations?

Yes

No

(You have the right to withdraw your consent at any time by notifying us.)

Access to Information

All personal data will be treated in line with our obligations under the Data Protection Act 2018, which includes the provisions of GDPR. This means your personal data will not be shared. The data collected will not be used for any other purpose. We do publish representations but email addresses, telephone numbers and signatures will be removed beforehand.

Herefordshire Council is subject to the Freedom of Information Act, 2000, (Fol) and Environmental Information Regulations (EIRs) which means that questionnaires may be released in response to a request for information but private information would be redacted.

Details of our privacy notice can be found at www.herefordshire.gov.uk/privacynotices

If you would like any further assistance, please contact us in one of the following ways:
Email: ldf@herefordshire.gov.uk or telephone 01432 383357

Questionnaires can be returned by post to:
Forward Planning, Herefordshire Council Offices, Plough Lane, Hereford, HR4 0LE

Or by email to ldf@herefordshire.gov.uk

The closing date for this survey is midnight on 5 December 2018

Thank you for taking time to share your views with us.

We own all of the land surrounding the proposed Madley site.

To the North and East: Which has been registered for the holding of pigs.

To the South: Madley Industrial Estate.

We have owned this property since 1988. And thus have a complete knowledge of the relevant issues and problems.

I would note that no Consultation should be concluded without a full disclosure of all of the problems and arguments that led to Herefordshire Council (after inheriting it from H&W CC) closing the problem site.

Without referring to the numbered paragraphs in the published documents I would make the following points.

1. 1994 Consent for a temporary stopping place.

There never was either room for or 20 pitches constructed. My memory is that the theoretical total was 17 (including a warden pitch) and the practical maximum limited occupancy to 13. With less than 10 being normally used.

2. The Consultation is stated to be re the requirement for the County to provide Traveller pitches now and in the future.

Sample core problems that led to the continuous anti-social, abusive and criminal behaviour before was that the Travellers stated that:

a) They did not wish to be at Madley but were forced to a location that they did not wish to be in.

b) Madley did not cater for their needs and was below standard for even a 'Transit site' for the theoretical maximum stay of 6 weeks.

c) Different types of Travellers were forced together by virtue of the size of the site. Whereas multiple site would have allowed separation.

d) The access was unacceptably dangerous. Some Traveller vehicles could not make the turn exiting to the North. Entering some vehicles had to use the (previous use) South Herefordshire District Council 'Salt-store' lorries technique of driving past the site and reversing in.

I note that the H&W CC Highways, HC Highways and the Police all described the access as unacceptably dangerous.

Regularly Travellers placed safety marshals in the access and on the highway.

The access is shared with our Madley Industrial Estate which is 24 hours with every type of vehicle (including extended articulated trailers and specialist vehicles.

I note that the Planning Consent granted for this site to Gelpack imposed a Traffic Management Plan. This should be incorporated into the Consultation.

This Consent was obtained using a defective site plan showing clear visibility through our hedge. I note that Gelpack were trying to sell the site to us even before they purchased it. They acknowledged that they could not build the access. Notwithstanding this the TMP acknowledged that Gelpack traffic would have to wait for ours.

It is a fact that traffic seeking to turn into the Consultation site is committed to the turn before it can see traffic exiting the Consultation site. This previously led to many accidents between Traveller vehicles entering and exiting and extremely frightening 'close shaves' where Traveller children nearly ended up underneath Traveller vehicles and on one occasion beneath articulated trailer wheels.

I would urge any responsible party to visit the access and consider that an access that the former user Travellers, the Police and several Highway specialists have described as unacceptably dangerous; that a TMP considered needed rules for a limited number of experienced professional drivers: Should be considered for families with random visitors and children.

One of many chilling incidents I witnessed involved a toddler on a bicycle simply straying into the access. It is simply not safe or reasonable to believe that a child, who should be safe 'at home' could comply with a TMP.

[I note that we offered to move the pig holding area and swap land with the Site Owners to provide them with a safe access but they have not taken up our offer. This offer remains open.]

e) Noise.

I note that previous occupants complained re each and every alleged noise from our Industrial Estate. This led to violent incidents including such as a mass attack on the driver of our JCB whilst they were driving down our main access road. The alleged problem (on this occasion) being that an ill family member needed to sleep during the day.

It should be noted that our Madley Site operates 24-7. Vehicles make noises and trucks and Fork Trucks have 'reversing warning' horns etc.

I note that the Consultation raises the issue of noise. I would ask that responsibility for 'noise' issues are considered carefully.

Our Madley site would be hard to replace generally and in particular and impossible to protect local jobs if it is compromised.

It also contains a unique (the Environmental Impact Statement 'site comparison exercise' showed that there was no other suitable site ' in County') waste plant site. [Consent for the Estech Europe Plant was granted in 2003]. The Consultation should consider that if this site is compromised (by the placing of residential property) the County loses a site that cannot be replaced.

f) Safety.

Before the 1994 fire I wrote setting out the dangers to the Travellers of being so close to an Industrial Estate road. Noting in particular that in the event of a fire the caravans were at risk; including from vehicles including Fork truck gas tanks etc.

As a result the concrete wall was constructed. I noted that this only gave partial protection.

I will email sample photo's of exploding gas-tanks. At the time we did not own the properties (Unit 8 and Unit 9) that caught fire (we did own the road). Although they were 90 % empty: On the day of the fire I was solely responsible for persuading the resident Travellers that they were in grave danger. Despite this and their urgent actions. When the smoke came to ground level, 2 ladies (1 pregnant) and 1 man ended up in hospital with severe smoke inhalation. Tragedy was only saved by my warnings and extremely strong and resourceful Travellers being forced to break into caravans to rescue the ladies. If they had been sleeping (or it had been dark) when the fire started there would have been tragedies.

Please see the attached plan. The smoke covered the whole area and disables anyone in the cloud (causing a gagging reflex) and the blast damaged trees on a line from the top of the concrete wall the trees and hedge along side Stone Street.

A principle problem was that the ladies in the caravans could not hear the fire or smell the smoke notwithstanding that a great number of site and Industrial estate users were watching the fire develop. Unless you have been disabled by toxic smoke it is impossible to understand how immediately and completely disabling it is.

I note that a bund is mentioned to assist separation. This safety issue is one that I have witnessed. Please note in the photo's the Fork-Truck 'emergency parked' by the concrete wall. Luckily its gas-tank did not explode. I had warned that in a fire this would happen. Sadly my warning was ignored.

It would be the same danger if a vehicle caught fire.

*

g) I appreciate that it is a 'desk-top' study; however there are technical errors in the published documents that should be addressed.

Employment: We own Madley Industrial Estate. There were no Traveller relevant jobs on site before, none since and non now. I do not plan any site changes.

Stony Street Industrial Estate. This is the name used for the above mentioned 'Waste Plant Plot' it shows on OS Maps but there is no industrial estate (it is a small – 5.3 acre area of Madley Industrial Estate). Thus no jobs available.

Dene Industrial Park. We own the access road (from Kingstone Village) and the majority. It cannot be accessed direct from Stone Street. Thus is a further walk than the schools (stated to be 800m) on this measure the distance is 1.5 km. Again we have owned this from before the previous Travellers site was consented. There are no jobs.

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As mentioned we have never seen a genuine need for Travellers to be at Madley since 1985. The Travellers who were forced there did not want to be there. After the site was shut they did not return.

Thus we believe that the Consultation re 10 spaces is not relevant to the County's requirement to provide appropriate and properly sited pitches now and in the future considered periods. That although it superficially provides a target number now and 'future proofs' for the next period; that the pitches should be where the Travellers wish to be now and (when it is known as needs change) where they may wish to be in the future. This is the only way to achieve designing the historical and foreseeable significant problems out.

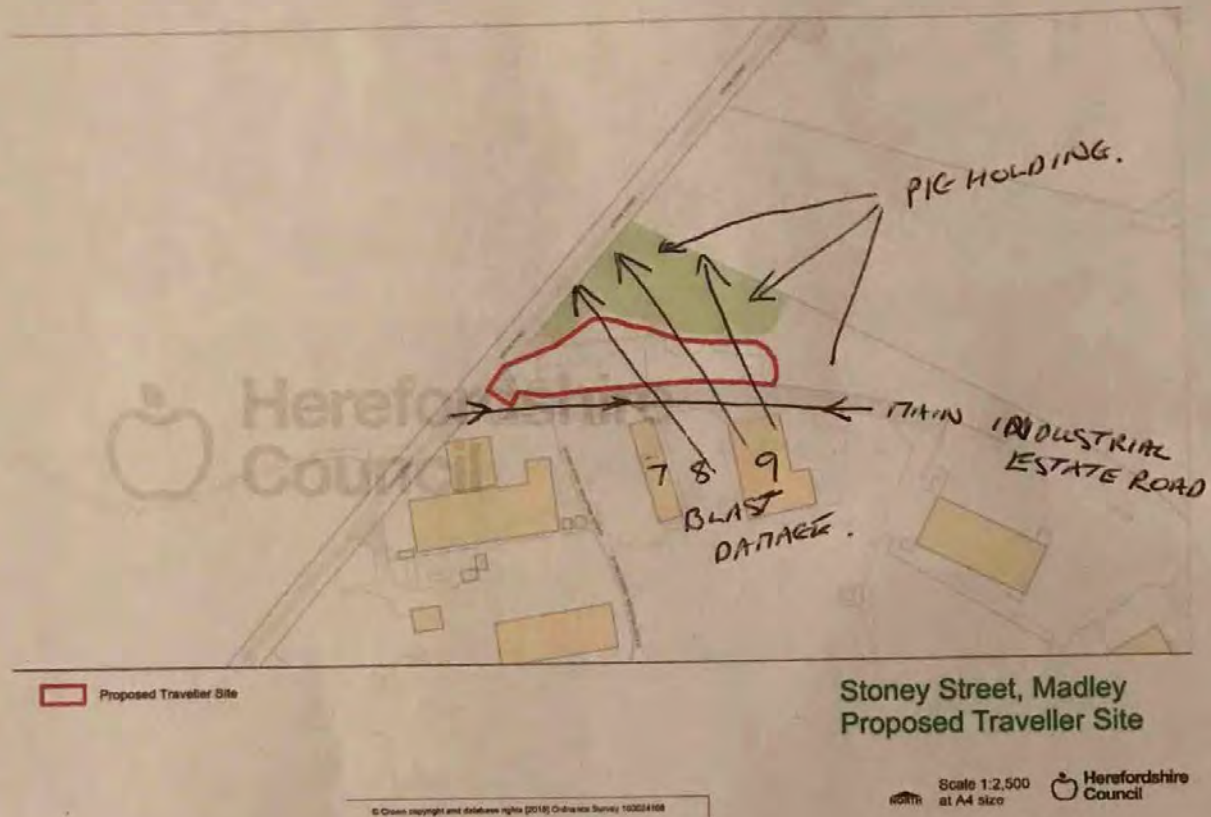
In addition a fundamental problem that led to violence before was forcing different types of Traveller on to one site against their wills. To escape the violence individuals and families had to escape onto our property for safety.

For this reason alone the County should provide smaller sites.

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Provided the unacceptably dangerous access issue is dealt with: We believe that the Madley project is a commercial development and remain willing to discuss a sustainable development with the developers. We believe that this can be dealt with through the normal Planning Process whereas the needs of the County Plan Consultation are entirely separate.

Site TS9 – Land at Stoney Street Madley



Site Type: Former Emergency Stopping Place for Travellers

Proposed allocation: Up to 10 residential pitches.

- 4.2 This proposal is for the reuse of a former emergency stopping place for travellers that was owned and managed by Herefordshire Council. Permission was granted in 1994 for a warden's pitch and space for up to 20 caravans. Fewer pitches are now proposed given the site's open countryside location and in order to allow for suitable mitigation to address any noise arising from the adjacent industrial estate. It is recommended that a noise assessment is carried out to establish the requirement for mitigation measures and this will inform both the capacity and layout of the site. A policy for this site to address this and any other requirements will be included in the main modifications should this site be considered suitable for inclusion in the Travellers Sites DPD. The content of the policy will be informed from responses received during this consultation.

Latham, James

From: Idf
Sent: 06 December 2018 08:45
To: Gilson, Susannah; Newey, Angela
Subject: FW: Fire - smoke across Travellers Site
Attachments: Doc 28 Nov 2018, 1637.pdf; ATT00002.txt

Additional to the rep.

-----Original Message-----

From: Augustine Fowler-Wright
Sent: 05 December 2018 19:53
To: Idf <ldf@herefordshire.gov.uk>
Subject: Fire - smoke across Travellers Site

Photo's show.

Traveller site behind concrete wall.

How quickly the site become deadly when the wind changed.

The Fork Truck can be seen against the concrete wall.

The photo of a gas tank (100 for from the wall and nearest caravans) blast damaged trees along Stone Street.

Please kindly acknowledge receipt.







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